APPENDIX ALT-AQT

2018 General Use Permit EIR: Air Quality Technical Analysis for Housing Alternatives

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memorandum

date	April 24, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Chris Sanchez, Brian Schuster - ESA
subject	**ESA Peer Review of Air Quality Technical Analysis for Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Air Quality Technical Analysis for Housing Alternatives*, dated April 6, 2018, prepared by Ramboll for Stanford.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated its memo accordingly. The memo was revised by Stanford on April 24, 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Air Quality Technical Analysis for Housing Alternatives* memo is appropriate for use as reference in the EIR.

MEMO

Client	**Stanford University**
Date	**April 24, 2018**
To	**Catherine Palter, Stanford University** **Lesley Lowe, Stanford University**
From	**Ramboll**
Subject	**2018 General Use Permit EIR: Air Quality Technical Analysis for Housing Alternatives**

Date April 24, 2018

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1. Introduction

The County of Santa Clara (the "County") has chosen to study two alternatives in response to comments on the 2018 Stanford General Use Permit (GUP) Draft EIR (DEIR). This memorandum summarizes the air quality technical analyses for these alternatives.

2. Description of Alternatives

The County has chosen to study two alternatives in response to housing comments on the DEIR. These alternatives are:

- *Full Offset Housing Alternative (Alternative FO):* Adds to the proposed project **2,549** additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of **5,699** net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- *Half Offset Housing Alternative (Alternative HO):* Adds to the proposed project **1,275** additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of **4,425** net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

2.1 Emissions Inventory Years

This report evaluates the criteria air pollutant (CAP) and toxic air contaminant (TAC) emissions inventories associated with the buildings and energy sources for the development proposed under Alternative FO and Alternative HO for the 2018 GUP. Inventories of existing conditions can be found in DEIR Appendix AQT Sections 3 and 4. Inventories presented here represent emissions for the completion of the development proposed for Alternative FO and Alternative HO, anticipated to occur by 2035.

This memo evaluates the emissions inventories for complete buildout of Alternative FO and Alternative HO. Complete buildout is called "Fall

2035" because it consists of the full operations of each of the Alternatives. However, the mobile source emissions are conservatively calculated using 2030 emission factors.[1] If 2035 mobile source emission factors were used instead of 2030, the total CAP and TAC emissions would be lower than reported here. Therefore, this comparison is a conservative estimate of the anticipated 2035 Alternatives emissions and is consistent with the methodology used in the DEIR.

Study area boundaries for the two Alternatives are the same as for the Project. Details regarding the boundaries can be found in DEIR Appendix AQT Section 1.2.1.

2.2 Air Quality Environmental and Regulatory Overview

Air quality existing conditions and regulatory overview remain unchanged since the publishing of the DEIR. Information on environmental and regulatory conditions can be found in DEIR Appendix AQT Section 2.

3. Criteria Pollutant Emissions Inventory

This section describes the methodology that Ramboll used to develop the Alternatives criteria air pollutant emission inventories, which include both construction and operational emissions. Sub-categories of criteria air pollutant operational emissions include: natural gas combustion, mobile sources, emergency generators, laboratories, and the fuel stations. Full details on the calculation methodology for the existing conditions and Project inventories are provided in DEIR Appendix AQT Appendix A.

3.1 Existing Conditions Inventories

The DEIR presented three scenario years to evaluate existing conditions: 2014, 2015, and Fall 2018. Existing conditions inventories and methodologies remain unchanged from the DEIR, with the exception of a correction for entrained roadway dust described in section 3.4.2 below. Further detail on these inventories can be found in DEIR Appendix AQT Sections 3 and 4.

3.2 Alternatives Inventories

This memo evaluates the emissions inventory for complete buildout of Alternative FO and Alternative HO. The Fall 2018 emissions inventory was used to develop each Alternative inventory by incorporating assumptions on growth in certain categories, such as an increase in number of residential beds. These scenarios consist of the full operations of each Alternative, which are anticipated to occur in 2035. **Table 3-1** summarizes Alternative FO and Alternative HO inventories. The 2018 Existing Conditions and Project inventories are also shown for comparison.

3.3 Construction Emissions – Alternatives

This section describes the estimation of CAP from construction activities within the study area. Average annual construction and demolition square footage from fiscal year 2001 through fiscal year 2015 were used to estimate the annual emissions from construction and demolition for all existing conditions and Project inventory years. Detailed information on the construction emissions calculations and methodologies are provided in DEIR Appendix AQT Section 3.3, and detailed emission inventory from the California Emissions Estimator Model (CalEEMod®) output files are included in DEIR Appendix AQT Appendix B.

[1] 2030 mobile source emission factors are used to be consistent in comparison with the 2030 GHG emissions threshold.

To evaluate construction emissions for Alternative FO and Alternative HO, emissions from the off-road equipment for additional proposed housing were estimated using CalEEMod® version 2013.2.2, while emissions for on-road vehicles were calculated using the same methodology as the DEIR as described in Section 3.4.2.[2] The number of additional units added to the proposed project under each Alternative was input into CalEEMod® divided by the average number of dwelling units constructed per year in order to calculate average annual emissions. The average number of dwelling units per year is based on the total number of additional units and the number of years until full buildout.

Estimates of the amount of excavation and demolition for the additional proposed housing units under both Alternatives were made based on scaling factors derived from the construction of the Escondido Village Graduate Residences (EVGR). Assuming future housing will be constructed with similar density and space needs, both excavation and demolition quantities for the Alternatives were calculated based on the average annual number of proposed dwelling units, assuming the same ratio of excavation and demolition per dwelling unit as EVGR. Alternative FO assumes construction of an annual average of 135 dwelling units, demolition of 3,539 square feet (sq ft) of buildings per year, and excavation of 82,821 cubic yards (CY) of soil. Alternative HO assumes construction of an annual average of 67 dwelling units, demolition of 1,167 sq ft of buildings per year, and excavation of 41,428 CY of soil.[3] CalEEMod® output files for the off-road equipment associated with the additional construction for the Alternatives are included as **Appendix A**. Additional on-road construction vehicle emissions are shown in Table 3-6**,** following the operational on-road vehicle emission tables**.**

The resulting annual emissions from CalEEMod® for each Alternative were added to the Project annual construction emissions to evaluate impacts. Consistent with the DEIR, all construction equipment is assumed to meet Final Tier 4 standards, except for chainsaws and paving phase equipment. Emissions for each Alternative are shown in **Table 3-1** and detailed mobile source tables 3-4 and 3-5 (described further in Section 3.4.2).

3.4 Operational Emissions – Alternatives

Existing conditions inventories (2014, 2015, and Fall 2018) remain unchanged from the DEIR with the exception of a correction for entrained roadway dust described in section 3.4.2 below. Further detail on these inventories can be found in DEIR Appendix AQT Section 3.4. This section describes methodologies for calculating the Fall 2035 inventories for Alternative FO and Alternative HO.

3.4.1 Natural Gas

The Alternatives inventories are based on the Fall 2018 inventory, scaled up for the development of the proposed 2018 GUP by 2035 and with the addition of the new Escondido Village Graduate Residences and additional housing units for each Alternative described in Section 1.1. Additional natural gas usage from the Alternatives housing is grouped in the "PGE Residential" and "PGE New Faculty/Staff Housing" subcategories. The additional graduate student natural gas use is scaled up by number of new beds, consistent with the DEIR

[2] Two more recent versions of CalEEMod® have now been released (versions 2016.3.1 and 2016.3.2). However, version 2013.2.2 was used to be consistent with the DEIR analyses.

[3] Construction and excavation quantities for the HO Alternative are not exactly half of those for the FO Alternative because the total number of dwelling units was rounded rather than using 0.5 dwelling units. Additionally, demolition was based on the number of potential dwelling units in the East Campus Development District (543 units in the FO Alternative and 179 units in the HO Alternative), as dwelling units constructed in other locations may not require demolition.

methodology. New private faculty/staff housing natural gas usage is based on averages for the climate zone assuming compliance with the 2016 Title 24 Building Energy Efficiency Standards, consistent with the usage assumptions for the proposed Project housing in the DEIR. Natural gas consumption, emission factors, and emissions for Alternative FO are summarized in **Table 3-2** and for Alternative HO in **Table 3-3**.

3.4.2 Mobile Sources

Methodologies for estimating CAP emissions from mobile sources remains unchanged from the DEIR. Increased housing from the two proposed Alternatives cause changes in mobile activity data. Updated activity data for Fall 2035 Alternatives (number of trips and/or VMT) for off-campus trips, on-campus trips, and construction trucks were provided by Fehr & Peers. Data from Fehr & Peers is provided in **Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis**. The same mobile source criteria pollutant emission factors were used as in the DEIR.[4] Full calculation methodology details can be found in DEIR Appendix AQT Appendix A. Mobile emissions for Alternative FO can be found in **Table 3-4** and for Alternative HO in **Table 3-5**. Mobile emissions for the on-road construction vehicles are shown in **Table 3-6.**

3.4.2.1 Entrained Roadway Dust

The BAAQMD significance thresholds include operational-related mass emissions thresholds for PM_{10} and $PM_{2.5}$. The operational mobile emissions presented in the DEIR Appendix AQT include vehicle emissions from the EMFAC2014 model, which contains PM_{10} and $PM_{2.5}$ from exhaust, brakewear, and tirewear, but does not include roadway dust.[5] BAAQMD subsequently clarified that roadway dust should be included in the emissions to compare to the operational thresholds. This memorandum therefore quantifies and includes fugitive roadway dust for both FO and HO Alternatives and revises the 2018 Baseline and 2035 Project scenarios to include fugitive roadway dust. Resulting comparisons to significance thresholds are presented in Section 5.2. As noted there, incorporating entrained roadway dust emissions does not result in any new significant impacts for the Project.

A methodology consistent with CalEEMod® was used to develop the entrained roadway dust inventory for the 2018 Baseline, 2035 Project, and FO and HO Alternatives. As described in the CalEEMod® calculation guide, "Vehicles that drive on both paved and unpaved roads generate fugitive dust by dispersing the silt from the roads."[6] The California Air Resources Board (ARB) provides a methodology for entrained roadway dust that utilizes the U.S. Environmental Protection Agency (USEPA) AP-42 method and incorporates the effects of precipitation and region-specific silt loading values that depend on the roadway type.[7] This

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[4] A newer version of this database, EMFAC2017, was officially released on December 22, 2017, after the publishing of the DEIR. To maintain consistency with DEIR methods and allow for side-by-side comparisons across Project scenarios and Alternatives, the same database as used in the DEIR, EMFAC2014, was used in this Alternatives analysis. In addition, EMFAC2017 has not yet been approved by the USEPA.

[5] ARB. EMFAC2014. Available at: https://www.arb.ca.gov/emfac/2014/. Accessed: September 2017.

[6] CalEEMod. 2016. Appendix A. Available at: http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/02_appendix-a2016-3-1.pdf?sfvrsn=2.

[7] ARB. 2016. Miscellaneous Process Methodology 7.9 Entrained Road Travel, Paved Road Dust. Available at: https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf. November.

refined methodology is also used by the BAAQMD in the development of their Roadway Screening Analysis Calculator.[8]

To calculate an entrained roadway dust emission factor in pounds of PM_{10} and $PM_{2.5}$ per VMT, data for Santa Clara County as presented in the ARB Entrained Road Dust Methodology was used.[9] These calculations are shown in **Table 3-7**. Total $PM_{2.5}$ and PM_{10} emissions from entrained roadway dust are calculated using these emissions factors and the vehicle miles traveled (VMT) associated with the 2018 Baseline, 2035 Project, FO Alternative, and HO Alternative scenarios.

3.4.3 Emergency Generators

Increased residential housing from the proposed Alternatives will not impact emergency generator emissions, so these remain unchanged from Project emissions presented in the DEIR. **Table 3-8** presents emergency generator emissions for Alternatives FO and HO.

3.4.4 Laboratories

Increased residential housing from the proposed Alternatives will not impact laboratory emissions, so these remain unchanged from Project emissions presented in the DEIR. **Table 3-9** presents laboratory emissions for Alternatives FO and HO.

3.4.5 Fuel Stations

Increased residential housing from the proposed Alternatives will not impact emissions from the Stanford on-campus fleet fuel station, so these remain unchanged from Project emissions presented in the DEIR. **Table 3-10** presents fuel station emissions for Alternatives FO and HO.

3.5 Criteria Air Pollutant Alternatives Inventories in Context

A category-by-category comparison of emissions between the Project inventory and the two Alternatives is shown in **Table 3-1**. The correction to include entrained roadway dust is reflected in the 2035 Project inventory below. Due to the increases in building energy use and traffic, total mass emissions of CAPs increase for the HO and FO Alternatives compared to the Project.

A summary of total emissions for each inventory is shown in **Table 3-11 and Figure 3-5**.

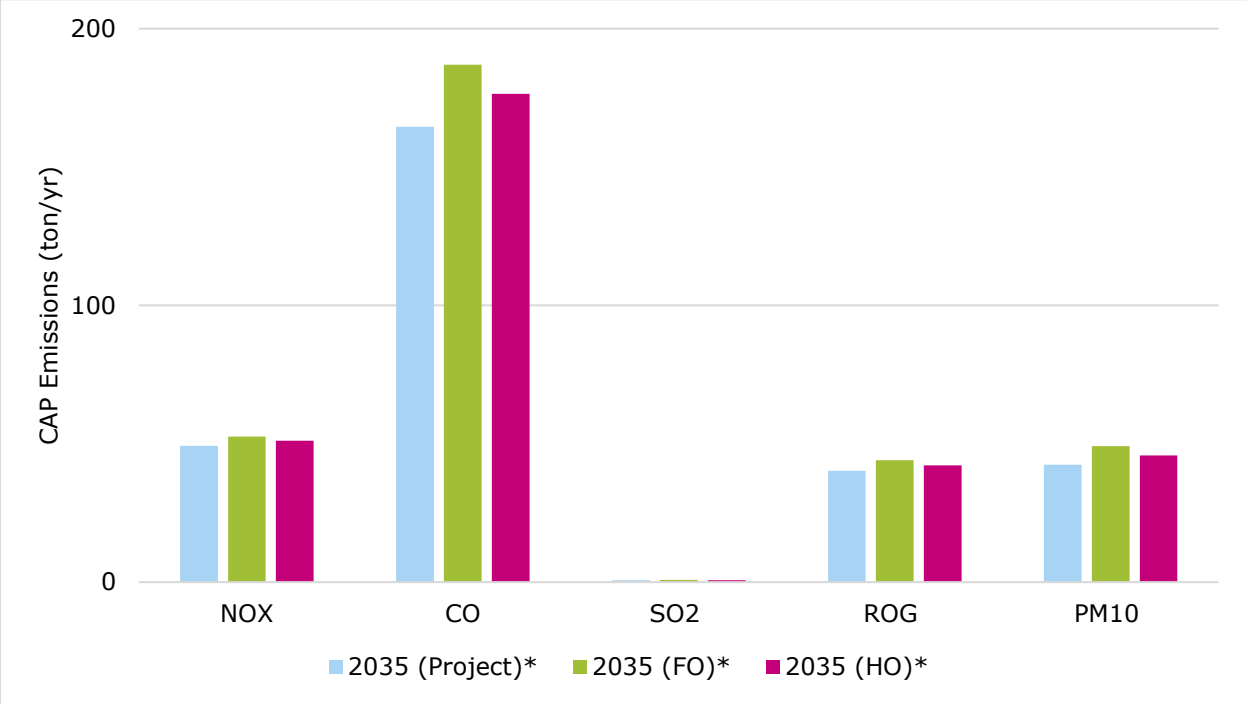
Table 3-11. Stanford CAP Emissions

	CAP Emissions (ton/yr)					
Inventory Year	NO_X	CO	SO_2	ROG	PM_{10}	$PM_{2.5}$
2035 (Project)	49	165	0.69	40	42	12
2035 (Alternative FO)	53	187	0.78	45	49	14
2035 (Alternative HO)	51	176	0.74	43	46	13

[8] BAAQMD. Roadway Screening Analysis Calculator. Available at: http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools.

[9] ARB. 2016. Miscellaneous Process Methodology 7.9 Entrained Road Travel, Paved Road Dust. Available at: https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf. Table 5.

Figure 3-5. Stanford CAP Emissions for Project and Alternatives



*As described in Section 2.1, the 2035 inventories are based on 2030 emission factors. This is conservative, as the mobile emission factors are expected to continue to decrease after 2030.

4. Toxic Air Contaminant Emissions Inventories

This section describes the methodology that Ramboll used to develop the Alternatives TAC emission inventories, which include operational emissions. Construction activities also result in the emissions of DPM, a recognized TAC in California. Since DPM is assumed to be all PM_{10}, and PM_{10} is discussed and calculated in the CAP section, the methodology for calculating construction emissions is not further discussed here. Sub-categories of TAC operational emissions include: natural gas combustion, mobile sources, emergency generators, laboratories, and fuel stations. Full details on the calculation methodology for existing condition and Project inventory development are provided in **DEIR Appendix AQT Appendix A.**

4.1 Operational Emissions – Existing Conditions and Alternatives

4.1.1 Natural Gas

The same activity data (natural gas usage) used for estimating CAP emissions, as described in Section 3.4.1, are also used for calculating TAC emissions.

Benzene, formaldehyde, and toluene are the only TACs evaluated by the BAAQMD for natural gas combustion. TAC emissions from natural gas sources are summarized for Alternative FO in **Table 4-1** and for Alternative HO in **Table 4-2**.

4.1.2 Mobile Sources

TAC emissions associated with on-road mobile sources are generated from residents, workers, visitors, and delivery vehicles visiting the various land use types at Stanford.

DPM, benzene, and 1,3-butadiene emissions were estimated from fuel combustion of mobile sources. BAAQMD CEQA Guidelines indicate that these three pollutants represent a substantial portion of the ambient background risk from TACs in the Bay Area Basin. DPM emissions were assumed to be equivalent to PM_{10} emissions from diesel-powered mobile sources. The methodology for calculating PM_{10} emissions are presented in Section 3.4.2 and in **DEIR Appendix AQT Appendix A.** Benzene and 1,3-butadiene are components of ROG and total organic gas (TOG) emissions (presented in Section 3.4.2), so emissions from total ROG (for diesel mobile sources) or TOG emissions (for gasoline mobile sources) were speciated to determine the benzene and 1,3-butadiene emissions. Benzene and 1,3-butadiene account for 92% of the cancer risk from all toxic compounds listed in the speciation of TOG due to Tailpipe Emissions, shown in Table 14 of the BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards (2012). Therefore, only those two compounds are included for gasoline TAC calculations.

The same activity data (i.e., VMT, vehicle trips, brake horsepower per hour) used to calculate CAP emissions, as described in Section 3.4.2, are used to calculate TAC emissions.

TAC emissions from mobile sources are summarized in for Alternatives FO in **Tables 4-3** and for Alternative HO in **Table 4-4**.[10]

4.1.3 Emergency Generators

DPM emissions were conservatively assumed to be equivalent to PM_{10} emissions from emergency generators. Methodology for calculating PM_{10} emissions are presented in Section 3.4.3 above.

Emissions estimates for DPM from emergency generators are shown in **Table 3-8** for Alternative FO and Alternative HO, under PM_{10} emissions.

4.1.4 Laboratories

The methodology for the calculation of TAC emissions from laboratories is described in Section 3.4.4 above.

Emissions estimates are shown in for Alternative FO and Alternative HO in **Table 3-9**.

4.1.5 Fuel Stations

ROG emissions estimated in Section 3.4.5 were speciated to assume that 0.3% of total emissions are benzene. The calculation methodology is described in detail in DEIR Appendix AQT Appendix A.

Emissions estimates are shown in **Table 4-5** for Alternatives FO and Alternative HO.

4.2 Toxic Air Contaminant Alternatives Inventories in Context

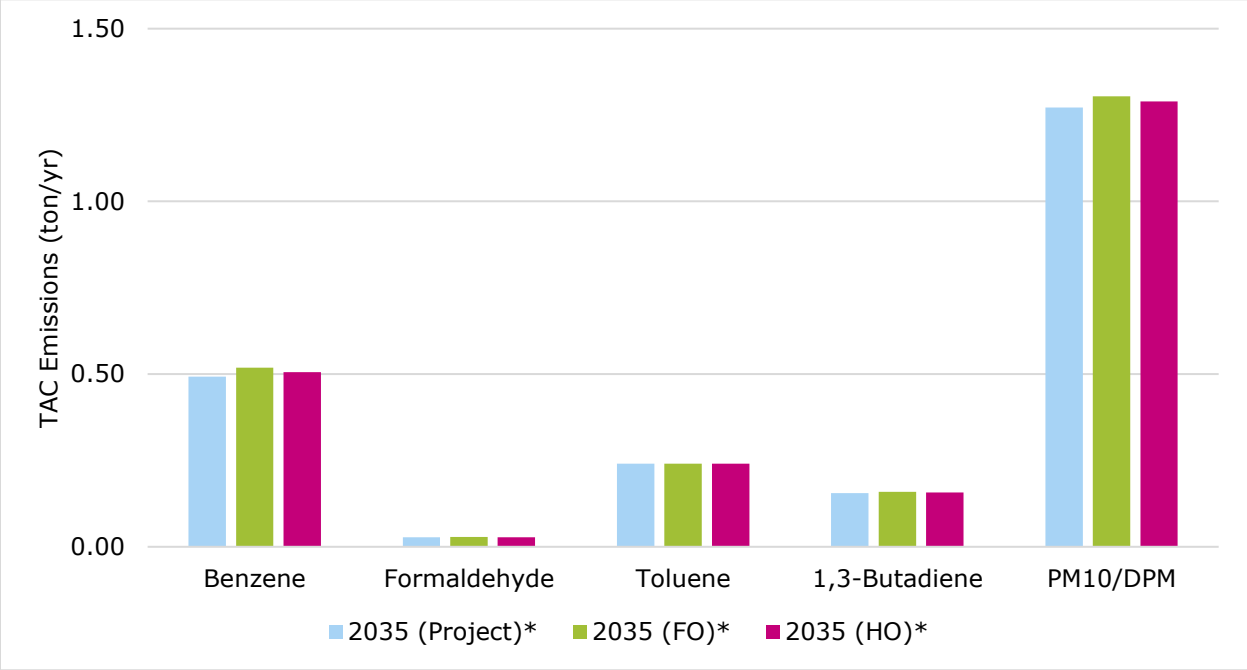
A category-by-category comparison of TAC emissions between the Project and Alternatives inventories is shown in **Table 4-5**. The TACs shown in this summary table are those evaluated by the BAAQMD for natural gas combustion and fuel combustion for mobile sources, which represent a substantial portion of ambient background risk from TACs in the Bay Area. Therefore, this report focuses on these five TACs. The other 89 laboratory chemicals for which emissions were calculated are shown in **Table 3-9**. Due to the increase in housing and mobile trips, total mass emissions of all five TACs that are tracked in the emissions inventory increase slightly for the HO and FO Alternatives compared to the Project. A summary of TAC emissions over time is shown in **Table 4-6 and Figure 4-2.**

[10] Entrained roadway dust is not included here, as it is not DPM.

Table 4-6. Stanford TAC Emissions					
	TAC Emissions (ton/yr)				
Inventory Year[1]	Benzene	Formaldehyde	Toluene	1,3-Butadiene	PM_{10}/DPM
2035 (Project)	0.49	0.027	0.241	0.156	1.27
2035 Alternative FO	0.52	0.028	0.241	0.159	1.30
2035 Alternative HO	0.51	0.028	0.241	0.157	1.29

[1] As described in Section 2.1, the 2035 inventories are based on 2030 emission factors. This is conservative, as the mobile emission factors are expected to continue to decrease after 2030.

Figure 4-2. Stanford TAC Emissions for Project and Alternatives



*As described in Section 2.1, the 2035 inventories are based on 2030 emission factors. This is conservative, as the mobile emission factors are expected to continue to decrease after 2030.

5. Impact Assessment and Mitigation Measures

Air quality standards of significance and thresholds are discussed in DEIR Appendix AQT Section 5. The comparisons of each Alternative to the corresponding thresholds are shown below.

5.1 Construction Impacts

Impact AQ-1a: Alternative FO Construction Would Not Result in Emissions of NOx, PM, and ROGs above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

As described in section 3.3, Alternative FO would generate construction emissions from a variety of sources, including the following: off-road construction equipment; and on-road worker, vendor, and hauling vehicles. A summary of emissions for the average annual scenario and comparison to thresholds is shown in **Table 5-1.** The peak construction year under the FO Alternative is expected to remain consistent with the peak construction year evaluated under the Project. Even if the new proposed housing units/beds are constructed non-uniformly across the 18 years of the Project, no single year is anticipated to have an amount of construction that would exceed the peak construction year evaluated under the Project. CalEEMod® outputs for the additional average annual housing for Alternatives FO and HO are shown in Appendix A. CalEEMod® outputs for the Project are shown in the DEIR Appendix AQT Appendix B. Consistent with the DEIR, to be conservative, construction emissions associated with the 2018 General Use Permit and Alternatives are evaluated as new emissions here, without subtracting the baseline emissions.

Table 5-1: Alternative FO Average Daily Construction Emissions

	Average Daily Emissions (pounds/day)[1]			
	ROG	**NOx**	**Exhaust PM_{10}[2]**	**Exhaust $PM_{2.5}$[2]**
DEIR Project Construction Emissions (Average Scenario)[3]	14.9	22.0	2.8	1.3
Additional Construction Off-Road Equipment for FO Alternative	7.7	4.1	0.08	0.08
Additional Construction On-Road Trips for FO Alternative	1.0	13.5	0.36	0.18
Total	23.5	39.6	3.3	1.6
Increase from Project to FO Alternative	58%	80%	16%	20%
Significance Threshold	54	54	82	54
Above Threshold?	No	No	No	No

[1] Construction emissions in lbs/day were calculated by dividing the total CAP emissions by the number of working days in a year.

[2] Exhaust PM includes tire wear and brake wear PM for on-road vehicles. The BAAQMD Thresholds do not include these sources so the comparison is conservative.

[3] It is assumed that the "peak" construction year does not change due to the FO Alternative.

<u>Impact AQ-1b:</u> Alternative HO Construction Would Not Result in Emissions of NOx, PM, and ROGs above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

As described in section 3.3, Alternative HO would generate construction emissions from a variety of sources, including the following: off-road construction equipment; and on-road worker, vendor, and hauling vehicles. A summary of emissions for the average annual scenario and comparison to thresholds is shown in **Table 5-2.** The peak construction year under the HO Alternative is expected to remain consistent with the peak construction year evaluated under the Project. Even if the new proposed housing units/beds are constructed non-uniformly across the 18 years of the Project, no single year is anticipated to have an amount of construction that would exceed the peak construction year evaluated under the Project. CalEEMod® outputs for the additional average annual housing for Alternatives FO and HO are shown in Appendix A. CalEEMod® outputs for the Project are shown in the DEIR Appendix AQT Appendix B. Consistent with the DEIR, to be conservative, construction emissions associated with the 2018 GUP and Alternatives are evaluated as new emissions here, without subtracting the baseline emissions.

Table 5-2: Alternative HO Average Daily Construction Emissions

	Average Daily Emissions (pounds/day)[1]			
	ROG	**NOx**	**Exhaust PM_{10}[2]**	**Exhaust $PM_{2.5}$[2]**
DEIR Project Construction Emissions (Average Scenario)[3]	14.9	22.0	2.8	1.3
Additional Construction Off-Road Equipment for HO Alternative	3.9	3.5	0.06	0.06
Additional Construction On-Road Trips for HO Alternative	0.5	6.7	0.18	0.09
Total	19.3	32.3	3.1	1.4
Increase from Project to HO Alternative	30%	47%	8%	11%
Significance Threshold	54	54	82	54
Above Threshold?	No	No	No	No

[1] Construction emissions in lbs/day were calculated by dividing the total CAP emissions by the number of working days in a year.

[2] Exhaust PM includes tire wear and brake wear PM for on-road vehicles. The BAAQMD Thresholds do not include these sources so the comparison is conservative.

[3] It is assumed that the "peak" construction year does not change due to the HO Alternative.

Impact AQ-2a: With Inclusion of BAAQMD-Recommended Basic Construction Mitigation Measures, Alternative FO Construction Would Not Result in Significant, Localized Dust-related Air Quality Impacts. *(Less than Significant with Mitigation[11])*

As described in the DEIR Appendix AQT Section 5.2.1, according to BAAQMD significance thresholds, a project would not have a significant adverse air quality impact associated with construction dust if applicable BAAQMD-recommended construction best management practices are required as mitigation measures and implemented during construction activities. Like the Project, Alternative FO would implement best management practices (BMPs) to ensure that fugitive dust for construction would result in less-than-significant impacts. This mitigation also contains measures that would reduce emissions from construction equipment engine exhaust.

Impact AQ-2b: With Inclusion of BAAQMD-Recommended Basic Construction Mitigation Measures, Alternative HO Construction Would Not Result in Significant, Localized Dust-related Air Quality Impacts. *(Less than Significant with Mitigation[12])*

As described in the DEIR Appendix AQT Section 5.2.1, according to BAAQMD significance thresholds, a project would not have a significant adverse air quality impact associated with construction dust if applicable BAAQMD-recommended construction best management practices are required as mitigation measures and implemented during construction activities. Like the Project, Alternative HO would implement best management practices (BMPs) to ensure that fugitive dust for construction would result in less-than-significant impacts. This mitigation also contains measures that would reduce emissions from construction equipment engine exhaust.

Impact AQ-3a: Alternative FO Construction Would Not Generate Emissions of TAC and $PM_{2.5}$ At Levels That Would Result in Health Risks above BAAQMD Significance Thresholds. *(Less than Significant with Mitigation[13])*

DEIR Appendix AQT Section 5.2.1 describes the BAAQMD significance thresholds for TAC and $PM_{2.5}$ from construction and dominant contributors to construction health risks. Although total emissions from construction activities were estimated, it is not possible to conduct a health risk assessment (HRA) for each discrete project that will occur through 2035. Accordingly, a screening tool was developed to ensure future construction activities would not result in emissions of toxic air contaminants exceeding BAAQMD health risk significance thresholds. The screening tool provides minimum distances to site new projects depending on size and proximity to sensitive receptors such as children, as shown in DEIR Appendix AQT Table 5-2-2. If a project does not fit within the screening tool parameters, Stanford shall submit to the County Planning Office a project-specific health risk analysis demonstrating that project construction activities will not result in a significant acute, chronic non-cancer or cancer-related health risk to sensitive receptors. These measures would remain applicable for

[11] Proposed mitigation under Alternative FO is consistent with the mitigation measure proposed in DEIR Table 1-2, Impact 5.2-2.

[12] Proposed mitigation under Alternative HO is consistent with the mitigation measure proposed in DEIR Table 1-2, Impact 5.2-2.

[13] Proposed mitigation under Alternative FO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.2-3.

Alternative FO and would ensure less-than-significant impacts on health risk from construction activities.

Impact AQ-3b: Alternative HO Construction Would Not Generate Emissions of TAC and $PM_{2.5}$ At Levels That Would Result in Health Risks above BAAQMD Significance Thresholds. *(Less than Significant with Mitigation[14])*

DEIR Appendix AQT Section 5.2.1 describes the BAAQMD significance thresholds for TAC and $PM_{2.5}$ from construction and dominant contributors to construction health risks. Although total emissions from construction activities were estimated, it is not possible to conduct a health risk assessment (HRA) for each discrete project that will occur through 2035. Accordingly, a screening tool was developed to ensure future construction activities would not result in emissions of toxic air contaminants exceeding BAAQMD health risk significance thresholds. The screening tool provides minimum distances to site new projects depending on size and proximity to sensitive receptors such as children. If a project does not fit within the screening tool parameters, Stanford shall submit to the County Planning Office a project-specific health risk analysis demonstrating that project construction activities will not result in a significant acute, chronic non-cancer or cancer-related health risk to sensitive receptors. These measures would remain applicable for Alternative HO and would ensure less-than-significant impacts on health risk from construction activities.

5.2 Operational Impacts

Impact AQ-4 (Revised to Include Entrained Roadway Dust): Project Operations Would Not Result in Emissions of NOx, PM, and ROGs above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

As described in Section 3.4.2.1, the calculations of 2018 Baseline and 2035 Project operational emissions have been revised to incorporate PM_{10} and $PM_{2.5}$ emissions from entrained roadway dust. This section revises the results shown in the DEIR Appendix AQT Section 5.2.2.

The proposed Project would generate operational emissions from a variety of sources, including the following: new vehicle trips and offroad area sources; maintenance operation of diesel emergency generators and boilers; new laboratories; and fueling stations. Because construction activity is on-going and construction emissions would occur throughout the life of the General Use Permit, emissions from off-road construction equipment have been included in the operational emissions. Details on CAP emission calculations are shown in DEIR Appendix AQT Appendix A.

USEPA emission factors were used for the emergency generators and boilers. Vehicle trip emissions were calculated using EMFAC2014 emissions factors from ARB, based on vehicle trip generation rates developed for this project. Entrained roadway dust emissions have been added to mobile emissions using the methodology described in Section 3.4.2.1.

The results of the project operational criteria air pollutant emissions calculations are presented in **Table 5-3**. Details on calculations and methodology are provided in the DEIR Appendix AQT Appendix A, with the additional roadway dust characterization discussed in Section 3.4.2.1. Table 5-3 indicates that operational criteria air pollutant emissions of the proposed project would result in emissions of criteria pollutants and precursors that would be below thresholds

[14] Proposed mitigation under Alternative HO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.2-3.

of significance for all pollutants. Therefore, impacts from emissions of NOx, PM, and or ROGs from operational activities are **less than significant**.

Table 5-3: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to Fall 2035)

	Average Daily Emissions (pounds/day)[1]			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-57	-214	48	10
Hot Water Generators	0.4	0.7	0.5	0.5
Replacement Process Steam Plant	0.3	1.0	0.4	0.4
Other Natural Gas (e.g., PGE boilers)	1.4	26	2.0	2.0
Emergency Generators	0.5	8.9	0.3	0.3
Laboratories	18.6	-	-	-
Fuel Stations	-0.2	-	-	-
Total	-36	-178	52	13
Significance Threshold	54	54	82	54
Above Threshold?	No	No	No	No
	Maximum Annual Emissions (short tons/year)			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-10	-39	8.8	1.8
Hot Water Generators	0.1	0.1	0.1	0.1
Replacement Process Steam Plant	0.1	0.2	0.1	0.1

Table 5-3: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to Fall 2035)				
Other Natural Gas (e.g., PGE boilers)	0.3	4.7	0.4	0.4
Emergency Generators	0.01	1.6	0.05	0.05
Laboratories	3.4	-	-	-
Fuel Stations	-0.04	-	-	-
Total	-6.5	-32	9.4	2.3
Significance Threshold	10	10	15	10
Above Threshold?	No	No	No	No

[1] Average daily emissions are calculated by dividing the annual average emissions by 365 days.

[2] For purpose of this comparison, $PM_{2.5}$ is conservatively assumed to equal PM_{10} for all non-mobile sources, though in reality only a fraction of total PM_{10} is $PM_{2.5}$.

Impact AQ-4a: Alternative FO Operations Would Not Result in Emissions of NOx $PM_{2.5}$, and ROGs above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)* Alternative FO Operations Would Result in Emissions of PM_{10} above BAAQMD Significance Thresholds. *(Significant and Unavoidable)*

As described above, Alternative FO would generate operational emissions from a variety of sources, including the following: new vehicle trips and offroad area sources; maintenance operation of diesel emergency generators and boilers; new laboratories; and fueling stations. Because construction activity is on-going and construction emissions occur throughout the life of the General Use Permit, emissions from off-road construction equipment have been included in the operational emissions.

The results of the operational criteria air pollutant emissions calculations are presented in **Table 5-4**. Table 5-4 indicates that operational criteria air pollutant emissions of Alternative FO would result in emissions of criteria pollutants and precursors that would be below thresholds of significance for NOx, $PM_{2.5}$, and ROGs, but above the threshold of significance for PM_{10}. Therefore, impacts from emissions of NOx, $PM_{2.5}$, and ROGs from operational activities are **less than significant**, while impacts from PM_{10} from operational activities are **significant**.

PM_{10} emissions associated with Alternative FO are dominated by mobile sources. Stanford is converting the majority of its campus fleet vehicles and all of its Marguerite shuttles to electric vehicles and is installing electric vehicle charging stations to encourage the use of private

zero-emission vehicles.[15] However, Stanford cannot control the fuels used in private vehicles. Mitigation Measure 5.15-2 would reduce mobile emissions to the extent the No Net New Commute Trips standard is achieved; however, this is considered a significant and unavoidable impact because it is uncertain whether this measure would reduce mobile emissions below the significance threshold.

Table 5-4: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to FO Alternative)

	Average Daily Emissions (pounds/day)[1]			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-31	-203	85	18
Hot Water Generators	0.4	0.7	0.5	0.5
Replacement Process Steam Plant	0.3	1.0	0.4	0.4
Other Natural Gas (e.g., PGE boilers)	1.9	34	2.6	2.6
Emergency Generators	0.5	8.9	0.3	0.3
Laboratories	18.6	-	-	-
Fuel Stations	-0.2	-	-	-
Total	-10	-159	88	22
Significance Threshold	54	54	82	54
Above Threshold?	No	No	**Yes**	No
	Maximum Annual Emissions (short tons/year)			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				

[15] Electric vehicles emit zero PM_{10} exhaust, although they still produce brake wear, tire wear, and entrained roadway dust that contribute to total PM_{10} emissions.

Table 5-4: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to FO Alternative)				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-6	-37.1	15.4	3.2
Hot Water Generators	0.1	0.1	0.1	0.1
Replacement Process Steam Plant	0.1	0.2	0.1	0.1
Other Natural Gas (e.g., PGE boilers)	0.3	6.2	0.5	0.5
Emergency Generators	0.01	1.6	0.05	0.05
Laboratories	3.4	-	-	-
Fuel Stations	-0.04	-	-	-
Total	-1.8	-29	16.1	3.9
Significance Threshold	10	10	15	10
Above Threshold?	No	No	**Yes**	No

[1] Average daily emissions are calculated by dividing the annual average emissions by 365 days.

[2] For purpose of this comparison, $PM_{2.5}$ is conservatively assumed to equal PM_{10} for all non-mobile sources, though in reality only a fraction of total PM_{10} is $PM_{2.5}$.

Impact AQ-4b: Alternative HO Operations Would Not Result in Emissions of NOx, PM, and ROGs above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

As described above, Alternative HO would generate operational emissions from a variety of sources, including the following: new vehicle trips and offroad area sources; maintenance operation of diesel emergency generators and boilers; new laboratories; and fueling stations. Because construction activity is on-going and construction emissions occur throughout the life of the General Use Permit, emissions from off-road construction equipment have been included in the operational emissions.

The results of the operational criteria air pollutant emissions calculations are presented in **Table 5-5**. For purpose of this comparison, $PM_{2.5}$ is conservatively assumed to equal PM_{10}, though in reality only a fraction of total PM_{10} is $PM_{2.5}$. Table 5-5 indicates that operational criteria air pollutant emissions of Alternative HO would result in emissions of criteria pollutants and precursors that would be below thresholds of significance for all pollutants. Therefore, impacts from emissions of NOx, PM, and or ROGs from operational activities are **less than significant**.

Table 5-5: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to HO Alternative)				
	Average Daily Emissions (pounds/day)[1]			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-44	-208	67	14
Hot Water Generators	0.4	0.7	0.5	0.5
Replacement Process Steam Plant	0.3	1.0	0.4	0.4
Other Natural Gas (e.g., PGE boilers)	1.6	30	2.3	2.3
Emergency Generators	0.5	8.9	0.3	0.3
Laboratories	18.6	-	-	-
Fuel Stations	-0.2	-	-	-
Total	-22	-167	70	17
Significance Threshold	54	54	82	54
Above Threshold?	No	No	No	No
	Maximum Annual Emissions (short tons/year)			
	ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$ [2]**
Emission Source				
Mobile Sources (including construction off-road equipment and entrained roadway dust)	-8	-37.9	12.2	2.5
Hot Water Generators	0.1	0.1	0.1	0.1
Replacement Process Steam Plant	0.1	0.2	0.1	0.1
Other Natural Gas (e.g., PGE boilers)	0.3	5.4	0.4	0.4
Emergency Generators	0.01	1.6	0.05	0.05

Table 5-5: Average Daily And Maximum Annual Operational Emissions (Change from Fall 2018 to HO Alternative)				
Laboratories	3.4	-	-	-
Fuel Stations	-0.04	-	-	-
Total	-4.1	-31	12.8	3.1
Significance Threshold	10	10	15	10
Above Threshold?	No	No	No	No

[1] Average daily emissions are calculated by dividing the annual average emissions by 365 days.

[2] For purpose of this comparison, $PM_{2.5}$ is conservatively assumed to equal PM_{10} for all non-mobile sources, though in reality only a fraction of total PM_{10} is $PM_{2.5}$.

Impact AQ-5a: Alternative FO Operations Would Not Generate Emissions of TAC and $PM_{2.5}$ That Would Result in Health Risks above BAAQMD Significance Thresholds. ***(Less than Significant with Mitigation[16])***

As described in DEIR Appendix AQT Section 5.2.2, the sources of TAC emissions that would occur during the operational phase of the project include emissions from mobile sources (passenger vehicles and delivery vehicles), and stationary sources (diesel generators and laboratory fume hood stacks).

Alternative FO is not anticipated to result in any changes to diesel generators or laboratories compared to the Project and would follow the same mitigation measures as the Project.

TAC and $PM_{2.5}$ emissions from mobile sources will be reduced under Alternative FO compared to baseline conditions, resulting in a reduction of health risks from mobile sources. Consequently, the Project is considered to have a less than significant impact with regard to health risks from mobile sources and risks from mobile sources were not further evaluated.

As described in Section 4.1.1, natural gas combustion results in emissions of benzene, formaldehyde, and toluene. Under the Project, there would be an increase in these TAC emissions due to an increase in natural gas combustion associated with residential and non-residential growth, as shown in **Table 4-1**. However, these increases would be minimal and any newly permitted sources would meet BAAQMD standards. Therefore, impacts on health risks from natural gas combustion would be less than significant.

Therefore, impacts to health risk from emissions of TACs and $PM_{2.5}$ from operational activities would be **less than significant**.

[16] Proposed mitigation under Alternative FO is consistent with the mitigation measure proposed in DEIR Table 1-2, Impact 5.2-5.

Impact AQ-5b: Alternative HO Operations Would Not Generate Emissions of TAC and $PM_{2.5}$ That Would Result in Health Risks above BAAQMD Significance Thresholds. *(Less than Significant with Mitigation[17])*

As described in DEIR Appendix AQT Section 5.2.2, the sources of TAC emissions that would occur during the operational phase of the project include emissions from mobile sources (passenger vehicles and delivery vehicles), and stationary sources (diesel generators and laboratory fume hood stacks).

Alternative HO is not anticipated to result in any changes to diesel generators or laboratories compared to the Project and would follow the same mitigation measures as the Project.

TAC and $PM_{2.5}$ emissions from mobile sources will be reduced under Alternative FO compared to baseline conditions, resulting in a reduction of health risks from mobile sources. Consequently, the Project is considered to have a less than significant impact with regard to health risks from mobile sources and risks from mobile sources were not further evaluated.

As described in Section 4.1.1, natural gas combustion results in emissions of benzene, formaldehyde, and toluene. Under the Project, there would be an increase in these TAC emissions due to an increase in natural gas combustion associated with residential and non-residential growth, as shown in **Table 4-2**. However, these increases would be minimal and any newly permitted sources would meet BAAQMD standards. Therefore, impacts on health risks from natural gas combustion would be less than significant.

Therefore, impacts to health risk from emissions of TACs and $PM_{2.5}$ from operational activities would be **less than significant**.

Impact AQ-6a: Alternative FO Operations Would Not Result in Local Concentrations of CO above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

BAAQMD provides a screening methodology based on peak hourly traffic volumes to evaluate potential impacts of CO emissions from mobile sources. The screening methodology focuses on intersections with vehicle traffic exceeding 44,000 vehicles per hour after FO Alternative buildout (or 24,000 vehicles per hour in locations with limited vertical or horizontal air mixing) that could violate or contribute to a violation of ambient air quality standards for CO. Based on the estimated FO Alternative-related traffic and existing traffic in the area, it is not expected that any of the intersections near the FO Alternative would experience more than 24,000 vehicles per hour at full buildout. Thus, the FO Alternative would not be expected to contribute to a violation of CO air quality standards.

Therefore, impacts to local concentrations of CO from operational activities are **less than significant**.

Impact AQ-6b: Alternative HO Operations Would Not Result in Local Concentrations of CO above BAAQMD Significance Thresholds. *(Less than Significant without Mitigation)*

BAAQMD provides a screening methodology based on peak hourly traffic volumes to evaluate potential impacts of CO emissions from mobile sources. The screening methodology focuses on intersections with vehicle traffic exceeding 44,000 vehicles per hour after HO Alternative

[17] Proposed mitigation under Alternative HO is consistent with the mitigation measure proposed in DEIR Table 1-2, Impact 5.2-5.

buildout (or 24,000 vehicles per hour in locations with limited vertical or horizontal air mixing) that could violate or contribute to a violation of ambient air quality standards for CO. Based on the estimated FO Alternative-related traffic and existing traffic in the area, it is not expected that any of the intersections near the HO Alternative would experience more than 24,000 vehicles per hour at full buildout. Thus, the HO Alternative would not be expected to contribute to a violation of CO air quality standards.

Therefore, impacts to local concentrations of CO from operational activities are **less than significant**.

5.3 General Impacts

Impact AQ-7a: Alternative FO Would Not Result in Objectionable Odors. (*Less than Significant without Mitigation)*

The BAAQMD CEQA Guidelines identify wastewater treatment plants, oil refineries, asphalt plants, chemical manufacturing, painting/coating operations, coffee roasters, food processing facilities, recycling operations and metal smelters as odor sources of particular concern, and recommends buffer zones of one to two miles around them to avoid potential odor conflicts. The potential for the FO Alternative to result in objectionable odors is **less than significant**.

Impact AQ-7b: Alternative HO Would Not Result in Objectionable Odors. *(Less than Significant without Mitigation)*

The BAAQMD CEQA Guidelines identify wastewater treatment plants, oil refineries, asphalt plants, chemical manufacturing, painting/coating operations, coffee roasters, food processing facilities, recycling operations and metal smelters as odor sources of particular concern, and recommends buffer zones of one to two miles around them to avoid potential odor conflicts. The potential for the HO Alternative to result in objectionable odors is **less than significant**.

Impact AQ-8a: Alternative FO Would Not Conflict with Existing Air Quality Plans. *(Less than Significant with Mitigation[18])*

DEIR Appendix AQT Section 5.2.3 describes the 2010 Clean Air Plan and consistency with 2010 BAAQMD CEQA Guidelines. The FO Alternative will not change the programs that Stanford provides to further the goals of the Clean Air Plan and is not expected to conflict with or obstruct implementation of the Clean Air Plan. Therefore, the FO Alternative's impacts relative to the goals of the Clean Air Plan would be **less than significant**.

Impact AQ-8b: Alternative HO Would Not Conflict with Existing Air Quality Plans. *(Less than Significant with Mitigation[19])*

DEIR Appendix AQT Section 5.2.3 describes the 2010 Clean Air Plan and consistency with 2010 BAAQMD CEQA Guidelines. The HO Alternative will not change the programs that Stanford provides to further the goals of the Clean Air Plan and is not expected to conflict with or obstruct implementation of the Clean Air Plan. Therefore, the HO Alternative's impacts relative to the goals of the Clean Air Plan would be **less than significant**.

[18] Proposed mitigation under Alternative FO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.2-8.

[19] Proposed mitigation under Alternative HO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.2-8.

5.4 Cumulative Impacts

Impact AQ-9a: Alternative FO Would Not Result in Operational Emissions of NOx, $PM_{2.5}$, or ROGs that are Cumulatively Considerable. *(Less than Significant without Mitigation)* Alternative FO Would Result in Operational Emissions of PM_{10} that are Cumulatively Considerable. *(Significant and Unavoidable)*

BAAQMD developed thresholds of significance with consideration of individual project emission levels that would be cumulatively considerable. If a project exceeds the identified project significance levels, then its emissions would be cumulatively considerable. Table 5-4 shows that FO Alternative operational and construction emissions would not exceed emission thresholds for NOx, $PM_{2.5}$, or ROGs. Therefore emissions of NOx, $PM_{2.5}$, or ROGs from the FO Alternative would not result in a cumulatively considerable contribution to a cumulative air quality impact. Since the FO Alternative operational emissions shown in Table 5-4 would exceed emissions thresholds for PM_{10}, the FO Alternative would result in a significant cumulative air quality impact for PM_{10}.

Impact AQ-9b: Alternative HO Would Not Result in Operational Emissions of NOx, PM, or ROGs that are Cumulatively Considerable. *(Less than Significant without Mitigation)*

BAAQMD developed thresholds of significance with consideration of individual project emission levels that would be cumulatively considerable. If a project exceeds the identified project significance levels, then its emissions would be cumulatively considerable. Table 5-5 shows that HO Alternative operational and construction emissions would not exceed emission thresholds for NOx, PM, or ROGs. Therefore emissions of NOx, PM, or ROGs from the HO Alternative would not result in a cumulatively considerable contribution to a cumulative air quality impact.

TABLES

Table 3-1
Project and Alternatives CAP Emissions - Summary
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Sources	Criteria Pollutant Emissions																							
	Fall 2018 (Baseline) Inventory						Fall 2035 (Project) Inventory[1]						Fall 2035 (FO Alternative) Inventory[2]						Fall 2035 (HO Alternative) Inventory[2]					
	NO_X	CO	SO_2	ROG	PM_{10}	$PM_{2.5}$[3]	NO_X	CO	SO_2	ROG	PM_{10}	$PM_{2.5}$[3]	NO_X	CO	SO_2	ROG	PM_{10}	$PM_{2.5}$[3]	NO_X	CO	SO_2	ROG	PM_{10}	$PM_{2.5}$[3]
	[ton/yr]																							
Stationary Sources																								
Cardinal Cogen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hot Water Generators	0.61	2.1	0.032	0.33	0.38	0.38	0.74	2.5	0.039	0.40	0.47	0.47	0.74	2.5	0.039	0.40	0.47	0.47	0.74	2.5	0.039	0.40	0.47	0.47
Replacement Process Steam	0.82	13	0.026	0.24	0.33	0.33	1.0	16	0.032	0.29	0.40	0.40	1.0	16	0.032	0.29	0.40	0.40	1.0	16	0.032	0.29	0.40	0.40
Other Natural Gas (e.g., PGE boilers)	19	16	0.11	1.0	1.4	1.4	23	20	0.14	1.3	1.8	1.8	25	21	0.15	1.4	1.9	1.9	24	20	0.14	1.3	1.8	1.8
Emergency Generators	7.3	1.9	0.01	0.3827	0.21	0.21	9.0	2.3	0.01	0.47	0.26	0.26	9.0	2.3	0.01	0.47	0.26	0.26	9.0	2.3	0.01	0.47	0.26	0.26
Laboratories	-	-	-	15	-	-	-	-	-	19	-	-	-	-	-	19	-	-	-	-	-	19	-	-
Valero Fuel Station	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bonair Fuel Station	-	-	-	0.074	-	-	-	-	-	0.037	-	-	-	-	-	0.037	-	-	-	-	-	0.037	-	-
Subtotal [ton/yr]	**27**	**33**	**0.18**	**17**	**2.3**	**2.3**	**34**	**41**	**0.22**	**21**	**2.9**	**2.9**	**35**	**42**	**0.23**	**21**	**3.0**	**3.0**	**35**	**41**	**0.22**	**21**	**3.0**	**3.0**
Mobile Sources																								
Worker Trips	7.2	74	0.22	7.6	3.2	1.4	2.7	36.3	0.17	3.8	3.8	1.5	2.5	34.2	0.16	4.5	3.5	1.4	2.6	35.3	0.16	4.1	3.6	1.5
Resident Trips	5.0	54	0.14	7	1.9	0.8	2.6	36.8	0.15	5.4	3.3	1.4	4.1	58.1	0.24	8.3	5.3	2.2	3.4	47.5	0.20	6.9	4.3	1.8
Campus Vehicles - On Road	22	15	0.057	1.9	1.8	0.9	1.8	3.1	0.0198	0.56	2.1	0.9	1.8	3.1	0.0198	0.56	2.1	0.9	1.8	3.1	0.0198	0.56	2.1	0.9
Campus Vehicles - Off Road	2.1	18.5	0.0041	4.4	0.19	0.18	2.1	18.5	0.0041	4.4	0.19	0.18	2.1	18.5	0.0041	4.4	0.19	0.18	2.1	18.5	0.0041	4.4	0.19	0.18
Other Trips	17	52	0.16	6.8	2.6	1.2	5.6	26.3	0.13	3.6	2.8	1.2	5.8	27	0.13	3.7	2.9	1.2	5.7	26	0.13	3.6	2.9	1.2
Entrained Roadway Dust[4]	-	-	-	-	20.6	3.1	-	-	-	-	27.1	4.1	-	-	-	-	31.9	4.8	-	-	-	-	29.5	4.4
Construction Off-Road Equipment[5]	0.51	2.7	0.0042	1.2	0.20	0.20	0.39	2.7	0.0048	1.2	0.19	0.19	0.87	4.6	0.0084	2.2	0.20	0.20	0.81	4.3	0.0070	1.7	0.20	0.20
Subtotal [ton/yr]	**54**	**215**	**0.58**	**29**	**31**	**7.7**	**15**	**124**	**0.47**	**19**	**39**	**9.5**	**17**	**145**	**0.56**	**24**	**46**	**11**	**16**	**135**	**0.52**	**21**	**43**	**10**
Total [ton/year]	**82**	**248**	**0.75**	**47**	**33**	**10**	**49**	**165**	**0.69**	**40**	**42**	**12.4**	**53**	**187**	**0.78**	**45**	**49**	**14**	**51**	**176**	**0.74**	**43**	**46**	**13**

Notes:

1. Fall 2035 represents full buildout of the Project. Mobile emission factors are conservatively used from year 2030, to be consistent with the GHG report and comparison to State 2030 targets.
2. The FO and HO Alternatives inventories include emissions changes due to additional graduate student beds and faculty/staff housing compared to the Project.
3. $PM_{2.5}$ has conservatively been assumed to equal PM_{10} for non-mobile sources.
4. Entrained road dust has been added for consistency with BAAQMD operational thresholds, as described in Section 3.4.2.1.
5. For the Project inventory, construction emissions are estimated using CalEEMod® 2013.2.2 using the average annual square footage of construction and demolition and estimated excavation from fiscal year 2001 through fiscal year 2015 with default construction schedules and equipment lists. For the Alternatives inventories, construction emissions are added for the annual average number of additional dwelling units. For all inventories, construction equipment is all assumed to meet Final Tier 4 standards, except for chainsaws and paving phase equipment. Construction on-road emissions (worker, vendor, and hauling trips) are included in the mobile sources.

Abbreviations:

CalEEMod® - California Emission Estimator Model
CAP - criteria air pollutants
CO - carbon monoxide
FO - full offset
PGE - Pacific Gas & Electric
PM_{10} - particulate matter under 10 microns
ROG - reactive organic gas
GHG - greenhouse gas
HO - half offset
NOx - nitrogen oxides
PGE - Pacific Gas & Electric
$PM_{2.5}$ - particulate matter under 2.5 microns in diameter
PM_{10} - particulate matter under 10 microns in diameter
ROG - reactive organic gas
SO_2 - sulfur dioxide
ton - short tons
yr - year

Table 3-2
FO Alternative CAP Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Equipment	Fall 2018 Annual Natural Gas Usage[1]	Scaling for FO Alternative[2]	FO Alternative Annual Natural Gas Usage	Emission Factors[3]					Emissions				
				NO_X	CO	SO_2	ROG	PM_{10}	NO_X	CO	SO_2	ROG	PM_{10}
	[MMBtu/yr]	[%]	[MMBtu/yr]	[lb/MMBtu]					[ton/yr]				
Hot Water Generators	109,605	22%	133,845	0.011	0.038	5.9E-04	0.0060	0.0070	0.74	2.5	0.039	0.40	0.47
Replacement Process Steam Plant	89,021	22%	108,709	0.018	0.30	5.9E-04	0.0054	0.0075	1.01	16	0.032	0.29	0.40
PGE Residential	58,626	39%	81,637	0.098	0.08	5.9E-04	0.0054	0.0075	4.0	3.4	0.024	0.22	0.30
PGE Commercial - Individual Replacement Boilers[4]	11,007	0%	11,007						0.54	0.45	0.0032	0.030	0.041
PGE Commercial - Remaining[4]	308,198	22%	376,358						18	15	0.111	1.01	1.4
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341						0.066	0.055	0.00039	0.0036	0.0050
PGE New Faculty/Staff Housing[6]	0	N/A	34,339						1.7	1.4	0.010	0.093	0.13
Total	**577,799**		**747,236**						**26.5**	**39.6**	**0.22**	**2.1**	**2.8**

Notes:

1. Fall 2018 Annual Natural Gas usage details are shown in DEIR Appendix AQT Table 3-4-4.
2. Scaling for Fall 2035 is primarily based on the increase in academic square footage and student beds expected from Fall 2018 to full buildout of the 2018 GUP, including the increase in housing for this Alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the Hot Water Generators, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; i.e., efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. Hot Water Generator and Replacement Process Steam Plant boiler emission factors were provided by Stanford; the hot water generator emission factors are from the vendor except for SO_2 from AP-42. The replacement process steam plan NOx and CO factors are based on BAAQMD Regulation 9-7, with all other emission factors from Table 1.4-2 of Section 1.4 (Natural Gas Combustion) of AP-42. For the remaining boilers, USEPA AP-42 emission factors were used for general natural gas use and exampt small boilers. The emission factors were converted from lb/106 scf to lb/MMBtu using BAAQMD default high heating value of 1,020 BTU/scf for natural gas. We assume that individual replacement boilers are covered by general natural gas use and that estimates are conservative by doing so. See table below for emission factor comparison.

Source	NO_X	CO	SO_2	ROG	PM_{10}	EF Source
	[lb/MMBtu]					
General Natural Gas	0.098039	0.082353	0.000588	0.005392	0.007451	AP-42
Exempt Small Boilers	0.098039	0.082353	0.000588	0.005392	0.007451	AP-42
Individual Replacement Boilers	0.037	0.3001	0.000588	0.005392	0.007451	AP42; 30 ppmv for NO_x, 400 ppmv for CO

4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® version 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 2,892 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

Abbreviations:

AP 42 - USEPA compilation of air pollutant emission factors
BAAQMD - Bay Area Air Quality Management District
BTU - British thermal units
CalEEMod® - California Emissions Estimator Model
CAP - criteria air pollutants
CEF - Central Energy Facility
CO - carbon monoxide
DEIR - Draft Environmental Impact Report
FO - full offset
GUP - general use permit
lb - pound
MMBTU - million British thermal units
NO_X - nitrogen oxides
PGE - Pacific Gas & Electric
PM_{10} - particulate matter under 10 microns diameter
ppmv - parts per million by volume
ROG - reactive organic gas
scf - standard cubic foot
SO_2 - sulfur dioxide
ton - short tons
USEPA - United States Environmental Protection Agency
yr - year

Table 3-3
HO Alternative CAP Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Equipment	Fall 2018 Annual Natural Gas Usage[1]	Scaling for HO Alternative[2]	HO Alternative Annual Natural Gas Usage	Emission Factors[3]					Emissions				
				NO_X	CO	SO_2	ROG	PM_{10}	NO_X	CO	SO_2	ROG	PM_{10}
	[MMBtu/yr]	[%]	[MMBtu/yr]	[lb/MMBtu]					[ton/yr]				
Hot Water Generators	109,605	22%	133,845	0.011	0.038	5.9E-04	0.0060	0.0070	0.74	2.5	0.039	0.40	0.47
Replacement Process Steam Plant	89,021	22%	108,709	0.018	0.30	5.9E-04	0.0054	0.0075	1.01	16	0.032	0.29	0.40
PGE Residential	58,626	38%	81,146	0.098	0.08	5.9E-04	0.0054	0.0075	4.0	3.3	0.024	0.22	0.30
PGE Commercial - Individual Replacement Boilers[4]	11,007	0%	11,007						0.54	0.45	0.0032	0.030	0.041
PGE Commercial - Remaining[4]	308,198	22%	376,358						18	15	0.111	1.01	1.4
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341						0.066	0.055	0.00039	0.0036	0.0050
PGE New Faculty/Staff Housing[6]	0	N/A	20,435						1.002	0.841	0.00601	0.0551	0.0761
Total	**577,799**		**732,841**						**25.8**	**39.0**	**0.22**	**2.0**	**2.7**

Notes:

1. Fall 2018 Annual Natural Gas usage details are shown in DEIR Appendix AQT Table 3-4-4.
2. Scaling for Fall 2035 is primarily based on the increase in academic square footage and student beds expected from Fall 2018 to full buildout of the 2018 GUP, including the increase in housing for this Alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the Hot Water Generators, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; i.e., efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. Hot Water Generator and Replacement Process Steam Plant boiler emission factors were provided by Stanford; the hot water generator emission factors are from the vendor except for SO_2 from AP-42. The replacement process steam plan NOx and CO factors are based on BAAQMD Regulation 9-7, with all other emission factors from Table 1.4-2 of Section 1.4 (Natural Gas Combustion) of AP-42. For the remaining boilers, USEPA AP-42 emission factors were used for general natural gas use and exampt small boilers. The emission factors were converted from lb/106 scf to lb/MMBtu using BAAQMD default high heating value of 1,020 BTU/scf for natural gas. We assume that individual replacement boilers are covered by general natural gas use and that estimates are conservative by doing so. See table below for emission factor comparison.

Source	NO_X	CO	SO_2	ROG	PM_{10}	EF Source
	[lb/MMBtu]					
General Natural Gas	0.098039	0.082353	0.000588	0.005392	0.007451	AP-42
Exempt Small Boilers	0.098039	0.082353	0.000588	0.005392	0.007451	AP-42
Individual Replacement Boilers	0.037	0.3001	0.000588	0.005392	0.007451	AP42; 30 ppmv for NO_x, 400 ppmv for CO

4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, Ramboll estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® version 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 1,171 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

Abbreviations:

AP 42 - USEPA compilation of air pollutant emission factors
BAAQMD - Bay Area Air Quality Management District
BTU - British thermal units
CalEEMod® - California Emissions Estimator Model
CAP - criteria air pollutants
CEF - Central Energy Facility
CO - carbon monoxide
DEIR - Draft Environmental Impact Report
GUP - general use permit
HO - half offset
lb - pound
MMBTU - million British thermal units
NO_X - nitrogen oxides
PGE - Pacific Gas & Electric
PM_{10} - particulate matter under 10 microns diameter
ppmv - parts per million by volume
ROG - reactive organic gas
scf - standard cubic foot
SO_2 - sulfur dioxide
ton - short tons
USEPA - United States Environmental Protection Agency
yr - year

Table 3-4
FO Alternative CAP Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						Total Emissions [ton/year][11]					
	Group	Number of Vehicles[2]	Trips per Day per Vehicle[2]	Total Vehicle Trips per Year[2]	Trip Length [mile]	Total VMT [mile/year]	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_X
Off-Campus (Worker) Trips[3]	Undergraduate	185	2.0	55,470		404,378	0.028	0.21	0.015	0.021	0.0085	9.3E-04
	Graduate	701	2.0	291,607		2,668,207	0.15	1.3	0.10	0.14	0.056	0.0061
	Post-doc	971	2.0	431,163		3,129,103	0.22	1.6	0.12	0.16	0.066	0.0072
	Faculty/Staff	7,350	2.0	3,263,320		31,275,093	1.7	16	1.1	1.6	0.66	0.071
	Casual Employees	398	2.0	176,852		2,368,054	0.10	1.1	0.084	0.12	0.050	0.0054
	Contingent Employees	387	2.0	171,987		2,106,846	0.094	1.0	0.076	0.11	0.044	0.0048
	Temporary Employees	797	2.0	354,016		4,517,250	0.19	2.2	0.16	0.23	0.095	0.010
	Non-Employee Affiliates: 20% FTEs	223	2.0	99,182		1,178,277	0.054	0.57	0.042	0.060	0.025	0.0027
	Non-Employee Affiliates: FTEs	1,222	2.0	542,399		6,443,705	0.29	3.1	0.23	0.33	0.13	0.015
	Third Party Contractors	321	2.0	142,671		2,027,352	0.079	1.0	0.072	0.10	0.042	0.0046
	Janitorial Shift Workers	257	2.0	114,049		1,620,630	0.063	0.76	0.057	0.082	0.034	0.0037
	First Mile to Transit (all Workers + Students)	2,475	2.0	1,098,257		4,528,261	0.54	2.7	0.19	0.23	0.096	0.0106
	Construction	11,987	0.2	454,737		6,421,953	0.95	3.0	0.23	0.33	0.13	0.015
	Sub-Total	**27,275**		**7,195,712**		**68,689,109**	**4.5**	**34**	**2.5**	**3.5**	**1.4**	**0.16**
On-Campus (Resident) Trips[3]	Undergraduate	2,079	5.84	2,550,030		9,891,078	1.0	6.1	0.42	0.51	0.21	0.023
	Graduate	7,099	3.9	8,834,714		46,244,310	3.8	26	1.9	2.4	1.0	0.11
	Post-doc	1,182	3.1	1,187,325		7,766,860	0.544	4.16	0.2998	0.3958	0.1636	1.8E-02
	Faculty/Staff	6,376	2.7	6,175,536		40,396,939	2.93	21.6	1.56	2.06	0.85	0.093
	Sub-Total	**16,736**		**18,747,605**		**104,299,187**	**8.3**	**58**	**4.1**	**5.3**	**2.2**	**0.24**
Campus Vehicles - On-road[4]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049	0.16	1.1	0.080	0.080	0.033	0.0040
	Bonair on-road - diesel	11	3.0	12,246	7.3	89,394	3.0E-04	0.0069	8.1E-04	0.0023	0.0010	9.6E-05
	Bonair on-road buses diesel	10	1.1	3,871	7.3	28,261	0.0029	0.030	0.079	0.0085	3.1E-04	2.6E-04
	Bonair Unfiltered - Assuming on-road - gas	74	1.6	43,051	7.3	314,270	0.017	0.11	0.0079	0.0080	0.0033	4.0E-04
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59	2,424,184	0.36	1.6	1.6	0.29	0.14	0.014
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	0.0012	0.027	0.0032	0.0091	0.0038	3.8E-04
	Marguerite[10]	66				2,618,108	0	0	0	1.7	0.72	0
	Public Safety	31	2.8	31,879	7.3	232,720	0.022	0.17	0.012	0.012	0.0049	5.9E-04
	Sub-Total	**700**		**588,428**		**9,039,395**	**0.56**	**3.1**	**1.8**	**2.1**	**0.90**	**0.020**
Other Trips[3]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952	2.7	18	1.3	1.7	0.70	0.076
	Worker Non-Commute Trips			397,810		1,234,221	0.14	0.82	0.056	0.063	0.026	0.0030
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599	0.088	1.6	0.13	0.19	0.077	0.0082
	Non-event Visitor Trips - Buses	5,250	2.0	10,500		390,000	0.073	0.79	1.7	0.23	0.11	0.0061
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045	0.18	3.1	0.24	0.35	0.15	0.016
	Deliveries - Trucks	228,153	2.0	456,305		2,977,821	0.47	2.2	2.3	0.36	0.17	0.018
	Construction Vendor Trucks[12]		2.4	*11,590*	*7.3*	*84,607*	*0.02*	*0.4*	*0.2*	*0.01*	*0.00*	*0.001*
	Construction Haul Trucks[12]		2.4	*18,356*	*20*	*367,120*	*0.06*	*1.3*	*1.0*	*0.04*	*0.02*	*0.007*
	Sub-Total	**3,018,873**		**6,617,680**		**48,226,638**	**3.7**	**27**	**5.8**	**2.9**	**1.2**	**0.13**
					Total VMT	**230,254,329**						
						[bhp-hr/yr][6]						
Campus Vehicles - Off-road Equip[5,7]	Siebel and Red Barn equip - gas[9]					38,837	3.4	14	0.12	0.040	0.040	0.0015
	Siebel and Red Barn equip - diesel[9]					52,854	0.087	0.37	0.32	0.031	0.029	3.1E-04
	Off-road equip - gas					6,553	0.58	2.4	0.020	0.0068	0.0068	2.5E-04
	Off-road equip - diesel					102,570	0.17	0.72	0.62	0.060	0.055	6.1E-04
	Light Towers - gas					2,925	0.0026	0.0086	0.016	8.3E-04	8.3E-04	2.3E-05
	Light Towers - diesel					186,791	0.16	0.55	1.0	0.053	0.053	0.0014
	Sub-Total					**390,532**	**4.41**	**18.5**	**2.1**	**0.19**	**0.18**	**0.0041**
					Total Emissions from Mobile Sources [tons/yr]		**21.4**	**140**	**16.3**	**14.0**	**6.0**	**0.55**

Table 3-4
FO Alternative CAP Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
3. VMT per year for the FO Alternative is based on data provided by Fehr & Peers.
4. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the 2018 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2018 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are estimated by scaling assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2018. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
5. Fuel usage for off-road Stanford vehicles was provided by Stanford and is assumed to remain constant from 2015 to 2035. Conversion factors (for gas and diesel) were used to convert gallons of fuel to bhp-hr. CalEEMod® emission factors were then used to estimate emissions.
6. Conversion factors from fuel usage in gallons to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
7. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix AQT Appendix C.
9. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
10. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles; this is kept constant through 2035.
11. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix AQT Appendix C. Entrained road dust emissions are calculated separately and shown in Table 3-7.
12. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the FO Alternative construction consist of 14 vendor trips/day for 220 days and 10,369 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. However, EMFAC2014 emission factors consistent with hauling and vendor CalEEMod fleet breakdowns have been used to calculate CAP emissions for comparison with the BAAQMD construction thresholds of significance.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emissions Estimator Model
CAP - criteria air pollutants
CO - carbon monoxide
CO_2 - carbon dioxide
DEIR - Draft Environmental Impact Report
EMFAC - Emissions Factor
FO - full offset
FTE - Full time equivalent
hr - hour
mpg - miles per gallon
NEVES - Nonroad Engine and Vehicle Emission Study
NO_X - nitrogen oxides
PM_{10} - particulate matter under 10 microns
$PM_{2.5}$ - particulate matter under 2.5 microns
PSSI - Peninsula Sanitary Service, Inc.
ROG - reactive organic gas
SO_X - sulfur oxide
TBD - To be determined
ton - short tons
USEPA - United States Environmental Protection Agency
VMT - vehicle miles traveled
yr - year

Table 3-5
HO Alternative CAP Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						Total Emissions [ton/year][11]					
	Group	Number of Vehicles[2]	Trips per Day per Vehicle[2]	Total Vehicle Trips per Year[2]	Trip Length [mile]	Total VMT [mile/year]	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_X
Off-Campus (Worker) Trips[3]	Undergraduate	185	2.0	55,470		404,378	0.028	0.21	0.015	0.021	0.0085	9.3E-04
	Graduate	733	2.0	304,720		2,788,191	0.16	1.4	0.10	0.14	0.059	0.0064
	Post-doc	907	2.0	402,779		3,310,049	0.21	1.7	0.12	0.17	0.070	0.0076
	Faculty/Staff	7,285	2.0	3,234,437		33,485,640	1.7	16	1.2	1.7	0.70	0.076
	Casual Employees	398	2.0	176,826		2,367,699	0.10	1.1	0.084	0.12	0.050	0.0054
	Contingent Employees	388	2.0	172,068		2,107,835	0.094	1.0	0.076	0.11	0.044	0.0048
	Temporary Employees	797	2.0	353,942		4,516,305	0.19	2.2	0.16	0.23	0.095	0.010
	Non-Employee Affiliates: 20% FTEs	223	2.0	99,182		1,178,277	0.054	0.57	0.042	0.060	0.025	0.0027
	Non-Employee Affiliates: FTEs	1,222	2.0	542,399		6,443,705	0.29	3.1	0.23	0.33	0.13	0.015
	Third Party Contractors	321	2.0	142,671		2,027,352	0.079	1.0	0.072	0.10	0.042	0.0046
	Janitorial Shift Workers	257	2.0	114,049		1,620,630	0.063	0.76	0.057	0.082	0.034	0.0037
	First Mile to Transit (all Workers + Students)	2,565	2.0	1,137,776		4,691,023	0.56	2.8	0.20	0.24	0.100	0.0110
	Construction	6044	0.3	442,851		6,274,567	0.56	3.0	0.22	0.32	0.13	0.014
	Sub-Total	**21,324**		**7,179,171**		**71,215,651**	**4.1**	**35**	**2.6**	**3.6**	**1.5**	**0.16**
On-Campus (Resident) Trips[3]	Undergraduate	2,079	5.84	2,550,030		9,891,078	1.0	6.1	0.42	0.51	0.21	0.023
	Graduate	7,016	3.9	8,724,268		45,666,544	3.8	26	1.8	2.3	1.0	0.11
	Post-doc	606	3.2	629,624		4,119,845	0.287	2.21	0.1590	0.2100	0.0868	9.5E-03
	Faculty/Staff	3,945	2.7	3,820,765		24,991,369	1.81	13.4	0.96	1.27	0.53	0.058
	Sub-Total	**13,646**		**15,724,687**		**84,668,836**	**6.9**	**48**	**3.4**	**4.3**	**1.8**	**0.20**
Campus Vehicles - On-road[4]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049	0.16	1.1	0.080	0.080	0.033	0.0040
	Bonair on-road - diesel	11	3.0	12,246	7.3	89,394	3.0E-04	0.0069	8.1E-04	0.0023	0.0010	9.6E-05
	Bonair on-road buses diesel	10	1.1	3,871	7.3	28,261	0.0029	0.030	0.079	0.0085	3.1E-04	2.6E-04
	Bonair Unfiltered - Assuming on-road - gas	74	1.6	43,051	7.3	314,270	0.017	0.11	0.0079	0.0080	0.0033	4.0E-04
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59	2,424,184	0.36	1.6	1.6	0.29	0.14	0.014
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	0.0012	0.027	0.0032	0.0091	0.0038	3.8E-04
	Marguerite[10]	66				2,618,108	0	0	0	1.7	0.72	0
	Public Safety	31	2.8	31,879	7.3	232,720	0.022	0.17	0.012	0.012	0.0049	5.9E-04
	Sub-Total	**700**		**588,428**		**9,039,395**	**0.56**	**3.1**	**1.8**	**2.1**	**0.90**	**0.020**
Other Trips[3]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952	2.7	18	1.3	1.7	0.70	0.076
	Worker Non-Commute Trips			397,810		1,234,221	0.14	0.82	0.056	0.063	0.026	0.0030
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599	0.088	1.6	0.13	0.19	0.077	0.0082
	Non-event Visitor Trips - Buses	5,250	2.0	10,500		390,000	0.073	0.79	1.7	0.23	0.11	0.0061
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045	0.18	3.1	0.24	0.35	0.15	0.016
	Deliveries - Trucks	224,790	2.0	449,580		2,862,879	0.46	2.2	2.2	0.34	0.17	0.017
	Construction Vendor Trucks[12]		*3.0*	*10,050*	*7.3*	*73,365*	*0.02*	*0.3*	*0.2*	*0.01*	*0.00*	*0.001*
	Construction Haul Trucks[12]		*4.0*	*13,171*	*20*	*263,420*	*0.04*	*0.9*	*0.6*	*0.03*	*0.01*	*0.004*
	Sub-Total	**3,015,510**		**6,610,955**		**48,111,696**	**3.6**	**26**	**5.7**	**2.9**	**1.2**	**0.13**
					Total VMT	**213,035,578**						
						[bhp-hr/yr][6]						
Campus Vehicles - Off-road Equip[5,7]	Siebel and Red Barn equip - gas[9]					38,837	3.4	14	0.12	0.040	0.040	0.0015
	Siebel and Red Barn equip - diesel[9]					52,854	0.087	0.37	0.32	0.031	0.029	3.1E-04
	Off-road equip - gas					6,553	0.58	2.4	0.020	0.0068	0.0068	2.5E-04
	Off-road equip - diesel					102,570	0.17	0.72	0.62	0.060	0.055	6.1E-04
	Light Towers - gas					2,925	0.0026	0.0086	0.016	8.3E-04	8.3E-04	2.3E-05
	Light Towers - diesel					186,791	0.16	0.55	1.0	0.053	0.053	0.0014
	Sub-Total					**390,532**	**4.41**	**18.5**	**2.1**	**0.19**	**0.18**	**0.0041**
						Total Emissions from Mobile Sources [tons/yr]	**19.6**	**131**	**15.6**	**13.1**	**5.6**	**0.51**

Table 3-5
HO Alternative CAP Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
3. VMT per year for the HO Alternative is based on data provided by Fehr & Peers.
4. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the 2018 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2018 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are estimated by scaling assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2018. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
5. Fuel usage for off-road Stanford vehicles was provided by Stanford and is assumed to remain constant from 2015 to 2035. Conversion factors (for gas and diesel) were used to convert gallons of fuel to bhp-hr. CalEEMod® emission factors were then used to estimate emissions.
6. Conversion factors from fuel usage in gallons to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
7. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix AQT Appendix C.
9. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
10. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles; this is kept constant through 2035.
11. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix AQT Appendix C. Entrained road dust emissions are calculated separately and shown in Table 3-7.
12. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the HO Alternative construction consist of 7 vendor trips/day for 220 days and 5,184 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. However, EMFAC2014 emission factors consistent with hauling and vendor CalEEMod fleet breakdowns have been used to calculate CAP emissions for comparison with the BAAQMD construction thresholds of significance.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emissions Estimator Model
CAP - criteria air pollutants
CO - carbon monoxide
CO_2 - carbon dioxide
DEIR- Draft Environmental Impact Report
EMFAC - Emissions Factor
FTE - Full time equivalent
HO - half offset
hr - hour
mpg - miles per gallon
NEVES - Nonroad Engine and Vehicle Emission Study
NO_X - nitrogen oxides
PM_{10} - particulate matter under 10 microns
$PM_{2.5}$ - particulate matter under 2.5 microns
PSSI - Peninsula Sanitary Service, Inc.
ROG - reactive organic gas
SO_X - sulfur oxide
TBD - To be determined
ton - short tons
USEPA - United States Environmental Protection Agency
VMT - vehicle miles traveled
yr - year

Table 3-6
FO and HO Alternatives CAP Emissions - On-Road Construction - 2018
Stanford University
Stanford, CA

NEW Table (not in DEIR)

Scenario	Trip Information - New Construction Trips Compared to Project[1]					Total Emissions [ton/year][2]			
	Group	Trips per Day per Vehicle	Total Vehicle Trips per Year	Trip Length [mile]	Total VMT [mile/year]	ROG	NO_X	PM_{10}	$PM_{2.5}$
FO Alternative	Construction Workers	2.0	22,024	-	273,098	0.029	0.031	0.014	0.006
	Construction Vendor Trucks	2.4	3,080	7.3	22,484	0.015	0.17	0.005	0.003
	Construction Haul Trucks	2.4	10,369	20.0	207,380	0.081	1.6	0.029	0.015
Total Emissions from Additional FO Construction Mobile Sources [tons/yr]						**0.124**	**1.754**	**0.047**	**0.023**
HO Alternative	Construction Workers	2.0	10,138	-	125,711	0.013	0.014	0.006	0.003
	Construction Vendor Trucks	2.4	1,540	7.3	11,242	0.007	0.09	0.002	0.001
	Construction Haul Trucks	2.4	5,184	20.0	103,680	0.040	0.8	0.014	0.007
Total Emissions from Additional HO Construction Mobile Sources [tons/yr]						**0.061**	**0.876**	**0.023**	**0.011**

Notes:

1. Trips shown are the additional construction-related trips for the FO and HO Alternatives. These are derived by subtracting the total vehicle trips and VMT per year shown in Tables 3-4 and 3-5 from the totals for the Project in the corresponding tables in DEIR Appendix AQT.
2. Emission factors are from DEIR Appendix AQT Appendix C, consistent with those used in DEIR Appendix AQT Table 3-4-8. These are EMFAC2014 emission factors for calendar year 2018, the earliest possible year of construction, for comparison to BAAQMD construction emissions thresholds.

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
CAP - criteria air pollutants
DEIR - Draft Environmental Impact Report
EMFAC - Emissions Factor
FO - full offset
HO - half offset
NO_X - nitrogen oxides
PM_{10} - particulate matter under 10 microns
$PM_{2.5}$ - particulate matter under 2.5 microns
ROG - reactive organic gas
ton - short tons
VMT - vehicle miles traveled

Table 3-7
Entrained Roadway Dust Calculations
Stanford University
Stanford, California

NEW Table (not in DEIR)

Variable	Units	2018 Baseline		Project		FO Alternative		HO Alternative	
		PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Entrained Roadway Dust Emissions, Santa Clara County[1]	(tons/year)	1,946	291.9	1,946	291.9	1,946	291.9	1,946	291.9
VMT, Santa Clara County[1]	(million VMT per year)	14,041							
Emission Factor	(pounds PM per VMT)	0.00028	0.000042	0.00028	0.000042	0.00028	0.000042	0.00028	0.000042
VMT (Baseline, Project, and Alternatives)[2]	(VMT per year)	148,955,504		195,519,644		230,254,329		213,035,578	
Entrained Roadway Dust Emissions, Baseline, Project, and Alternatives	(tons per year)	20.6	3.1	27.1	4.1	31.9	4.8	29.5	4.4
	(pounds per day)	113	17	148	22	175	26	162	24

Notes:

[1] ARB. 2016. Miscellaneous Process Methodology 7.9 Entrained Road Travel, Paved Road Dust. Available at: https://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2016.pdf. Table 5.

[2] 2018 Baseline and 2035 Project VMT from DEIR Appendix AQT, Tables 3-4-8 and 3-4-9. FO Alternative and HO Alternative VMT from Fehr & Peers in Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis (also shown in Tables 3-4 and 3-5).

Abbreviations:

ARB - California Air Resources Board
DEIR - Draft Environmental Impact Report
FO - full offset
HO - half offset
$PM_{2.5}$ - particulate matter under 2.5 microns in diameter
PM_{10} - particulate matter under 10 microns in diameter
VMT - vehicle miles traveled

Table 3-8
CAP Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data				Uncontrolled Emission Factors						Controlled 2015 Emissions				
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	Diesel Particulate Filter Abatement[1]	Emission Factors Source[3]	NO_x Emission Factor[3]	CO Emission Factor[3]	POC Emission Factor[3]	SO_2 Emission Factor[4]	PM_{10} Emission Factor[3]	NO_x Emissions	CO Emissions	POC Emissions	SO_2 Emissions	PM_{10} Emissions
	[bhp]	[hr/yr]	[%]		[g/bhp-hr]					[ton/yr]				
S-14	755	10	0%	BAAQMD Spec	5.7	0.40	0.14	0.0055	0.0800	0.048	0.0034	0.0012	4.6E-05	6.7E-04
S-15	1490	7.9	0%	BAAQMD Spec	5.5	0.7	0.09	0.0055	0.08	0.071	0.0087	0.0012	7.1E-05	0.0010
S-16	73	8.7	0%	BAAQMD Spec	6	2.0	0.78	0.0055	0.10	0.0044	0.0014	5.5E-04	3.9E-06	7.0E-05
S-17	300	66	0%	BAAQMD Spec	7	0.3	0.16	0.0055	0.07	0.15	0.0063	0.0035	1.2E-04	0.0015
S-18	135	7.3	0%	BAAQMD Spec	10.8	1.8	0.80	0.0055	0.25	0.012	0.0020	8.7E-04	6.0E-06	2.7E-04
S-21	465	13	0%	BAAQMD Spec	10	1.0	0.25	0.0055	0.15	0.063	0.0065	0.0017	3.7E-05	0.0010
S-23	465	14.4	0%	BAAQMD Spec	10	1.0	0.25	0.0055	0.15	0.070	0.007	0.002	0.000	0.001
S-28	900	8.5	0%	BAAQMD Spec	13	1.1	0.42	0.0055	0.18	0.112	0.009	0.004	0.000	0.002
S-30	166	7.4	0%	BAAQMD Spec	10.7	3.3	0.30	0.0055	0.25	0.014	0.0045	4.1E-04	7.4E-06	3.4E-04
S-31	166	10.2	0%	BAAQMD Spec	11	3.3	0.30	0.0055	0.25	0.020	0.0061	5.6E-04	1.0E-05	4.7E-04
S-32	390	8	0%	AP-42	14	3.0	1.14	0.0055	1.00	0.048	0.010	0.0039	1.9E-05	0.0034
S-33	1008	8.3	0%	BAAQMD Spec	13.3	1.1	0.42	0.0055	0.18	0.12	0.010	0.0039	5.1E-05	0.0017
S-34	605	46.1	0%	Tier Std	7	8.5	1.00	0.0055	0.40	0.21	0.26	0.031	1.7E-04	0.012
S-35	170	7.3	0%	Tier Std/AP-42	6.9	3.03	1.14	0.0055	1.00	0.0094	0.0041	0.0016	7.5E-06	0.0014
S-37	207	11.6	0%	Tier Std	6.9	8.50	1.00	0.0055	0.40	0.018	0.022	0.0026	1.5E-05	0.0011
S-38	380	8.5	0%	BAAQMD Spec	9	1.0	0.50	0.0055	0.50	0.033	0.0036	0.0018	2.0E-05	0.0018
S-39	210	8.1	0%	AP-42	14	3.0	1.14	0.0055	1.00	0.026	0.0057	0.0021	1.0E-05	0.0019
S-46	79	7.8	0%	AP-42	14	3.0	1.14	0.0055	1.00	0.010	0.0021	7.8E-04	3.8E-06	6.8E-04
S-47	207	8	0%	BAAQMD Spec	6.9	11.4	1.30	0.0055	0.40	0.013	0.021	0.0024	1.0E-05	7.3E-04
S-51	86	6.4	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.0085	0.0018	6.9E-04	3.3E-06	6.1E-04
S-56	60	6.5	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.006	0.001	0.000	0.000	0.000
S-57	218	6.5	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.022	0.0047	0.0018	8.6E-06	0.0016
S-58	504	6.5	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.051	0.011	0.0041	2.0E-05	0.0036
S-59	135	7	0%	BAAQMD Spec	8.7	0.30	0.06	0.0055	0.13	0.0090	3.1E-04	6.3E-05	5.7E-06	1.4E-04
S-60	317	6.5	0%	BAAQMD Spec	6.9	8.5	1.00	0.0055	0.40	0.016	0.019	0.0023	1.2E-05	9.1E-04
S-61	300	6.5	0%	BAAQMD Spec	6.3	0.60	0.50	0.0055	0.13	0.014	0.0013	0.0011	1.2E-05	2.8E-04
S-62	300	6.5	0%	BAAQMD Spec	6.3	0.6	0.50	0.0055	0.13	0.014	0.0013	0.0011	1.2E-05	2.8E-04
S-63	300	7	0%	BAAQMD Spec	6.3	0.60	0.50	0.0055	0.13	0.015	0.0014	0.0012	1.3E-05	3.0E-04
S-65	672	8.1	0%	AP-42	10.9	2.49	0.32	0.0055	0.32	0.065	0.015	0.0019	3.3E-05	0.0019
S-67	1008	6.8	25%	BAAQMD Spec	13.6	1.0	0.30	0.0055	0.15	0.10	0.0076	0.0023	4.2E-05	8.5E-04
S-68	1848	9.9	25%	BAAQMD Spec	14.2	2.4	0.08	0.0055	0.20	0.29	0.049	0.0016	1.1E-04	0.0030
S-71	270	7.7	25%	BAAQMD Spec	7.6	0.7	0.70	0.0055	0.21	0.017	0.0015	0.0016	1.3E-05	3.5E-04
S-72	380	7.5	25%	BAAQMD Spec	9.3	1.0	0.48	0.0055	0.50	0.029	0.0031	0.0015	1.7E-05	0.0012
S-73	900	7.9	25%	BAAQMD Spec	13.6	1.0	0.30	0.0055	0.15	0.11	0.0078	0.0024	4.3E-05	8.8E-04
S-74	102	7.9	0%	BAAQMD Spec	9.2	0.8	0.38	0.0055	0.12	0.0082	6.8E-04	3.4E-04	4.9E-06	1.1E-04
S-75	102	8.1	0%	BAAQMD Spec	9.2	0.8	0.38	0.0055	0.12	0.0084	7.0E-04	3.5E-04	5.0E-06	1.1E-04
S-76	317	7.8	0%	BAAQMD Spec	6.3	0.6	0.50	0.0055	0.13	0.017	0.0016	0.0014	1.5E-05	3.5E-04
S-77	755	8	0%	BAAQMD Spec	5.7	0.4	0.14	0.0055	0.08	0.038	0.0027	9.3E-04	3.7E-05	5.3E-04
S-78	2220	12.3	0%	BAAQMD Spec	6.9	8.5	1.00	0.0055	0.40	0.21	0.26	0.030	1.7E-04	0.012
S-79	470	6.5	0%	BAAQMD Spec	3.2	0.5	0.17	0.0055	0.09	0.011	0.0017	5.7E-04	1.9E-05	3.0E-04
S-80	2220	12.7	0%	BAAQMD Spec	7.8	1.3	0.17	0.0055	0.11	0.24	0.040	0.0053	1.7E-04	0.0034
S-81	230	11.5	0%	Exec Order	7.6	1.1	0.10	0.0055	0.08	0.022	0.0032	2.9E-04	1.6E-05	2.3E-04
S-82	317	8.1	0%	BAAQMD Spec	3.7	0.5	0.14	0.0055	0.14	0.010	0.0013	4.0E-04	1.6E-05	4.0E-04
S-83	755	8.7	0%	BAAQMD Spec	5.7	0.4	0.14	0.0055	0.08	0.041	0.0029	0.0010	4.0E-05	5.8E-04

Table 3-8
CAP Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data				Uncontrolled Emission Factors						Controlled 2015 Emissions				
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	Diesel Particulate Filter Abatement[1]	Emission Factors Source[3]	NO_x Emission Factor[3]	CO Emission Factor[3]	POC Emission Factor[3]	SO_2 Emission Factor[4]	PM_{10} Emission Factor[3]	NO_x Emissions	CO Emissions	POC Emissions	SO_2 Emissions	PM_{10} Emissions
	[bhp]	[hr/yr]	[%]		[g/bhp-hr]					[ton/yr]				
S-84	317	7.5	0%	BAAQMD Spec	3.7	0.5	0.14	0.0055	0.14	0.010	0.0012	3.7E-04	1.4E-05	3.7E-04
S-88	395	7.8	0%	BAAQMD Spec	3.9	0.2	0.20	0.0055	0.06	0.013	6.8E-04	6.9E-04	1.9E-05	2.0E-04
S-91	395	8.5	0%	Exec Order	6.7	1.3	0.35	0.0055	0.19	0.025	0.0049	0.0013	2.0E-05	6.9E-04
S-92	750	9.1	0%	Exec Order	8.0	0.8	0.42	0.0055	0.13	0.060	0.0060	0.0032	4.1E-05	0.0010
S-93	325	8.1	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.041	0.0088	0.0033	1.6E-05	0.0029
S-94	277	9.1	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.039	0.0084	0.0032	1.5E-05	0.0028
S-95	750	6.7	0%	Exec Order	8.0	0.8	0.42	0.0055	0.13	0.044	0.0044	0.0023	3.0E-05	7.4E-04
S-96	325	8.5	0%	Exec Order	4.9	4.3	0.26	0.0055	0.21	0.015	0.013	7.9E-04	1.7E-05	6.5E-04
S-97	1175	7.9	0%	Exec Order	7.9	0.9	0.41	0.0055	0.15	0.080	0.010	0.0042	5.6E-05	0.0015
S-98	1523	8.5	0%	Exec Order	7.9	0.9	0.41	0.0055	0.15	0.11	0.013	0.0059	7.8E-05	0.0021
S-99	1523	8.7	0%	Exec Order	7.9	0.9	0.41	0.0055	0.15	0.11	0.014	0.0060	8.0E-05	0.0021
S-100	2220	10.5	0%	Exec Order	7.7	1.6	0.41	0.0055	0.11	0.20	0.041	0.010	1.4E-04	0.0027
S-102	207	2.2	0%	Exec Order	5.7	0.6	0.30	0.0055	0.20	0.0029	3.0E-04	1.5E-04	2.8E-06	1.0E-04
S-105	1490	12.3	0%	Exec Order	7.5	0.9	0.39	0.0055	0.16	0.15	0.019	0.0079	1.1E-04	0.0032
S-106	755	12.6	0%	Exec Order	7.2	0.9	0.38	0.0055	0.17	0.076	0.010	0.0040	5.8E-05	0.0018
S-110	364	8.9	85%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.050	0.011	0.0041	2.0E-05	5.3E-04
S-111	145	8.2	85%	Exec Order	4.8	1.2	0.25	0.0055	0.17	0.0063	0.0016	3.3E-04	7.2E-06	3.4E-05
S-112	2220	8.3	85%	Exec Order	7.7	1.6	0.41	0.0055	0.11	0.16	0.032	0.0083	1.1E-04	3.2E-04
S-113	398	10.3	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.064	0.014	0.0052	2.5E-05	0.0045
S-115	130	11.2	85%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.023	0.0049	0.0018	8.8E-06	2.4E-04
S-116	364	10.5	85%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.059	0.013	0.0048	2.3E-05	6.3E-04
S-124	2206	9	0%	0	14.1	3.0	1.14	0.0055	1.00	0.31	0.066	0.025	1.2E-04	0.022
S-125	464	7.1	0%	0	14.1	3.0	1.14	0.0055	1.00	0.051	0.011	0.0041	2.0E-05	0.0036
S-44	170	6.7	0%	Tier Std/AP-42	6.9	3.0	1.14	0.0055	1.00	0.0087	0.0038	0.0014	6.9E-06	0.0013
S-66	166	6.8	85%	Tier Std/AP-42	6.9	3.0	1.14	0.0055	1.00	0.0086	0.0038	0.0014	6.8E-06	1.9E-04
S-70	102	6.8	85%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.011	0.0023	8.7E-04	4.2E-06	1.1E-04
S-107	755	7.7	85%	Exec Order	8.0	0.8	0.42	0.0055	0.13	0.051	0.0051	0.0027	3.5E-05	1.3E-04
S-108	755	7.9	85%	Exec Order	8.0	0.8	0.42	0.0055	0.13	0.052	0.0053	0.0028	3.6E-05	1.3E-04
S-109	755	7.5	85%	Exec Order	8.0	0.8	0.42	0.0055	0.13	0.050	0.0050	0.0026	3.4E-05	1.2E-04
None	100	6.5	0%	AP-42	14.1	3.0	1.14	0.0055	1.00	0.010	0.0022	8.2E-04	3.9E-06	7.2E-04
S-114	1214	8.5	0%	Exec Order	6.8	1.7	0.36	0.0055	0.19	0.078	0.020	0.0041	6.3E-05	0.0021
S-11	1807	14	0%	AP-42	10.9	2.5	0.32	0.0055	0.32	0.30	0.070	0.0089	1.5E-04	0.0089
S-12	1186	41	0%	AP-42	10.9	2.5	0.32	0.0055	0.32	0.58	0.13	0.017	2.9E-04	0.017
S-13	1186	13	0%	AP-42	10.9	2.5	0.32	0.0055	0.32	0.19	0.042	0.0054	9.3E-05	0.0054
S-53	250	13	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.050	0.011	0.0041	2.0E-05	0.0036
S-69	1680	12.6	25%	AP-42	10.9	2.49	0.32	0.0055	0.32	0.25	0.058	0.0075	1.3E-04	0.0056
S-90	102	34	25%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.054	0.012	0.0044	2.1E-05	0.0029
S-101	480	13.6	0%	Exec Order	4.3	3.60	0.23	0.0055	0.24	0.031	0.026	0.0016	4.0E-05	0.0017
S-104	2206	41.6	0%	Exec Order	7.0	1.60	0.37	0.0055	0.19	0.70	0.16	0.037	5.6E-04	0.019
S-117	274	10.9	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.046	0.010	0.0038	1.8E-05	0.0033
None	50	10.2	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.0079	0.0017	6.4E-04	3.1E-06	5.6E-04
None	50	8.4	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.0065	0.0014	5.3E-04	2.5E-06	4.6E-04
None	50	3.6	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.0028	6.0E-04	2.3E-04	1.1E-06	2.0E-04
None	50	2.2	0%	AP-42	14.1	3.03	1.14	0.0055	1.00	0.0017	3.7E-04	1.4E-04	6.7E-07	1.2E-04

Table 3-8
CAP Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data				Uncontrolled Emission Factors						Controlled 2015 Emissions				
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	Diesel Particulate Filter Abatement[1]	Emission Factors Source[3]	NO_x Emission Factor[3]	CO Emission Factor[3]	POC Emission Factor[3]	SO_2 Emission Factor[4]	PM_{10} Emission Factor[3]	NO_x Emissions	CO Emissions	POC Emissions	SO_2 Emissions	PM_{10} Emissions
	[bhp]	[hr/yr]	[%]		[g/bhp-hr]					[ton/yr]				
S-122	755	5.8	85%		3.7	0.4	0.2	0.01	0.08	0.018	0.0019	0.0010	2.7E-05	5.8E-05
S-123	2922	11.9	85%		3.6	0.7	0.2	0.01	0.09	0.14	0.027	0.0078	2.1E-04	5.2E-04
S-121	145	5.4	85%		2.5	0.7	0.1	0.93	0.1	0.0021	6.0E-04	1.2E-04	8.0E-04	1.3E-05
								Total for 2015	[ton/yr]	**6.8**	**1.7**	**0.35**	**0.0051**	**0.20**
									Scaling factor for Fall 2018			8%		
								Total for Fall 2018	[ton/yr]	**7.3**	**1.9**	**0.38**	**0.0055**	**0.21**
									Scaling factor for Fall 2035			22%		
								Total for Fall 2035, FO Alternative, and HO Alternative	[ton/yr]	**9.0**	**2.3**	**0.47**	**0.0068**	**0.26**

Notes:

1. List of campus-wide emergency generators along with their BAAQMD ID, year, engine rating, and diesel particulate filter abatement is provided by Stanford for 2015. There are four generators smaller than 50 hp that are exempt from permitting; they are conservatively assumed to be 50 hp each for emission calculations.
2. 2015 is based on actual non-emergency and emergency run hours in 2015. For Fall 2018, it is assumed that the number of generators will increase proportional to the increase in academic square footage (8%); however, since the size and type of generator is unknown, Ramboll assumed an 8% increase in total emissions. This same methodology was used to represent the increase in academic square footage from Fall 2018 to the buildout of the 2018 GUP (an additional 22% increase). Since the Alternatives do not result in increased academic building space, no change is assumed from the Project to the Alternatives.
3. Lists the source for the NOx, CO, POC and PM_{10} emission factor. 'BAAQMD Spec' refers to BAAQMD Specification Sheets for certain generators which was provided by Stanford. 'Exec Order' refers to ARB Executive Order which is available via the ARB Off-road Certification database. 'AP-42' refers to the USEPA compilation of air pollutant emission factors. 'Tier Std' refers to the ARB/USEPA Tier Standards .
4. SO_2 emission factor for all the emergency generators was calculated using 0.0015 weight percent sulfur and the emission factor provided in Table 3.4-1 from AP-42. The % sulfur in fuel oil was assumed to be 15 ppm, based on diesel fuel sulfur content from California Diesel Fuel Regulation.

Abbreviations:

AP 42 - USEPA compilation of air pollutant emission factors
ARB - California Air Resources Board
BAAQMD - Bay Area Air Quality Management District
BAAQMD Spec - BAAQMD Specification Sheets
bhp - brake horsepower
CAP - criteria air pollutants
CO - carbon monoxide
Exec Order - ARB Executive Order
FO - full offset
g - gram
HO - half offset
hp - horsepower
hr - hour
ID - identification
NO_X - nitrogen oxides
PM_{10} - particulate matter under 10 micron diameter
POC - precursor organic compound
ppm - parts per million
SO_2 - sulfur dioxide
Tier Std - ARB/USEPA Tier Standards
ton - short tons
US EPA - United States Environmental Protection Agency
yr - year

References:

ARB. California Diesel Fuel Regulation. Available online at: http://www.arb.ca.gov/fuels/diesel/081404dslregs.pdf
ARB. Off-Road Certification database. Available online at: http://www.arb.ca.gov/msprog/offroad/cert/cert.php
USEPA. Non-road Compression -Ignition Engines - Exhaust Emission Standards. Available online at: http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm
USEPA. 1995. AP 42, Volume I, Fifth Edition. §3.4. Large Stationary Diesel and All Stationary Dual-Fuel Engines. Available online at: http://www.epa.gov/ttn/chief/ap42/ch03/final/c03s04.pdf

Table 3-9
TAC and ROG Emissions - Laboratories
Stanford University
Stanford, California

Change from DEIR Fall 2035 analysis

Chemical	CAS-number	Representative Lab Estimated Usage[1] [lbs/year]	Fume Hoods in Representative Lab[2]	Fume Hoods on Campus with Chemical (Fall 2018)[2]	Scaling for Fall 2035[3]	Fume Hoods on Campus with Chemical (Fall 2035)[3]	Emission Factor[4]	TAC Emissions[5,6] [lbs/year]	ROG Emissions[5,7] [lbs/year]
1,1,1-Trichloroethane	71-55-6	195	164	618	22%	755	5%	45	0
1,1,2-Trichloroethane	79-00-5	30	164	292	22%	356	5%	3.3	0
1,2-Dichloroethane	107-06-2	245	164	0	22%	0	5%	0	0
1,3-Butadiene	106-99-0	101	164	311	22%	380	100%	234	234
1,4-Dichlorobenzene	106-46-7	15	84	309	22%	377	1%	0.65	0.65
1,4-Dioxane	123-91-1	166	164	1,046	22%	1,278	5%	65	65
2,4,6-Trichlorophenol	88-06-2	2.9	164	453	22%	553	1%	0.098	0.098
2-Chlorophenol	95-57-8	6.0	164	349	22%	426	5%	0.78	0.78
2-Nitropropane	79-46-9	25	164	45	22%	55	5%	0.42	0.42
Acetaldehyde	75-07-0	35	164	0	22%	0	5%	0	0
Acetone	67-64-1	5,583	32,613	614,575	22%	750,492	100%	128,476	0
Acetonitrile	75-05-8	0,930	164	1,187	22%	1,449	5%	0,411	0,411
Acrylamide	79-06-1	42	164	1,194	22%	1,458	1%	3.7	3.7
Acrylonitrile	107-13-1	78	164	0	22%	0	5%	0	0
Ammonia	7664-41-7	156	164	547	22%	668	100%	635	0
Arsenic and inorganic compounds	7440-38-2	35	164	333	22%	407	1%	0.87	0
Benzene	71-43-2	1,307	164	1,106	22%	1,350	5%	538	538
Beryllium	7440-41-7	0.15	164	244	22%	298	1%	0.0027	0
Bromine and compounds	7726-95-6	12	164	886	22%	1,082	5%	4	0
Butane	106-97-8	21	164	787	22%	961	100%	123	123
Butyraldhyde	123-72-8	198	164	574	22%	701	5%	42	42
Cadmium and compounds	7440-43-9	105	164	512	22%	626	1%	4.01	0
Carbon disulfide	75-15-0	41	164	853	22%	1,041	5%	13	0
Carbon tetrachloride	56-23-5	278	164	1,075	22%	1,313	5%	111	0
Chlorine	7782-50-5	1	164	322	22%	393	100%	2	0
Chlorobenzene	108-90-7	0,314	164	668	22%	816	5%	78	78
Chloroform	67-66-3	1,795	164	1,276	22%	1,559	5%	0,853	0,853
Chloromethane	74-87-3	57	62	67	22%	82	100%	76	76
Cresol	1319-77-3	102	164	0	22%	0	1%	0	0
Diethyl ether	60-29-7	4,857	164	1,211	22%	1,478	5%	2,189	2,189
Dimethyl formamide	68-12-2	0,859	164	1,219	22%	1,489	5%	0,390	0,390
Dimethyl sulfate	77-78-1	104	164	764	22%	933	5%	30	30
Epichlorohydrin	106-89-8	343.0	164	313	22%	383	5%	40.03	40.03
Ethanol	64-17-5	1,012	164	1,282	22%	1,565	5%	0,483	0,483
Ethyl acetate	141-78-6	5,291	164	1,214	22%	1,482	5%	2,391	2,391
Ethyl benzene	100-41-4	29	164	436	22%	532	5%	4.7	4.7
Ethyl diazoacetate	623-73-4	6.4	164	0	22%	0	5%	0	0
Ethylene dibromide	106-93-4	7.4	164	463	22%	565	5%	1.3	1.3
Ethylene glycol	107-21-1	0,391	164	1,271	22%	1,552	5%	185	185
Ethylene glycol butyl ether	111-76-2	55	164	0	22%	0	5%	0	0
Ethylene glycol ethyl ether	110-80-5	54	164	551	22%	673	5%	11	11
Ethylene glycol methyl ether	109-86-4	579	164	1,058	22%	1,292	5%	228	228
Ethylene oxide	75-21-8	2.9	164	0	22%	0	100%	0	0
Formaldehyde	50-00-0	32	164	155	22%	189	5%	2	2
Glutaraldehyde	111-30-8	31	164	1,111	22%	1,357	5%	13	13

Table 3-9
TAC and ROG Emissions - Laboratories
Stanford University
Stanford, California

Change from DEIR Fall 2035 analysis

Chemical	CAS-number	Representative Lab Estimated Usage[1] [lbs/year]	Fume Hoods in Representative Lab[2]	Fume Hoods on Campus with Chemical (Fall 2018)[2]	Scaling for Fall 2035[3]	Fume Hoods on Campus with Chemical (Fall 2035)[3]	Emission Factor[4]	TAC Emissions[5,6] [lbs/year]	ROG Emissions[5,7] [lbs/year]
Hexachlorobenzene	118-74-1	1.3	164	177	22%	216	1%	0.017	0.017
Hexanal	66-25-1	2	164	311	22%	380	5%	0.3	0.3
Hexavalent chromium	18540-29-9	590	164	981	22%	1,198	1%	43	0
Hydrazine	302-01-2	88	164	901	22%	1,101	5%	29.5	29.5
Hydrogen chloride	7647-01-0	299	164	1,282	22%	1,565	5%	143	0
Hydrogen fluoride	7664-39-3	29	164	205	22%	251	100%	44	0
Hydrogen sulfide	7783-06-4	4.9	164	233	22%	285	100%	8.6	0
Isopentane	78-78-4	9	164	1,042	22%	1,272	5%	3	3
Isopropyl alcohol	67-63-0	1,938	32,613	327,850	22%	400,356	100%	23,791	23,791
Lead and compounds	7439-92-1	165	164	465	22%	568	1%	5.7	0
Maleic anhydride	108-31-6	36	164	709	22%	866	1%	1.9	1.9
Manganese and compounds	7439-96-5	276	164	520	22%	635	1%	10.68	0
Mercury and inorganic compounds	7439-97-6	1135	164	882	22%	1,077	5%	373	0
Methanol	67-56-1	1,257	164	1,276	22%	1,559	5%	0,597	0,597
Methyl bromide	74-83-9	109	62	101	22%	123	100%	216	0
Methyl ethyl ketone	78-93-3	59	164	855	22%	1,044	5%	19	19
Methyl methacrylate	80-62-6	43	164	762	22%	931	5%	12.2	12.2
Methylene chloride	75-09-2	6,823	164	1,247	22%	1,523	20%	12,674	0
Naphthalene	91-20-3	18	164	950	22%	1,160	1%	1	1
n-Heptane	142-82-5	1,284	164	1,146	22%	1,399	5%	548	548
n-Hexane	110-54-3	2,195	164	1,240	22%	1,514	5%	1,013	1,013
Nickel and compounds	7440-02-0	238	164	682	22%	833	1%	12.09	0
Nitric acid	7697-37-2	412	164	1,249	22%	1,526	5%	192	192
Nitrobenzene	98-95-3	222	164	558	22%	681	5%	46	0
n-Methylpyrollidone	872-50-4	0,454	164	1,096	22%	1,338	5%	185	185
Octane	111-65-9	6	164	928	22%	1,134	5%	2	2
Osmium tetroxide	20816-12-0	15.00	164	683	22%	834	1%	0.763	0
Pentachlorophenol	87-86-5	2.9	31	176	22%	215	1%	0.20	0.20
Pentane	109-66-0	0,924	164	1,096	22%	1,338	5%	0,377	0,377
Phenol	108-95-2	145	164	1,131	22%	1,381	5%	61	61
Phosgene	75-44-5	0.32	164	0	22%	0	100%	0	0
Phosphoric acid	7664-38-2	221	164	1,271	22%	1,552	5%	105	105
Propylene oxide	75-56-9	59	164	0	22%	0	5%	0	0
Pyridine	110-86-1	0,412	164	1,204	22%	1,470	5%	185	185
Sodium hydroxide	1310-73-2	0,566	164	1,276	22%	1,559	1%	54	0
Styrene	100-42-5	45	164	637	22%	777	5%	11	11
t-Butyl alcohol	75-65-0	111	164	1,104	22%	1,348	5%	46	46
tert-Butylbenzene	98-06-6	28	164	377	22%	461	5%	4.0	4.0
Tetrachloroethylene	127-18-4	29	164	531	22%	648	5%	6	6
Tetrahydrofuran	109-99-9	1,856	164	1,168	22%	1,427	5%	0,807	0,807
Toluene	108-88-3	1,012	164	1,271	22%	1,552	5%	0,479	0,479
Trichloroethylene	79-01-6	119	164	814	22%	994	5%	36	0
Trichlorotrifluroethane	76-13-1	51	164	583	22%	711	5%	11.1	0.0
Triethylamine	121-44-8	0,424	164	1,173	22%	1,432	5%	185	185
Valeraldehyde	110-62-3	12	164	325	22%	397	5%	1.5	1.5

Table 3-9
TAC and ROG Emissions - Laboratories
Stanford University
Stanford, California

Change from DEIR Fall 2035 analysis

Chemical	CAS-number	Representative Lab Estimated Usage[1] [lbs/year]	Fume Hoods in Representative Lab[2]	Fume Hoods on Campus with Chemical (Fall 2018)[2]	Scaling for Fall 2035[3]	Fume Hoods on Campus with Chemical (Fall 2035)[3]	Emission Factor[4]	TAC Emissions[5,6] [lbs/year]	ROG Emissions[5,7] [lbs/year]
Vinyl chloride	75-01-4	132	164	236	22%	288	100%	232	232
Xylenes	1330-20-7	0,496	164	1,176	22%	1,436	5%	217	217
Zinc and compounds	7440-66-6	625	164	1,071	22%	1,308	1%	50	0
Total for Fall 2035, FO Alternative, and HO Alternative								**180,525**	**37,503**

Notes:

1. Baseline usage is from Stanford's laboratory chemical inventories. Data is used when available from a Stanford 2001 inventory for the ChemBio building, then the Lokey Laboratory, then the Shriram Center, the Mudd (Seeley G) Chemistry, and the Environment and Energy buildings.

   Assumption: Estimated Usage = Inventory Quantity x 1.1 for archival chemicals (ethylene dibromide and hexachlorobenzene)
   Estimated Usage = Inventory Quantity x 1.1 x 12 for all other chemicals

2. The quantity of chemicals used in Fall 2018 is assumed to scale linearly with the number of fume hoods in each laboratory as shown in DEIR Appendix AQ Table 3-4-14. The exception to this assumption is for isopropanol and acetone where the emissions are assumed to scale by wet laboratory square footage.

3. Scaling for Fall 2035 is based on the increase in academic square footage expected from Fall 2018 to full buildout of the 2018 GUP, with the assumption that the increase in laboratory space is proportional to the increase in overall academic space. Increased residential housing from the proposed Alternatives will not impact laboratory emissions, so these remain unchanged from Project emissions.

4. Emission factors represent what percentage of the mass usage of the chemical is emitted into the air. made the following assumptions:

   Emission Factor for Gases = 100%
   Emission Factor for Liquids = 5%
   Emission Factor for Solids/Metals = 1%
   Emission Factor for Methylene Chloride = 20%

5. Emissions are calculated by the representative lab estimated usage normalized by fume hoods, multiplied by total fume hoods on campus with the chemical, then multiplied by the emission factor.

6. TACs include those regulated by BAAQMD Regulation 2-5, chemicals frequently used in laboratory operations, and chemicals evaluated in past studies and health risk assessments.

7. ROGs are identified by ARB. Available at: http://www.arb.ca.gov/ei/speciate/voc_rog_dfn_1_09.pdf

Abbreviations:

ARB - California Air Resources Board
BAAQMD - Bay Area Air Quality Management District
CAS - Chemical Abstracts Service
DEIR - Draft Environmental Impact Report
HO - half offset
lb - pound
ROG - reactive organic gas
TAC - toxic air contaminants

Table 3-10
ROG Emissions - Fuel Station
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Source	Fall 2018 Maximum Gasoline Annual Throughput[1]	Scaling Factor for Increase in Electric Vehicles in the Campus Fleet[2]	Fall 2035, FO, and HO Alternative Maximum Gasoline Annual Throughput[1]	Emission Factor	Emissions
				VOC[3]	VOC
	[gal/yr]	[%]	[gal/yr]	[lb/1000 gal]	[ton/yr]
Bonair	140,288	-50%	70,144	1.06	3.7E-02
			Total for Fall 2035, FO Alternative, and HO Alternative [ton/yr]		**3.7E-02**

Notes:

1. Fall 2018 gasoline annual throughput is shown in DEIR Appendix AQT Table 3-4-18.
2. By Fall 2035, 70% of campus fleet is expected to be electric; 40% was electric by Fall 2018, so the 2018 fuel consumption was assumed to represent the emissions for the 60% of the campus fleet that use internal combustion engines. Therefore, the fuel usage was scaled down by (1-40%)/(1-70%) since the remaining vehicles are assumed to use electricity. No change is assumed for the Alternatives.
3. Controlled VOC emission factors (EF) are obtained from the source specific guidance section for the petroleum industry from BAAQMD's Permit Handbook. Controlled baseline EF is estimated by multiplying the uncontrolled baseline EF by the percent of the emissions which would not be controlled by a fully functional Phase II system. Uncontrolled VOC emissions are due to tank filling, vehicle fueling, and minor spillage.

   Equation Used:

   Controlled VOC EF = 21.2 lb/1000 gal of gasoline * (1.00 - 0.95)

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
DEIR- Draft Environmental Impact Report
EF - emission factors
FO - full offset
gal - gallon
HO - half offset
GUP - general use permit
lb - pound
ton - short tons
ROG - reactive organic gas
VOC - volatile organic compounds
yr - year

Table 4-1
FO Alternative TAC Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Equipment	Fall 2018 Annual Natural Gas Usage[1]	Scaling for FO Alternative[2]	FO Alternative Annual Natural Gas Usage	Emission Factors[3]			Emissions		
				Benzene	Formaldehyde	Toluene	Benzene	Formaldehyde	Toluene
	[MMBtu/yr]	[%]	[MMBtu]	[lb/MMBtu]	[lb/MMBtu]	[lb/MMBtu]	[lb/yr]	[lb/yr]	[lb/yr]
Hot Water Generators	109,605	22%	133,845	2.1E-06	7.4E-05	3.3E-06	0.28	9.8	0.45
Replacement Process Steam Plant	89,021	22%	108,709				0.22	8.0	0.36
Other Natural Gas - Total	379,172		504,682				1.04	37	1.7
PGE Residential	58,626	39%	81,637				0.17	6.0	0.27
PGE Commercial - Individual Replacement Boilers[4]	11,007	0%	11,007				0.023	0.81	0.037
PGE Commercial - Remaining[4]	308,198	22%	376,358				0.77	28	1.3
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341				0.0028	0.10	0.0045
PGE New Faculty/Staff Housing[6]	0	N/A	34,339				0.0707	2.52	0.1145

Notes:

1. Fall 2018 Annual Natural Gas usage details are shown in DEIR Appendix AQT Table 4-1-4.
2. Scaling for FO Alternative is primarily based on the increase in academic square footage and student beds expected from Fall 2018 to full buildout of the 2018 GUP, including the increase in housing for this Alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the Hot Water Generators, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; i.e., efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. Benzene, formaldehyde and toluene are the only TACs evaluated by the BAAQMD for natural gas combustion from boilers. Emission factors were taken from the BAAQMD Permit Handbook, Section 2.1, Miscellaneous Natural Gas Combustion. http://hank.baaqmd.gov/pmt/handbook/rev02/PH_00_05_02_01.pdf
4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, Ramboll estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® version 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 2,892 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
DEIR - Draft Environmental Impact Report
FO - full offset
GUP - general usage plan
lb - pound
MMBTU - million British thermal units
PGE - Pacific Gas & Electric
TAC - toxic air contaminants
yr - year

Table 4-2
HO Alternative TAC Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Equipment	Fall 2018 Annual Natural Gas Usage[1]	Scaling for HO Alternative[2]	HO Alternative Annual Natural Gas Usage	Emission Factors[3]			Emissions		
				Benzene	Formaldehyde	Toluene	Benzene	Formaldehyde	Toluene
	[MMBtu/yr]	[%]	[MMBtu]	[lb/MMBtu]	[lb/MMBtu]	[lb/MMBtu]	[lb/yr]	[lb/yr]	[lb/yr]
Hot Water Generators	109,605	22%	133,845	2.1E-06	7.4E-05	3.3E-06	0.28	9.8	0.45
Replacement Process Steam Plant	89,021	22%	108,709				0.22	8.0	0.36
Other Natural Gas - Total	379,172		490,287				1.01	36	1.6
PGE Residential	58,626	38%	81,146				0.17	6.0	0.27
PGE Commercial - Individual Replacement Boilers[4]	11,007	0%	11,007				0.023	0.81	0.037
PGE Commercial - Remaining[4]	308,198	22%	376,358				0.77	28	1.3
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341				0.0028	0.10	0.0045
PGE New Faculty/Staff Housing[6]	0	N/A	20,435				0.0421	1.50	0.0681

Notes:

1. Fall 2018 Annual Natural Gas usage details are shown in DEIR Appendix AQT Table 4-1-4.
2. Scaling for the HO Alternative is primarily based on the increase in academic square footage and student beds expected from Fall 2018 to full buildout of the 2018 GUP, including the increase in housing for this Alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the Hot Water Generators, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; i.e., efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. Benzene, formaldehyde and toluene are the only TACs evaluated by the BAAQMD for natural gas combustion from boilers. Emission factors were taken from the BAAQMD Permit Handbook, Section 2.1, Miscellaneous Natural Gas Combustion. http://hank.baaqmd.gov/pmt/handbook/rev02/PH_00_05_02_01.pdf
4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, Ramboll estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® version 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 1,171 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
DEIR - Draft Environmental Impact Report
GUP - general usage plan
HO - half offset
lb - pound
MMBTU - million British thermal units
PGE - Pacific Gas & Electric
TAC - toxic air contaminants
yr - year

Table 4-3
FO Alternative TAC Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						Speciated Total Emissions[2] [ton/year]					Total Emissions[3] [ton/year]		
	Group	Number of Vehicles[4]	Trips per Day per Vehicle[4]	Total Vehicle Trips per Year[4]	Trip Length [mile]	Total VMT [mile/year]	Benzene (Diesel)	Benzene (Gas)	1,3-butadiene (Diesel)	1,3-butadiene (Gas)	DPM	Benzene	1,3-butadiene	DPM
Off-Campus (Worker) Trips[5,6]	Undergraduate	185	2.0	55,470		404,378		2.3E-04		3.2E-05		2.3E-04	3.2E-05	
	Graduate	701	2.0	291,607		2,668,207		0.0013		1.9E-04		0.0013	1.9E-04	
	Post-doc	971	2.0	431,163		3,129,103		0.0018		2.5E-04		0.0018	2.5E-04	
	Faculty/Staff	7,350	2.0	3,263,320		31,275,093		0.015		0.0022		0.015	0.0022	
	Casual Employees	398	2.0	176,852		2,368,054		0.0010		1.5E-04		0.0010	1.5E-04	
	Contingent Employees	387	2.0	171,987		2,106,846		9.0E-04		1.4E-04		9.0E-04	1.4E-04	
	Temporary Employees	797	2.0	354,016		4,517,250		0.0019		3.0E-04		0.0019	3.0E-04	
	Non-Employee Affiliates: 20% FTEs	223	2.0	99,182		1,178,277		5.1E-04		7.9E-05		5.1E-04	7.9E-05	
	Non-Employee Affiliates: FTEs	1,222	2.0	542,399		6,443,705		0.0028		4.3E-04		0.0028	4.3E-04	
	Third Party Contractors	321	2.0	142,671		2,027,352		8.1E-04		1.3E-04		8.1E-04	1.3E-04	
	Janitorial Shift Workers	257	2.0	114,049		1,620,630		6.4E-04		1.0E-04		6.4E-04	1.0E-04	
	First Mile to Transit (all Workers + Students)	2,475	2.0	1,098,257		4,528,261		0.0038		4.6E-04		0.0038	4.6E-04	
	Construction	11987	0.2	454,737		6,421,953		0.0051		4.1E-04		0.0051	4.1E-04	
	Sub-Total	**27,275**		**7,195,712**		**68,689,109**		**0.036**		**0.0049**		**0.036**	**0.0049**	
On-Campus (Resident) Trips[5,6]	Undergraduate	2,079	5.8	2,550,030		9,891,078		0.0078		0.0010		0.0078	0.0010	
	Graduate	7,099	3.9	8,834,714		46,244,310		0.030		0.0042		0.030	0.0042	
	Post-doc	1,182	3.1	1,187,325		7,766,860		4.5E-03		6.4E-04		4.5E-03	6.4E-04	
	Faculty/Staff	6,376	2.7	6,175,536		40,396,939		0.0237		3.3E-03		0.0237	3.3E-03	
	Faculty/Staff	**16,736**		**18,747,605**		**104,299,187**		**0.066**		**0.0092**		**0.066**	**0.0092**	
Campus Vehicles - On-road[7]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049		0.0038		6.8E-04		0.0019	3.4E-04	
	Bonair on-road - diesel[8]	11	3.0	12,246	7.3	89,394	7.6E-06		4.7E-07		0.0046	3.8E-06	2.4E-07	0.0023
	Bonair on-road buses - diesel[8]	10	1.1	3,871	7.3	28,261	7.4E-05		4.6E-06		0.017	3.7E-05	2.3E-06	0.0085
	Bonair Unfiltered - on-road - gas[8]	74	1.6	43,051	7.3	314,270		3.9E-04		6.7E-05		2.0E-04	3.4E-05	
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59.3	2,424,184	0.0047		2.9E-04		0.29	0.0047	2.9E-04	0.29
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	1.5E-05		9.4E-07		0.0091	1.5E-05	9.4E-07	
	Marguerite[9]	66				2,618,108	0		0		0	0	0	0
	Public Safety	31	2.8	31,879	7.3	232,720		2.6E-04		5.0E-05		2.6E-04	5.0E-05	
	Sub-Total	**700**		**588,428**		**9,039,395**	**0.0048**	**0.0045**	**3.0E-04**	**7.9E-04**	**0.32**	**0.0071**	**7.2E-04**	**0.30**
Other Trips[5]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952		0.021		0.0028		0.021	0.0028	
	Worker Non-Commute Trips			397,810		1,234,221		0.0021		3.5E-04		0.0021	3.5E-04	
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599		0.0032		6.5E-04		0.0032	6.5E-04	
	Non-event Visitor Trips - Buses	5,250	2.0	10,500		390,000	9.4E-04		5.9E-05		0.23	9.4E-04	5.9E-05	0.23
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045		0.0023		4.1E-04		0.0023	4.1E-04	
	Deliveries - Trucks	228,153	2.0	456,305		2,977,821	0.0061		3.8E-04		0.36	0.0061	3.8E-04	0.36
	Construction Vendor Trucks[13]		*2.4*	*11,590*	*7.3*	*84,607*	*1.71E-04*		*1.1E-05*		*0.01*	*0.0002*	*1.1E-05*	*0.01*
	Construction Haul Trucks[13]		*2.4*	*18,356*	*20*	*367,120*	*7.21E-04*		*4.5E-05*		*0.04*	*0.0007*	*4.5E-05*	*0.04*
	Sub-Total	**3,018,873**		**6,617,680**		**48,226,638**	**0.0071**	**0.028**	**4.4E-04**	**0.0042**	**0.59**	**0.035**	**0.0046**	**0.59**
					Total VMT	**230,254,329**								
Campus Vehicles - Off-road Equip[10]						**[bhp-hr/yr][11]**								
	Siebel and Red Barn equip - gas[12]					38,837		0.084		0.019		0.084	0.019	
	Siebel and Red Barn equip - diesel[12]					52,854	0.0011		7.0E-05		0.031	0.0011	7.0E-05	0.031
	Off-road equip - gas					6,553		0.014		0.0032		0.014	0.0032	
	Off-road equip - diesel					102,570	0.0022		1.4E-04		0.060	0.0022	1.4E-04	0.060
	Light Towers - gas					2,925		6.3E-05		1.4E-05		6.3E-05	1.4E-05	
	Light Towers - diesel					186,791	0.0021		1.3E-04		0.053	0.0021	1.3E-04	0.053
	Sub-Total					**390,532**	**0.0054**	**0.10**	**3.4E-04**	**0.022**	**0.14**	**0.10**	**0.022**	**0.14**
Total Emissions from Mobile Sources (ton/year)												**0.25**	**0.042**	**1.03**

Table 4-3
FO Alternative TAC Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Benzene and 1,3-butadiene speciation percentages for gasoline exhaust and evaporative are from BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards 2011, Table 14 (http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx?la=en), and for diesel exhaust from MOVES 2007. Gasoline is speciated from TOG emissions and diesel is speciated from ROG emissions. DPM is equivalent to PM10 emissions (see Mobile CAPs tab) for diesel vehicles. For Benzene, gasoline exhaust speciation percentage of 2.47% is used, gasoline evaporative speciation percentage of 0.36% is used, and diesel speciation percentage of 1.29% is used. For 1,3-Butadiene, gasoline speciation percentage of 0.55% is used and diesel speciation percentage of 0.08% is used. Benzene and 1,3-butadiene account for 92% of the cancer risk from all toxic compounds listed in the speciation of TOG due to Tailpipe Emissions, shown in Table 14 offrom the BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards (2011) Table 14: Toxic Speciation of TOG due to Tailpipe Emissions. Therefore, so only those two compounds are included for gasoline TAC calculations.
3. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix AQT Appendix C.
4. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
5. VMT per year for the FO Alternative inventory based on data provided by Fehr & Peers.
6. The vehicle fleet is comprised of 99% gasoline-powered vehicles so only a gasoline speciation was used for these entries and chemicals from non-gasoline vehicles were assumed to be negligible.
7. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the 2018 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2018 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are estimated by scaling assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2018. This scaling is done in the "Total Emissions" column. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix AQT Appendix C.
9. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles; this is kept constant through 2035.
10. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
11. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
12. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
13. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the FO Alternative construction consist of 14 vendor trips/day for 220 days and 10,369 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. Because over 90% of MHDT and HHDT trucks are diesel in the EMFAC2014 fleet, the diesel emission factors for the overall "Trucks" category are used here.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emission Estimator Model
CAP - criteria air pollutants
DEIR - Draft Environmental Impact Report
DPM - diesel particulate matter
EMFAC - emissions factors
FTE - full-time equivalent
GUP - General Use Permit
HO - half offset
hp - horsepower
hr - hour
mpg - miles per gallon
NEVES - Nonroad Engine and Vehicle Emission Study
PM_{10} - particulate matter less than 10 microns in diameter
PSSI - Peninsula Sanitary Service, Inc.
ROG - reactive organic gas
TAC - toxic air contaminants
TOG - total organic gases
ton - short tons
USEPA - United States Environmental Protection Agency
VMT - vehicle miles travelled
yr - year

Table 4-4
HO Alternative TAC Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						Speciated Total Emissions[2] [ton/year]					Total Emissions[3] [ton/year]		
	Group	Number of Vehicles[4]	Trips per Day per Vehicle[4]	Total Vehicle Trips per Year[4]	Trip Length [mile]	Total VMT [mile/year]	Benzene (Diesel)	Benzene (Gas)	1,3-butadiene (Diesel)	1,3-butadiene (Gas)	DPM	Benzene	1,3-butadiene	DPM
Off-Campus (Worker) Trips[5,6]	Undergraduate	185	2.0	55,470		404,378		2.3E-04		3.2E-05		2.3E-04	3.2E-05	
	Graduate	733	2.0	304,720		2,788,191		0.0014		2.0E-04		0.0014	2.0E-04	
	Post-doc	907	2.0	402,779		3,310,049		0.0017		2.5E-04		0.0017	2.5E-04	
	Faculty/Staff	7,285	2.0	3,234,437		33,485,640		0.016		0.0023		0.016	0.0023	
	Casual Employees	398	2.0	176,826		2,367,699		0.0010		1.5E-04		0.0010	1.5E-04	
	Contingent Employees	388	2.0	172,068		2,107,835		9.0E-04		1.4E-04		9.0E-04	1.4E-04	
	Temporary Employees	797	2.0	353,942		4,516,305		0.0019		3.0E-04		0.0019	3.0E-04	
	Non-Employee Affiliates: 20% FTEs	223	2.0	99,182		1,178,277		5.1E-04		7.9E-05		5.1E-04	7.9E-05	
	Non-Employee Affiliates: FTEs	1,222	2.0	542,399		6,443,705		0.0028		4.3E-04		0.0028	4.3E-04	
	Third Party Contractors	321	2.0	142,671		2,027,352		8.1E-04		1.3E-04		8.1E-04	1.3E-04	
	Janitorial Shift Workers	257	2.0	114,049		1,620,630		6.4E-04		1.0E-04		6.4E-04	1.0E-04	
	First Mile to Transit (all Workers + Students)	2,565	2.0	1,137,776		4,691,023		0.0039		4.8E-04		0.0039	4.8E-04	
	Construction	6044	0.3	442,851		6,274,567		0.0036		4.0E-04		0.0036	4.0E-04	
	Sub-Total	**21,324**		**7,179,171**		**71,215,651**		**0.035**		**0.0050**		**0.035**	**0.0050**	
On-Campus (Resident) Trips[5,6]	Undergraduate	2,079	5.8	2,550,030		9,891,078		0.0078		0.0010		0.0078	0.0010	
	Graduate	7,016	3.9	8,724,268		45,666,544		0.030		0.0041		0.030	0.0041	
	Post-doc	606	3.2	629,624		4,119,845		2.4E-03		3.4E-04		2.4E-03	3.4E-04	
	Faculty/Staff	3945	2.7	3,820,765		24,991,369		0.0147		2.1E-03		0.0147	2.1E-03	
	Sub-Total	**13,646**		**15,724,687**		**84,668,836**		**0.055**		**0.0076**		**0.055**	**0.0076**	
Campus Vehicles - On-road[7]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049		0.0038		6.8E-04		0.0019	3.4E-04	
	Bonair on-road - diesel[8]	11	3.0	12,246	7.3	89,394	7.6E-06		4.7E-07		0.0046	3.8E-06	2.4E-07	0.0023
	Bonair on-road buses - diesel[8]	10	1.1	3,871	7.3	28,261	7.4E-05		4.6E-06		0.017	3.7E-05	2.3E-06	0.0085
	Bonair Unfiltered - on-road - gas[8]	74	1.6	43,051	7.3	314,270		3.9E-04		6.7E-05		2.0E-04	3.4E-05	
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59.3	2,424,184	0.0047		2.9E-04		0.29	0.0047	2.9E-04	0.29
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	1.5E-05		9.4E-07		0.0091	1.5E-05	9.4E-07	
	Marguerite[9]	66				2,618,108	0		0		0	0	0	0
	Public Safety	31	2.8	31,879	7.3	232,720		2.6E-04		5.0E-05		2.6E-04	5.0E-05	
	Sub-Total	**700**		**588,428**		**9,039,395**	**0.0048**	**0.0045**	**3.0E-04**	**7.9E-04**	**0.32**	**0.0071**	**7.2E-04**	**0.30**
Other Trips[5]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952		0.021		0.0028		0.021	0.0028	
	Worker Non-Commute Trips			397,810		1,234,221		0.0021		3.5E-04		0.0021	3.5E-04	
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599		0.0032		6.5E-04		0.0032	6.5E-04	
	Non-event Visitor Trips - Buses	5,250	2.0	10,500		390,000	9.4E-04		5.9E-05		0.23	9.4E-04	5.9E-05	0.23
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045		0.0023		4.1E-04		0.0023	4.1E-04	
	Deliveries - Trucks	224,790	2.0	449,580		2,862,879	0.0059		3.6E-04		0.34	0.0059	3.6E-04	0.34
	Construction Vendor Trucks[13]		*2.4*	*10,050*	*7.3*	*73,365*	*1.48E-04*		*9.2E-06*		*0.01*	*0.0001*	*9.2E-06*	*0.01*
	Construction Haul Trucks[13]		*2.4*	*13,171*	*20*	*263,420*	*5.17E-04*		*3.2E-05*		*0.03*	*0.0005*	*3.2E-05*	*0.03*
	Sub-Total	**3,015,510**		**6,610,955**		**48,111,696**	**0.0068**	**0.028**	**4.2E-04**	**0.0042**	**0.58**	**0.035**	**0.0046**	**0.58**
					Total VMT	**213,035,578**								
Campus Vehicles - Off-road Equip[10]						**[bhp-hr/yr][11]**								
	Siebel and Red Barn equip - gas[12]					38,837		0.084		0.019		0.084	0.019	
	Siebel and Red Barn equip - diesel[12]					52,854	0.0011		7.0E-05		0.031	0.0011	7.0E-05	0.031
	Off-road equip - gas					6,553		0.014		0.0032		0.014	0.0032	
	Off-road equip - diesel					102,570	0.0022		1.4E-04		0.060	0.0022	1.4E-04	0.060
	Light Towers - gas					2,925		6.3E-05		1.4E-05		6.3E-05	1.4E-05	
	Light Towers - diesel					186,791	0.0021		1.3E-04		0.053	0.0021	1.3E-04	0.053
	Sub-Total					**390,532**	**0.0054**	**0.10**	**3.4E-04**	**0.022**	**0.14**	**0.10**	**0.022**	**0.14**
Total Emissions from Mobile Sources (ton/year)												**0.24**	**0.040**	**1.02**

Table 4-4
HO Alternative TAC Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Benzene and 1,3-butadiene speciation percentages for gasoline exhaust and evaporative are from BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards 2011, Table 14 (http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx?la=en), and for diesel exhaust from MOVES 2007. Gasoline is speciated from TOG emissions and diesel is speciated from ROG emissions. DPM is equivalent to PM10 emissions (see Mobile CAPs tab) for diesel vehicles. For Benzene, gasoline exhaust speciation percentage of 2.47% is used, gasoline evaporative speciation percentage of 0.36% is used, and diesel speciation percentage of 1.29% is used. For 1,3-Butadiene, gasoline speciation percentage of 0.55% is used and diesel speciation percentage of 0.08% is used. Benzene and 1,3-butadiene account for 92% of the cancer risk from all toxic compounds listed in the speciation of TOG due to Tailpipe Emissions, shown in Table 14 offrom the BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards (2011) Table 14: Toxic Speciation of TOG due to Tailpipe Emissions. Therefore, so only those two compounds are included for gasoline TAC calculations.
3. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix AQT Appendix C.
4. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
5. VMT per year for the HO Alternative inventory based on data provided by Fehr & Peers.
6. The vehicle fleet is comprised of 99% gasoline-powered vehicles so only a gasoline speciation was used for these entries and chemicals from non-gasoline vehicles were assumed to be negligible.
7. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the 2018 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2018 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are estimated by scaling assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2018. This scaling is done in the "Total Emissions" column. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix AQT Appendix C.
9. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles; this is kept constant through 2035.
10. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
11. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
12. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
13. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the HO Alternative construction consist of 7 vendor trips/day for 220 days and 5,184 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. Because over 90% of MHDT and HHDT trucks are diesel in the EMFAC2014 fleet, the diesel emission factors for the overall "Trucks" category are used here.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emission Estimator Model
CAP - criteria air pollutants
DEIR - Draft Environmental Impact Report
DPM - diesel particulate matter
EMFAC - emissions factors
FTE - full-time equivalent
GUP - General Use Permit
HO - half offset
hp - horsepower
hr - hour
mpg - miles per gallon
NEVES - Nonroad Engine and Vehicle Emission Study
PM_{10} - particulate matter less than 10 microns in diameter
PSSI - Peninsula Sanitary Service, Inc.
ROG - reactive organic gas
TAC - toxic air contaminants
TOG - total organic gases
ton - short tons
USEPA - United States Environmental Protection Agency
VMT - vehicle miles travelled
yr - year

Table 4-5
Project and Alternatives TAC Emissions - Summary
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Sources	Toxic Air Contaminant Emissions														
	Fall 2035 (Project) Inventory[1]					Fall 2035 (FO Alternative) Inventory[2]					Fall 2035 (HO Alternative) Inventory[2]				
	Benzene	Formaldehyde	Toluene	1,3-Butadiene	PM_{10}/DPM	Benzene	Formaldehyde	Toluene	1,3-Butadiene	PM_{10}/DPM	Benzene	Formaldehyde	Toluene	1,3-Butadiene	PM_{10}/DPM
	[ton/year]														
Stationary Sources															
Cardinal Cogen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hot Water Generators	1.4E-04	4.9E-03	2.2E-04	-	-	1.4E-04	4.9E-03	2.2E-04	-	-	1.4E-04	4.9E-03	2.2E-04	-	-
Replacement Process Steam	1.1E-04	4.0E-03	1.8E-04	-	-	1.1E-04	4.0E-03	1.8E-04	-	-	1.1E-04	4.0E-03	1.8E-04	-	-
Other Natural Gas (e.g., PGE boilers)	4.9E-04	1.7E-02	7.9E-04	-	-	5.2E-04	1.9E-02	8.4E-04	-	-	5.0E-04	1.8E-02	8.2E-04	-	-
Emergency Generators	-	-	-	-	2.6E-01	-	-	-	-	2.6E-01	-	-	-	-	2.6E-01
Laboratories	2.7E-01	9.2E-04	2.4E-01	1.2E-01	-	2.7E-01	9.2E-04	2.4E-01	1.2E-01	-	2.7E-01	9.2E-04	2.4E-01	1.2E-01	-
Valero Fuel Station	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bonair Fuel Station	5.6E-08	-	-	-	-	5.6E-08	-	-	-	-	5.6E-08	-	-	-	-
Subtotal [ton/yr]	**0.27**	**0.027**	**0.24**	**0.12**	**0.26**	**0.27**	**0.028**	**0.24**	**0.12**	**0.26**	**0.27**	**0.028**	**0.24**	**0.12**	**0.26**
Mobile Sources															
Worker Trips	0.034	-	-	0.0052	-	0.036	-	-	0.005	-	0.035	-	-	0.0050	-
Resident Trips	0.043	-	-	0.0059	-	0.066	-	-	0.009	-	0.055	-	-	0.0076	-
Campus Vehicles - On Road	0.0071	-	-	7.2E-04	0.30	0.0071	-	-	7.2E-04	0.30	0.0071	-	-	7.2E-04	0.30
Campus Vehicles - Off Road	0.10	-	-	0.022	0.14	0.10	-	-	0.022	0.14	0.10	-	-	0.022	0.14
Other Trips	0.035	-	-	0.0046	0.56	0.035	-	-	0.0046	0.59	0.035	-	-	0.0046	0.58
Construction Off-Road Equipment[3]	-	-	-	-	0.010	-	-	-	-	0.015	-	-	-	-	0.014
Subtotal [ton/yr]	**0.22**	**-**	**-**	**0.039**	**1.01**	**0.25**	**-**	**-**	**0.042**	**1.05**	**0.24**	**-**	**-**	**0.040**	**1.03**
Total [ton/year]	**0.49**	**0.027**	**0.24**	**0.156**	**1.27**	**0.52**	**0.028**	**0.24**	**0.159**	**1.30**	**0.51**	**0.028**	**0.24**	**0.157**	**1.29**

Notes:

1. Fall 2035 represents full buildout of the Project. Mobile emission factors are conservatively used from year 2030, to be consistent with the GHG report and comparison to State 2030 targets.
2. The FO and HO Alternatives inventories include emissions changes due to additional graduate student beds and faculty/staff housing compared to the Project.
3. For the Project inventory, construction emissions are estimated using CalEEMod® 2013.2.2 using the average annual square footage of construction and demolition and estimated excavation from fiscal year 2001 through fiscal year 2015 with default construction schedules and equipment lists. For the Alternatives inventories, construction emissions are added for the annual average number of additional dwelling units. For all inventories, construction equipment is all assumed to meet Final Tier 4 standards, except for chainsaws and paving phase equipment. Construction on-road emissions (worker, vendor, and hauling trips) are included in the mobile sources.

Abbreviations:

CalEEMod® - California Emission Estimator Model
DPM - diesel particulate matter
FO - full offset
GHG - greenhouse gas
HO - half offset
PGE - Pacific Gas & Electric
PM_{10} - particulate matter under 10 microns in diameter
TAC - toxic air contaminants
ton - short tons
yr - year

APPENDIX A

Stanford Construction/Demolition, FO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	135.00	Dwelling Unit	2.11	135,000.00	386

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - Additional construction for alternative

Construction Phase - Changed start year for construction to 2018. Made schedule fit in 1 year

Trips and VMT - Off-road only

Demolition - Expected demolition according to FO alternative

Grading -

Architectural Coating -

Vehicle Trips - not modeling operation here

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - not modeling operations

Area Coating - not modeling operation

Landscape Equipment - not modeling operation

Energy Use - not modeling operation

Water And Wastewater - not modeling operation

Solid Waste - not modeling operation

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido.

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation -

Water Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/10/2019	12/28/2018
tblConstructionPhase	PhaseEndDate	1/26/2018	1/28/2018
tblConstructionPhase	PhaseStartDate	12/28/2018	12/15/2018
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	74.25	0.00
tblFireplaces	NumberNoFireplace	41.85	0.00
tblFireplaces	NumberWood	18.90	0.00
tblGrading	MaterialExported	0.00	82,821.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2018
tblSolidWaste	SolidWasteGenerationRate	62.10	0.00
tblTripsAndVMT	HaulingTripNumber	16.00	0.00
tblTripsAndVMT	HaulingTripNumber	10,353.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	97.00	0.00

tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	19.00	0.00
tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	8,795,793.46	0.00
tblWater	OutdoorWaterUseRate	5,545,174.14	0.00
tblWoodstoves	NumberCatalytic	0.68	0.00
tblWoodstoves	NumberNoncatalytic	0.68	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	1.3121	2.6877	2.0646	3.1800e-003	0.0285	0.1620	0.1905	0.0113	0.1546	0.1660	0.0000	271.3650	271.3650	0.0606	0.0000	272.6378
Total	**1.3121**	**2.6877**	**2.0646**	**3.1800e-003**	**0.0285**	**0.1620**	**0.1905**	**0.0113**	**0.1546**	**0.1660**	**0.0000**	**271.3650**	**271.3650**	**0.0606**	**0.0000**	**272.6378**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	1.0007	0.5358	1.9089	3.1800e-003	0.0285	0.0102	0.0387	0.0113	9.9600e-003	0.0213	0.0000	271.3647	271.3647	0.0606	0.0000	272.6374
Total	**1.0007**	**0.5358**	**1.9089**	**3.1800e-003**	**0.0285**	**0.0102**	**0.0387**	**0.0113**	**9.9600e-003**	**0.0213**	**0.0000**	**271.3647**	**271.3647**	**0.0606**	**0.0000**	**272.6374**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**23.74**	**80.07**	**7.54**	**0.00**	**0.00**	**93.69**	**79.69**	**0.00**	**93.56**	**87.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/28/2018	5	20	
2	Site Preparation	Site Preparation	1/29/2018	1/31/2018	5	3	
3	Grading	Grading	2/1/2018	2/8/2018	5	6	
4	Building Construction	Building Construction	2/9/2018	12/13/2018	5	220	
5	Paving	Paving	12/14/2018	12/27/2018	5	10	
6	Architectural Coating	Architectural Coating	12/15/2018	12/28/2018	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 273,375; Residential Outdoor: 91,125; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.2350	0.1970	2.4000e-004		0.0137	0.0137		0.0128	0.0128	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**0.0239**	**0.2350**	**0.1970**	**2.4000e-004**	**1.7400e-003**	**0.0137**	**0.0154**	**2.6000e-004**	**0.0128**	**0.0130**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4100e-003	0.0488	0.1471	2.4000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**7.4100e-003**	**0.0488**	**0.1471**	**2.4000e-004**	**1.7400e-003**	**2.9700e-003**	**4.7100e-003**	**2.6000e-004**	**2.9700e-003**	**3.2300e-003**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2900e-003	0.0369	0.0230	4.0000e-005		1.7700e-003	1.7700e-003		1.6300e-003	1.6300e-003	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863
Total	**3.2900e-003**	**0.0369**	**0.0230**	**4.0000e-005**	**2.3900e-003**	**1.7700e-003**	**4.1600e-003**	**2.6000e-004**	**1.6300e-003**	**1.8900e-003**	**0.0000**	**3.2650**	**3.2650**	**1.0200e-003**	**0.0000**	**3.2863**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	1.9000e-003	0.0201	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863
Total	**4.4000e-004**	**1.9000e-003**	**0.0201**	**4.0000e-005**	**2.3900e-003**	**6.0000e-005**	**2.4500e-003**	**2.6000e-004**	**6.0000e-005**	**3.2000e-004**	**0.0000**	**3.2650**	**3.2650**	**1.0200e-003**	**0.0000**	**3.2863**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1200e-003	0.0738	0.0532	6.0000e-005		4.0000e-003	4.0000e-003		3.6800e-003	3.6800e-003	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	**7.1200e-003**	**0.0738**	**0.0532**	**6.0000e-005**	**0.0243**	**4.0000e-003**	**0.0283**	**0.0108**	**3.6800e-003**	**0.0145**	**0.0000**	**5.6320**	**5.6320**	**1.7500e-003**	**0.0000**	**5.6688**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	3.2500e-003	0.0381	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	**7.5000e-004**	**3.2500e-003**	**0.0381**	**6.0000e-005**	**0.0243**	**1.0000e-004**	**0.0244**	**0.0108**	**1.0000e-004**	**0.0109**	**0.0000**	**5.6320**	**5.6320**	**1.7500e-003**	**0.0000**	**5.6688**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2350	231.2350	0.0497	0.0000	232.2786
Total	**0.3190**	**2.2616**	**1.7230**	**2.7400e-003**		**0.1376**	**0.1376**		**0.1319**	**0.1319**	**0.0000**	**231.2350**	**231.2350**	**0.0497**	**0.0000**	**232.2786**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0361	0.4250	1.6367	2.7400e-003		3.8500e-003	3.8500e-003		3.8500e-003	3.8500e-003	0.0000	231.2347	231.2347	0.0497	0.0000	232.2783
Total	**0.0361**	**0.4250**	**1.6367**	**2.7400e-003**		**3.8500e-003**	**3.8500e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**231.2347**	**231.2347**	**0.0497**	**0.0000**	**232.2783**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9400e-003**	**0.0704**	**0.0591**	**9.0000e-005**		**4.2100e-003**	**4.2100e-003**		**3.8800e-003**	**3.8800e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.5100e-003	0.0562	0.0576	9.0000e-005		3.2300e-003	3.2300e-003		2.9700e-003	2.9700e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.5100e-003**	**0.0562**	**0.0576**	**9.0000e-005**		**3.2300e-003**	**3.2300e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.9518**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.9505**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, HO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	1.05	67,000.00	192

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - HO Alternative average construction

Construction Phase - Changed start year for construction to 2018. Made schedule fit in 1 year

Trips and VMT - Offroad only.

Demolition - Expected demolition for the HO Alternative

Grading - Average annual excavation for the HO alternative

Architectural Coating -

Vehicle Trips - Not modeling operational emissions

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - Not modeling operational emissions

Area Coating - Not modeling operational emissions

Landscape Equipment - Not modeling operational emissions

Energy Use - Not modeling operational emissions

Water And Wastewater - Not modeling operational emissions

Solid Waste - Not modeling operational emissions

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido.

Mobile Land Use Mitigation - Not modeling operational emissions

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation - Not modeling operational emissions

Water Mitigation - Not modeling operational emissions

Waste Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/26/2018	1/28/2018
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	36.85	0.00
tblFireplaces	NumberNoFireplace	20.77	0.00
tblFireplaces	NumberWood	9.38	0.00
tblGrading	MaterialExported	0.00	41,428.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2018
tblSolidWaste	SolidWasteGenerationRate	30.82	0.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	HaulingTripNumber	5,179.00	0.00
tblTripsAndVMT	VendorTripNumber	7.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	48.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00

tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	4,365,319.72	0.00
tblWater	OutdoorWaterUseRate	2,752,049.39	0.00
tblWoodstoves	NumberCatalytic	0.34	0.00
tblWoodstoves	NumberNoncatalytic	0.34	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.7657	2.0841	1.6735	2.5700e-003	0.0185	0.1257	0.1443	8.4500e-003	0.1208	0.1292	0.0000	216.8233	216.8233	0.0457	0.0000	217.7823
Total	**0.7657**	**2.0841**	**1.6735**	**2.5700e-003**	**0.0185**	**0.1257**	**0.1443**	**8.4500e-003**	**0.1208**	**0.1292**	**0.0000**	**216.8233**	**216.8233**	**0.0457**	**0.0000**	**217.7823**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.5126	0.4603	1.5351	2.5700e-003	0.0185	8.1300e-003	0.0267	8.4500e-003	7.9600e-003	0.0164	0.0000	216.8231	216.8231	0.0457	0.0000	217.7820
Total	**0.5126**	**0.4603**	**1.5351**	**2.5700e-003**	**0.0185**	**8.1300e-003**	**0.0267**	**8.4500e-003**	**7.9600e-003**	**0.0164**	**0.0000**	**216.8231**	**216.8231**	**0.0457**	**0.0000**	**217.7820**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**33.06**	**77.91**	**8.27**	**0.00**	**0.00**	**93.53**	**81.51**	**0.00**	**93.41**	**87.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/28/2018	5	20	
2	Site Preparation	Site Preparation	1/29/2018	1/30/2018	5	2	
3	Grading	Grading	1/31/2018	2/5/2018	5	4	
4	Building Construction	Building Construction	2/6/2018	11/12/2018	5	200	
5	Paving	Paving	11/13/2018	11/26/2018	5	10	
6	Architectural Coating	Architectural Coating	11/27/2018	12/10/2018	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.2350	0.1970	2.4000e-004		0.0137	0.0137		0.0128	0.0128	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**0.0239**	**0.2350**	**0.1970**	**2.4000e-004**	**5.7000e-004**	**0.0137**	**0.0142**	**9.0000e-005**	**0.0128**	**0.0129**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4100e-003	0.0488	0.1471	2.4000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**7.4100e-003**	**0.0488**	**0.1471**	**2.4000e-004**	**5.7000e-004**	**2.9700e-003**	**3.5400e-003**	**9.0000e-005**	**2.9700e-003**	**3.0600e-003**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0400e-003	0.0212	0.0149	2.0000e-005		1.1300e-003	1.1300e-003		1.0400e-003	1.0400e-003	0.0000	1.5629	1.5629	4.9000e-004	0.0000	1.5731
Total	**2.0400e-003**	**0.0212**	**0.0149**	**2.0000e-005**	**5.8000e-003**	**1.1300e-003**	**6.9300e-003**	**2.9500e-003**	**1.0400e-003**	**3.9900e-003**	**0.0000**	**1.5629**	**1.5629**	**4.9000e-004**	**0.0000**	**1.5731**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.0000e-004	0.0105	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5629	1.5629	4.9000e-004	0.0000	1.5731
Total	**2.1000e-004**	**9.0000e-004**	**0.0105**	**2.0000e-005**	**5.8000e-003**	**3.0000e-005**	**5.8300e-003**	**2.9500e-003**	**3.0000e-005**	**2.9800e-003**	**0.0000**	**1.5629**	**1.5629**	**4.9000e-004**	**0.0000**	**1.5731**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0346	0.0245	3.0000e-005		1.8400e-003	1.8400e-003		1.6900e-003	1.6900e-003	0.0000	2.5677	2.5677	8.0000e-004	0.0000	2.5845
Total	**3.3300e-003**	**0.0346**	**0.0245**	**3.0000e-005**	**0.0122**	**1.8400e-003**	**0.0140**	**5.4100e-003**	**1.6900e-003**	**7.1000e-003**	**0.0000**	**2.5677**	**2.5677**	**8.0000e-004**	**0.0000**	**2.5845**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	1.4800e-003	0.0170	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.5677	2.5677	8.0000e-004	0.0000	2.5845
Total	**3.4000e-004**	**1.4800e-003**	**0.0170**	**3.0000e-005**	**0.0122**	**5.0000e-005**	**0.0122**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**0.0000**	**2.5677**	**2.5677**	**8.0000e-004**	**0.0000**	**2.5845**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2583	1.7317	1.3836	2.2000e-003		0.1053	0.1053		0.1017	0.1017	0.0000	183.3796	183.3796	0.0368	0.0000	184.1528
Total	**0.2583**	**1.7317**	**1.3836**	**2.2000e-003**		**0.1053**	**0.1053**		**0.1017**	**0.1017**	**0.0000**	**183.3796**	**183.3796**	**0.0368**	**0.0000**	**184.1528**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3707	1.3082	2.2000e-003		3.0100e-003	3.0100e-003		3.0100e-003	3.0100e-003	0.0000	183.3793	183.3793	0.0368	0.0000	184.1526
Total	**0.0292**	**0.3707**	**1.3082**	**2.2000e-003**		**3.0100e-003**	**3.0100e-003**		**3.0100e-003**	**3.0100e-003**	**0.0000**	**183.3793**	**183.3793**	**0.0368**	**0.0000**	**184.1526**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0300e-003	0.0515	0.0444	7.0000e-005		3.0100e-003	3.0100e-003		2.7800e-003	2.7800e-003	0.0000	6.0173	6.0173	1.8400e-003	0.0000	6.0558
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0300e-003**	**0.0515**	**0.0444**	**7.0000e-005**		**3.0100e-003**	**3.0100e-003**		**2.7800e-003**	**2.7800e-003**	**0.0000**	**6.0173**	**6.0173**	**1.8400e-003**	**0.0000**	**6.0558**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	3.6700e-003	0.0378	0.0432	7.0000e-005		2.0500e-003	2.0500e-003		1.8900e-003	1.8900e-003	0.0000	6.0172	6.0172	1.8400e-003	0.0000	6.0558
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.6700e-003**	**0.0378**	**0.0432**	**7.0000e-005**		**2.0500e-003**	**2.0500e-003**		**1.8900e-003**	**1.8900e-003**	**0.0000**	**6.0172**	**6.0172**	**1.8400e-003**	**0.0000**	**6.0558**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.4731**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.4718**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, FO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	135.00	Dwelling Unit	2.11	135,000.00	386

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - Additional construction for alternative

Construction Phase - Changed start year for construction to 2030. Made schedule fit in 1 year

Trips and VMT - Off-road only

Demolition - Expected demolition according to FO alternative

Grading -

Architectural Coating -

Vehicle Trips - not modeling operation here

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - not modeling operations

Area Coating - not modeling operation

Landscape Equipment - not modeling operation

Energy Use - not modeling operation

Water And Wastewater - not modeling operation

Solid Waste - not modeling operation

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation -

Water Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/10/2031	12/28/2030
tblConstructionPhase	PhaseStartDate	12/28/2030	12/15/2030
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	74.25	0.00
tblFireplaces	NumberNoFireplace	41.85	0.00
tblFireplaces	NumberWood	18.90	0.00
tblGrading	MaterialExported	0.00	82,821.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2030
tblSolidWaste	SolidWasteGenerationRate	62.10	0.00
tblTripsAndVMT	HaulingTripNumber	16.00	0.00
tblTripsAndVMT	HaulingTripNumber	10,353.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	97.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	19.00	0.00

tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	8,795,793.46	0.00
tblWater	OutdoorWaterUseRate	5,545,174.14	0.00
tblWoodstoves	NumberCatalytic	0.68	0.00
tblWoodstoves	NumberNoncatalytic	0.68	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	1.1103	1.0037	1.7472	3.5000e-003	0.0285	0.0196	0.0481	0.0113	0.0196	0.0310	0.0000	292.9827	292.9827	0.0129	0.0000	293.2542
Total	**1.1103**	**1.0037**	**1.7472**	**3.5000e-003**	**0.0285**	**0.0196**	**0.0481**	**0.0113**	**0.0196**	**0.0310**	**0.0000**	**292.9827**	**292.9827**	**0.0129**	**0.0000**	**293.2542**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.9966	0.4813	1.9106	3.5000e-003	0.0285	5.7100e-003	0.0342	0.0113	5.7100e-003	0.0170	0.0000	292.9824	292.9824	0.0129	0.0000	293.2538
Total	**0.9966**	**0.4813**	**1.9106**	**3.5000e-003**	**0.0285**	**5.7100e-003**	**0.0342**	**0.0113**	**5.7100e-003**	**0.0170**	**0.0000**	**292.9824**	**292.9824**	**0.0129**	**0.0000**	**293.2538**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.24**	**52.05**	**-9.35**	**0.00**	**0.00**	**70.91**	**28.94**	**0.00**	**70.91**	**44.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6522	0.0115	0.9997	5.0000e-005		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	1.6374	1.6374	1.5600e-003	0.0000	1.6702
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.6522**	**0.0115**	**0.9997**	**5.0000e-005**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**1.6374**	**1.6374**	**1.5600e-003**	**0.0000**	**1.6702**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6522	0.0115	0.9997	5.0000e-005		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	1.6374	1.6374	1.5600e-003	0.0000	1.6702
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.6522**	**0.0115**	**0.9997**	**5.0000e-005**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**1.6374**	**1.6374**	**1.5600e-003**	**0.0000**	**1.6702**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2030	1/28/2030	5	20	
2	Site Preparation	Site Preparation	1/29/2030	1/31/2030	5	3	
3	Grading	Grading	2/1/2030	2/8/2030	5	6	
4	Building Construction	Building Construction	2/9/2030	12/13/2030	5	220	

5	Paving	Paving	12/14/2030	12/27/2030	5	10
6	Architectural Coating	Architectural Coating	12/15/2030	12/28/2030	5	10

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 273,375; Residential Outdoor: 91,125; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.0781	0.1319	2.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**0.0133**	**0.0781**	**0.1319**	**2.7000e-004**	**1.7400e-003**	**2.1000e-003**	**3.8400e-003**	**2.6000e-004**	**2.1000e-003**	**2.3600e-003**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5200e-003	0.0270	0.1461	2.7000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**4.5200e-003**	**0.0270**	**0.1461**	**2.7000e-004**	**1.7400e-003**	**6.7000e-004**	**2.4100e-003**	**2.6000e-004**	**6.7000e-004**	**9.3000e-004**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	7.7300e-003	0.0148	4.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.7647	3.7647	1.5000e-004	0.0000	3.7679
Total	**1.8600e-003**	**7.7300e-003**	**0.0148**	**4.0000e-005**	**2.3900e-003**	**2.8000e-004**	**2.6700e-003**	**2.6000e-004**	**2.8000e-004**	**5.4000e-004**	**0.0000**	**3.7647**	**3.7647**	**1.5000e-004**	**0.0000**	**3.7679**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	1.9000e-003	0.0201	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.7647	3.7647	1.5000e-004	0.0000	3.7679
Total	**4.4000e-004**	**1.9000e-003**	**0.0201**	**4.0000e-005**	**2.3900e-003**	**6.0000e-005**	**2.4500e-003**	**2.6000e-004**	**6.0000e-005**	**3.2000e-004**	**0.0000**	**3.7647**	**3.7647**	**1.5000e-004**	**0.0000**	**3.7679**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5400e-003	0.0174	0.0324	7.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	6.4417	6.4417	2.9000e-004	0.0000	6.4477
Total	**3.5400e-003**	**0.0174**	**0.0324**	**7.0000e-005**	**0.0243**	**5.9000e-004**	**0.0249**	**0.0108**	**5.9000e-004**	**0.0114**	**0.0000**	**6.4417**	**6.4417**	**2.9000e-004**	**0.0000**	**6.4477**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	3.2500e-003	0.0381	7.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	6.4417	6.4417	2.9000e-004	0.0000	6.4477

Total	**7.5000e-004**	**3.2500e-003**	**0.0381**	**7.0000e-005**	**0.0243**	**1.0000e-004**	**0.0244**	**0.0108**	**1.0000e-004**	**0.0109**	**0.0000**	**6.4417**	**6.4417**	**2.9000e-004**	**0.0000**	**6.4477**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1354	0.8666	1.4973	3.0100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	247.9186	247.9186	0.0109	0.0000	248.1483
Total	**0.1354**	**0.8666**	**1.4973**	**3.0100e-003**		**0.0154**	**0.0154**		**0.0154**	**0.0154**	**0.0000**	**247.9186**	**247.9186**	**0.0109**	**0.0000**	**248.1483**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0361	0.4250	1.6367	3.0100e-003		3.8500e-003	3.8500e-003		3.8500e-003	3.8500e-003	0.0000	247.9183	247.9183	0.0109	0.0000	248.1480
Total	**0.0361**	**0.4250**	**1.6367**	**3.0100e-003**		**3.8500e-003**	**3.8500e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**247.9183**	**247.9183**	**0.0109**	**0.0000**	**248.1480**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3400e-003	0.0297	0.0618	1.1000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	9.1396	9.1396	4.3000e-004	0.0000	9.1487
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.3400e-003**	**0.0297**	**0.0618**	**1.1000e-004**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**	**0.0000**	**9.1396**	**9.1396**	**4.3000e-004**	**0.0000**	**9.1487**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3800e-003	0.0235	0.0603	1.1000e-004		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	9.1396	9.1396	4.3000e-004	0.0000	9.1487
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.3800e-003**	**0.0235**	**0.0603**	**1.1000e-004**		**1.0100e-003**	**1.0100e-003**		**1.0100e-003**	**1.0100e-003**	**0.0000**	**9.1396**	**9.1396**	**4.3000e-004**	**0.0000**	**9.1487**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5000e-004	4.2800e-003	8.9900e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.9510**	**4.2800e-003**	**8.9900e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.9505**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, HO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	1.05	67,000.00	192

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - HO Alternative average construction

Construction Phase - Changed start year for construction to 2030. Made schedule fit in 1 year

Trips and VMT - Offroad only.

Demolition - Expected demolition for the HO Alternative

Grading - Average annual excavation for the HO alternative

Architectural Coating -

Vehicle Trips - Not modeling operational emissions

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - Not modeling operational emissions

Area Coating - Not modeling operational emissions

Landscape Equipment - Not modeling operational emissions

Energy Use - Not modeling operational emissions

Water And Wastewater - Not modeling operational emissions

Solid Waste - Not modeling operational emissions

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido

Mobile Land Use Mitigation - Not modeling operational emissions

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation - Not modeling operational emissions

Water Mitigation - Not modeling operational emissions

Waste Mitigation - Not modeling operational emissions

Operational Off-Road Equipment - Not modeling operations

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Residential_Exterior	150	0
tblAreaCoating	Area_EF_Residential_Interior	100	0
tblAreaCoating	Area_Residential_Exterior	45225	0
tblAreaCoating	Area_Residential_Interior	135675	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	NumberGas	36.85	0.00
tblFireplaces	NumberNoFireplace	20.77	0.00
tblFireplaces	NumberWood	9.38	0.00
tblGrading	MaterialExported	0.00	41,428.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2030
tblSolidWaste	SolidWasteGenerationRate	30.82	0.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	HaulingTripNumber	5,179.00	0.00

tblTripsAndVMT	VendorTripNumber	7.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	48.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	IndoorWaterUseRate	4,365,319.72	0.00
tblWater	OutdoorWaterUseRate	2,752,049.39	0.00
tblWoodstoves	NumberCatalytic	0.34	0.00
tblWoodstoves	NumberNoncatalytic	0.34	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.5999	0.8339	1.4192	2.7800e-003	0.0185	0.0162	0.0347	8.4500e-003	0.0162	0.0246	0.0000	231.6675	231.6675	0.0104	0.0000	231.8851
Total	**0.5999**	**0.8339**	**1.4192**	**2.7800e-003**	**0.0185**	**0.0162**	**0.0347**	**8.4500e-003**	**0.0162**	**0.0246**	**0.0000**	**231.6675**	**231.6675**	**0.0104**	**0.0000**	**231.8851**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.5092	0.4167	1.5364	2.7800e-003	0.0185	4.5100e-003	0.0231	8.4500e-003	4.5100e-003	0.0130	0.0000	231.6673	231.6673	0.0104	0.0000	231.8848
Total	**0.5092**	**0.4167**	**1.5364**	**2.7800e-003**	**0.0185**	**4.5100e-003**	**0.0231**	**8.4500e-003**	**4.5100e-003**	**0.0130**	**0.0000**	**231.6673**	**231.6673**	**0.0104**	**0.0000**	**231.8848**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.12**	**50.03**	**-8.26**	**0.00**	**0.00**	**72.07**	**33.55**	**0.00**	**72.07**	**47.34**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2030	1/28/2030	5	20	
2	Site Preparation	Site Preparation	1/29/2030	1/30/2030	5	2	

3	Grading	Grading	1/31/2030	2/5/2030	5	4
4	Building Construction	Building Construction	2/6/2030	11/12/2030	5	200
5	Paving	Paving	11/13/2030	11/26/2030	5	10
6	Architectural Coating	Architectural Coating	11/27/2030	12/10/2030	5	10

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Clean Paved Roads

3.2 Demolition - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.0781	0.1319	2.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**0.0133**	**0.0781**	**0.1319**	**2.7000e-004**	**5.7000e-004**	**2.1000e-003**	**2.6700e-003**	**9.0000e-005**	**2.1000e-003**	**2.1900e-003**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5200e-003	0.0270	0.1461	2.7000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**4.5200e-003**	**0.0270**	**0.1461**	**2.7000e-004**	**5.7000e-004**	**6.7000e-004**	**1.2400e-003**	**9.0000e-005**	**6.7000e-004**	**7.6000e-004**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8000e-004	4.6600e-003	8.7400e-003	2.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	1.7866	1.7866	8.0000e-005	0.0000	1.7882
Total	**9.8000e-004**	**4.6600e-003**	**8.7400e-003**	**2.0000e-005**	**5.8000e-003**	**1.7000e-004**	**5.9700e-003**	**2.9500e-003**	**1.7000e-004**	**3.1200e-003**	**0.0000**	**1.7866**	**1.7866**	**8.0000e-005**	**0.0000**	**1.7882**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.0000e-004	0.0105	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7866	1.7866	8.0000e-005	0.0000	1.7882
Total	**2.1000e-004**	**9.0000e-004**	**0.0105**	**2.0000e-005**	**5.8000e-003**	**3.0000e-005**	**5.8300e-003**	**2.9500e-003**	**3.0000e-005**	**2.9800e-003**	**0.0000**	**1.7866**	**1.7866**	**8.0000e-005**	**0.0000**	**1.7882**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	7.8100e-003	0.0142	3.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	2.9353	2.9353	1.3000e-004	0.0000	2.9381
Total	**1.6200e-003**	**7.8100e-003**	**0.0142**	**3.0000e-005**	**0.0122**	**2.8000e-004**	**0.0125**	**5.4100e-003**	**2.8000e-004**	**5.6900e-003**	**0.0000**	**2.9353**	**2.9353**	**1.3000e-004**	**0.0000**	**2.9381**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	1.4800e-003	0.0170	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.9353	2.9353	1.3000e-004	0.0000	2.9381
Total	**3.4000e-004**	**1.4800e-003**	**0.0170**	**3.0000e-005**	**0.0122**	**5.0000e-005**	**0.0122**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**0.0000**	**2.9353**	**2.9353**	**1.3000e-004**	**0.0000**	**2.9381**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1077	0.7174	1.2088	2.3700e-003		0.0127	0.0127		0.0127	0.0127	0.0000	194.2969	194.2969	8.7100e-003	0.0000	194.4797
Total	**0.1077**	**0.7174**	**1.2088**	**2.3700e-003**		**0.0127**	**0.0127**		**0.0127**	**0.0127**	**0.0000**	**194.2969**	**194.2969**	**8.7100e-003**	**0.0000**	**194.4797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3707	1.3082	2.3700e-003		3.0100e-003	3.0100e-003		3.0100e-003	3.0100e-003	0.0000	194.2967	194.2967	8.7100e-003	0.0000	194.4795
Total	**0.0292**	**0.3707**	**1.3082**	**2.3700e-003**		**3.0100e-003**	**3.0100e-003**		**3.0100e-003**	**3.0100e-003**	**0.0000**	**194.2967**	**194.2967**	**8.7100e-003**	**0.0000**	**194.4795**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.0200e-003	0.0217	0.0466	8.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	6.9308	6.9308	3.3000e-004	0.0000	6.9376
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.0200e-003**	**0.0217**	**0.0466**	**8.0000e-005**		**8.5000e-004**	**8.5000e-004**		**8.5000e-004**	**8.5000e-004**	**0.0000**	**6.9308**	**6.9308**	**3.3000e-004**	**0.0000**	**6.9376**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1300e-003	0.0160	0.0454	8.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	6.9307	6.9307	3.3000e-004	0.0000	6.9376
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1300e-003**	**0.0160**	**0.0454**	**8.0000e-005**		**7.3000e-004**	**7.3000e-004**		**7.3000e-004**	**7.3000e-004**	**0.0000**	**6.9307**	**6.9307**	**3.3000e-004**	**0.0000**	**6.9376**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5000e-004	4.2800e-003	8.9900e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.4723**	**4.2800e-003**	**8.9900e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.4718**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

APPENDIX ALT-ENE

2018 General Use Permit EIR: Energy Technical Analysis for Housing Alternatives

ESA

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memorandum

date	April 19, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Chris Sanchez- ESA
subject	**ESA Peer Review of Air Quality Technical Analysis for Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Energy Technical Analysis for Housing Alternatives*, dated April 6, 2018, prepared by Ramboll for Stanford.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated its memo accordingly. The memo was revised by Stanford on April 19, 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Energy Technical Analysis for Housing Alternatives* memo is appropriate for use as reference in the EIR.

RAMBOLL

MEMO

Client	**Stanford University**
Date	**April 19, 2018**
To	**Catherine Palter, Stanford University** **Lesley Lowe, Stanford University**
From	**Ramboll**
Subject	**2018 General Use Permit EIR: Energy Technical Analysis for Housing Alternatives**

1. Introduction

The County of Santa Clara (the "County") has chosen to study two alternatives in response to comments on the 2018 Stanford General Use Permit (GUP) Draft EIR (DEIR). This memorandum summarizes the energy technical analyses for these alternatives.

1.1 Description of Alternatives

The County has chosen to study two alternatives in response to housing comments on the DEIR. These alternatives are:

- *Full Offset Housing Alternative (Alternative FO):* Adds to the proposed project **2,549** additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of **5,699** net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- *Half Offset Housing Alternative (Alternative HO):* Adds to the proposed project **1,275** additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of **4,425** net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

1.2 Analysis Years

This report evaluates the potential energy impacts of the proposed Alternatives with particular emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy. Inventories of existing conditions for the following years of operation can be found in DEIR Appendix ENE: 2014, 2015, and annualized emissions for Fall 2018. An estimate for Fall 2020 operations is presented in the DEIR to show the additional consumption due to the new Escondido Village graduate housing. Estimates for the Alternatives for buildout year of 2035 follow the same methodologies as for the Project and are presented in this report.

Date April 19, 2018

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Study area boundaries for the two Alternatives are the same as for the Project. Details regarding the boundaries can be found in DEIR Appendix ENE Section 1.2.1.

2. Energy Environmental and Regulatory Overview

Energy environmental and regulatory overview remain unchanged since the publishing of the DEIR. Information on environmental and regulatory conditions can be found in DEIR Appendix ENE Section 2.

3. Existing Conditions and Alternatives

This section describes the methodology that Ramboll used to develop the Alternatives energy inventories. Full details on the calculation methodology for the existing conditions and Project inventories are provided in DEIR Appendix ENE.

3.1 Stanford Energy

3.1.1 Electricity

For the Fall 2035 Alternatives energy inventories, electricity usage is based on Fall 2020 usage estimates scaled up to account for development by 2035. Electricity usage from the additional faculty/staff high density homes and the additional graduate housing to be constructed within the study boundary by 2035 was added to the Project inventory. Consistent with the DEIR methodology, the annual electricity use is based on the CalEEMod® default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This energy consumption is likely conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle. Total electricity use for 2035 was estimated to be 406,389 MWh for Alternative FO and 401,873 MWh for Alternative HO.

3.1.2 Natural Gas

Natural gas is imported for both residential and commercial usage (e.g., cooking and heating) and industrial usage. For the Alternatives inventories, the only deviations from the Project natural gas usage result from additional gas consumption for the PGE Residential and PGE New Faculty/Staff Housing subcategories due to increased residential housing. The additional graduate student natural gas use is scaled up by number of new beds, consistent with the DEIR methodology. New private faculty/staff housing natural gas usage is based on averages for the climate zone assuming compliance with the 2016 Title 24 Building Energy Efficiency Standards, consistent with the usage assumptions for the proposed Project housing in the DEIR. All other subcategories remain the same as the Project.

Natural gas usage for 2035 was estimated to be 747,236 MMBtu for Alternative FO and 732,841 MMBtu for Alternative HO.

3.2 Mobile Fuel

Fuel usage was estimated from on-road VMT by residents, workers, visitors, and delivery vehicles visiting the various land use types at Stanford. Activity data (number of trips and/or VMT) for off-campus trips, on-campus trips, and vendors were provided by Fehr & Peers. Methodology for estimating fuel usage for the Alternatives remains unchanged from Project methodology in the DEIR, and additional explanation of these methods can be found in DEIR Appendix ENE Section 3.2.

Data from Fehr & Peers is provided in the **2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis**. Fuel usage was estimated using an average miles per

gallon (mpg) obtained from EMFAC2014[1] for the fleet mix corresponding to the vehicle category and fuel type (gasoline or diesel). **Table 3-1** provides more detail on vehicle fuel usage estimates.

Mobile fuel usage was estimated at the totals shown in **Table 3-2** below.

Table 3-2. Mobile Fuel Totals

	Mobile Fuel Usage (gallons/year)	
Inventory Year	**Gasoline**	**Diesel**
Fall 2035 (Project)	4,259,978	163,216
Fall 2035 (Alternative FO)	5,032,004	204,583
Fall 2035 (Alternative HO)	4,649,313	183,925

Fuel usage in the DEIR was estimated to incrementally decrease from beginning to end of the Project due to increased fuel efficiency, an increase in electric vehicles in the statewide fleet, Stanford's commitment to replacing campus shuttles and vehicles with electric vehicles, and alternative transportation programs that incentivize alternative transportation besides single commuter trips, reducing the VMT in diesel or gasoline vehicles. Due to the increased VMT of the Alternatives, fuel totals are expected to be 18% more for Alternative FO and 9% more for Alternative HO than for the Project.

3.3 Diesel Fuel (Emergency Generators)

Increased residential housing from the proposed Alternatives will not impact emergency generator fuel usage, so these remain unchanged from Project usage presented in the DEIR. **Table 3-3** presents emergency generator fuel usage for Alternatives FO and HO.

3.4 Construction Equipment & Activities

Increased residential housing under the Alternatives contribute to increased construction activities compared to the Project. To evaluate this increase, construction fuel total from the incremental increase in housing development was added to Project construction fuel totals. Methodology for estimate fuel totals from construction activities remains unchanged from the DEIR, additional information on these methods can be found in DEIR Appendix ENE Section 3.4.

Worker, vendor, and hauling trips from construction are included in mobile fuel estimates in **Section 3.2**. A summary of fuel usage from off-road construction equipment and on-road worker, vendor, and hauling trips is shown in **Table 3-4**. Off-road fuel calculation details are shown in DEIR Appendix ENE Table 3-4-2 for the Project construction equipment. **Tables 3-5** and **3-6** show off-road fuel calculations for the additional construction equipment used for the FO Alternative and HO Alternative, respectively, based on the CalEEMod® runs included in GHG Memo Appendix A. On-road fuel use is shown in **Table 3-1**.

[1] A newer version of this database, EMFAC2017, was officially released on December 22, 2017, after the publishing of the DEIR. To maintain consistency with DEIR methods and allow for side-by-side comparisons across Project scenarios and Alternatives, the same database as used in the DEIR, EMFAC2014, was used in this Alternatives analysis. In addition, EMFAC2017 has not yet been approved by the USEPA.

Table 3-4. Construction Fuel Totals		
	Construction Fuel Usage (gallons/year)	
Inventory Year	Gasoline	Diesel
Fall 2035 (Project)	138,338	71,892
Fall 2035 (Alternative FO)	145,071	133,362
Fall 2035 (Alternative HO)	141,462	110,280

4. Impact Assessment and Mitigation Measures

While no quantitative thresholds related to energy are included in CEQA Guidelines Appendix G, please refer to DEIR Appendix ENE Section 4.1 for a description of Part I of Appendix F of the CEQA Guidelines. The methodology used to evaluate the significance of the Alternatives energy-related impacts is explained in the context of each impact, as discussed below.

4.1 Environmental Analysis

Impact ER-1a: Alternative FO Would Not Result in the Wasteful, Inefficient or Unnecessary Consumption of Fuel or Energy, and Conversely the Project Would Incorporate Renewable Energy and Energy Efficiency Measures into Building Design, Equipment Use, Transportation or Other Project Features. ***(Less than Significant without Mitigation.)***

Impact ER-1b: Alternative HO Would Not Result in the Wasteful, Inefficient or Unnecessary Consumption of Fuel or Energy, and Conversely the Project Would Incorporate Renewable Energy and Energy Efficiency Measures into Building Design, Equipment Use, Transportation or Other Project Features. ***(Less than Significant without Mitigation.)***

4.1.1 Overview

As described in detail in DEIR Appendix ENE Section 4.3.1, Stanford has prepared an Energy and Climate Plan that includes goals for high performance building design and energy conservation in existing buildings. Stanford has made great efforts to be one of the most energy-efficient universities in the world. In 2015, Stanford completed a groundbreaking overhaul of its campus heating and cooling system (SESI). SESI relies on a heat-recovery process that is 70 percent more efficient than the prior cogeneration process for heating and cooling. The new system will meet more than 90 percent of the campus heating demands by capturing almost two-thirds of the waste heat generated by the campus cooling system. Stanford now purchases its electricity through a Direct Access program that enables purchase from Electric Service Providers that include renewable resources within their portfolios. At the end of 2016, the Stanford Solar Generating Station in Kern County also began operations. In addition, solar panels have been added, as feasible, to buildings throughout the campus.

4.1.1.1 Electricity

Alternative FO would increase electricity demand by approximately 9,035 MWh per year compared to the Project, although per service population electricity demand would decrease slightly, as shown in **Table 4-1**. Electricity demand per service population was estimated to decrease with Alternative FO, from 5.8 MWh per year per service population for the Fall 2035 Project to 5.4 MWh per year per service population in Fall 2035 FO Alternative. Electricity demand per service population for the Alternatives also decreased relative to the Baseline, which was 6.0 MWh per year per service population in Fall 2018.

Alternative HO would increase electricity demand by approximately 4,520 MWh per year, although per service population electricity demand would decrease slightly, as shown in **Table 4-1**. Electricity demand per service population was estimated to decrease with Alternative HO, from 5.8 MWh per year per service population for the Fall 2035 Project to 5.6 MWh per year per service population in Fall 2035 HO Alternative.

Table 4-1. Electricity Consumption per Service Population

Inventory Year	Electricity Consumption (MWh)	Service Population	Electricity per Service Population (MWh/person)
Fall 2035 (Project)	397,353	68,781	5.8
Fall 2035 (Alternative FO)	406,389	75,078	5.4
Fall 2035 (Alternative HO)	401,873	71,930	5.6

4.1.1.2 Natural Gas

Table 4-2 shows energy consumption for the Fall 2035 Project and Alternatives inventory years. The Alternatives would result in more energy consumption than the Project but slightly lower energy consumption per service population than the Project. Similarly, the Alternatives would result in more energy consumption than the Baseline but lower energy consumption per service population.

Table 4-2. Building Energy Consumption per Service Population

Inventory Year	Natural Gas Consumption (MMBtu)	Electricity Consumption (MMBtu equivalent)	Building Energy Consumption Total (MMBtu)	Service Population	Building Energy Consumption per Service Population (MMBtu/person)
Fall 2035 (Project)	718,441	1,355,769	2,074,210	68,781	30.2
Fall 2035 (Alternative FO)	747,236	1,386,598	2,133,834	75,078	28.4
Fall 2035 (Alternative HO)	732,841	1,371,190	2,104,031	71,930	29.3

Alternative FO would increase natural gas demand by approximately 28,795 MMBtu per year compared to the Project, but per service population natural gas demand would slightly decrease compared to the Project, as shown in **Table 4-3**. Natural gas demand for Alternative FO would decrease from 10.4 MMBtu per year per service population in Fall 2035 Project to 10.0 MMBtu per year per service population. Alternative FO would result in more natural gas consumption than the Baseline but lower natural gas consumption per service population.

Alternative HO would increase natural gas demand by approximately 14,400 MMBtu per year compared to the Project, but per service population natural gas demand would slightly decrease compared to the Project, as shown in **Table 4-3**. Natural gas demand for Alternative HO would decrease from 10.4 MMBtu per year per service population for Fall 2035 Project to 10.2 MMBtu per year per service population. Alternative HO would result in more natural gas consumption than the Baseline but lower natural gas consumption per service population.

Estimated energy demand for Stanford assumes new buildings are constructed to the same energy intensity as existing buildings, excluding Faculty/Staff housing which estimates usage using 2016 Title 24 Standards. This is likely a conservative estimate, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings. Furthermore, Stanford's whole-building targets will promote increased efficiency in each new building constructed on the campus and are expected to result in even lower natural gas usage in new buildings.

Table 4-3. Natural Gas Consumption per Service Population

Inventory Year	Natural Gas Consumption (MMBtu)	Service Population	Natural Gas per Service Population
Fall 2035 (Project)	718,441	68,781	10.4
Fall 2035 (Alternative FO)	747,236	75,078	10.0
Fall 2035 (Alternative HO)	732,841	71,930	10.2

4.1.1.3 Transportation Fuel

As described in detail in DEIR Appendix ENE Section 4.3.2, Stanford will decrease transportation fuel use by incorporating more electric vehicles into the on-campus fleet, providing on-site charging stations to support the expanded use of electric vehicles by students, staff and visitors, and continuing to implement alternative transportation programs.

As described further in the **2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis**, the VMT generation for Stanford's workers and residents are both substantially lower than the regionwide and countywide average VMT for those populations. The primary reasons the VMT is so low are the Travel Demand Management (TDM) program and the ability for residents to commute to work or class without using personal vehicles due to the density of public transit near and on the campus. In addition, the availability of on-campus housing for students and faculty also reduces VMT from commuting. Lower VMT results in lower mobile fuel use per worker and per resident than the regionwide and countywide average. These conclusions remain true for the HO and FO Alternatives.

Additional information regarding fuel use and mobile impacts can be found in the **Greenhouse Gas and Air Quality Alternatives Memos** as well as the **SB 743 VMT Analysis**.

4.2 Analysis of Factors Identified in CEQA Guidelines Appendix F

To determine whether a project would result in the wasteful, inefficient or unnecessary consumption of fuel or energy, and conversely whether the project would fail to incorporate renewable energy or energy efficiency measures into building design, equipment use,

transportation or other project features, Appendix F of the CEQA Guidelines identifies six categories of potential energy-related environmental impacts, and five categories of potential mitigation measures that may be incorporated into the project. Each impact and mitigation category identified in Appendix F is addressed below in the same context as in the DEIR Appendix ENE Section 4.3.3.

Based on the analysis of each of these factors, the potential for the Alternatives to result in wasteful, inefficient or unnecessary consumption of fuel or energy, and conversely to fail to incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features is **less than significant.**

4.2.1 Appendix F.II.C.1 Energy Requirements and Energy Use Efficiencies

In section II.C.1, CEQA Guidelines Appendix F states that environmental impacts may include:

The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate the energy intensiveness of materials may be discussed.

The Alternatives inventories prepared for this evaluation include energy and fuel used for construction and operation of the Stanford campus, including maintenance of campus facilities and demolition activities. Energy intensiveness of materials is not addressed because the California Governor's Office of Planning and Research has explained that "a full 'lifecycle' analysis that would account for energy in building materials and consumer products will generally not be required." See OPR, Proposed Updates to the CEQA Guidelines (Preliminary Discussion Draft, Aug.11, 2015), at pp. 77-78. Such an analysis runs a substantial risk of double counting energy use and associated greenhouse gas emissions.

Sections 3.3 and 3.4 above discuss the Alternatives energy use requirements in detail, including electricity, natural gas, mobile fuel, diesel fuel for emergency generators, and construction equipment and activities. These energy use requirements are summarized in **Table 4-4** below for operational activities and in **Table 4-5** for construction activities. As construction activities occur annually, they are also included in the operational table.

Table 4-4. Operational Energy Use Requirements

Inventory Year	Electricity (MWh)	Natural Gas (MMBtu)	Mobile Fuel (gallons)[1]		Diesel Fuel (Off-Road Construction)[2] (gallons)	Diesel Fuel (Emergency Generators) (gallons)
			Gasoline	Diesel		
Fall 2018 (Baseline)	320,952	577,799	5,433,619	456,762	37,700	36,271
Fall 2035 (Project)	397,353	718,441	4,259,978	163,216	37,700	44,293
Fall 2035 (Alternative FO)	406,389	747,236	5,032,004	204,583	64,036	44,293
Fall 2035 (Alternative HO)	401,873	732,841	4,649,313	183,925	58,525	44,293

Notes:

[1] Mobile fuel includes fuel for on-road construction worker, vendor, and hauling vehicles.

[2] Off-road fuel efficiency is assumed to remain constant for the different calendar years. Therefore, off-road fuel use from construction activity is the same across the Baseline and Project years, which have the same amount of average construction activity. Additional fuel use is added for the additional construction under the Alternatives.

Table 4-5. Construction Energy Use Requirements

Inventory Year	Construction Equipment & Activities (gallons)	
	Gasoline	Diesel
Fall 2018 (Baseline)	232,027	76,431
Fall 2035 (Project)	138,338	71,892
Fall 2035 (Alternative FO)	145,071	133,362
Fall 2035 (Alternative HO)	141,462	110,280

To demonstrate how these energy use totals compare between the 2018 Baseline and 2035 Project and Alternatives years, total energy use requirements have been converted to MMBtu equivalents and resulting MMBtu per service population metrics are presented in **Table 4-6** below.

Table 4-6. Total Energy Use Requirements, MMBtu per Service Population			
Inventory Year	**MMBtu Equivalents**	**Service Population**	**MMBtu/ Service Population**
Fall 2018 (Baseline)	2,420,428	53,268	45.4
Fall 2035 (Project)	2,636,532	68,781	38.3
Fall 2035 (Alternative FO)	2,801,297	75,078	37.3
Fall 2035 (Alternative HO)	2,720,403	71,930	37.8

As shown in the tables above, the FO and HO Alternatives use more energy than the Project. The total energy use for both Alternatives is greater than that for the Fall 2018 Baseline. However, both Alternatives use less energy per service population than the Fall 2018 Baseline or the Project.

4.2.2 Appendix F.II.C.2 Local and Regional Energy Supplies

In section II.C.2, CEQA Guidelines Appendix F states that environmental impacts may include:

The effects of the project on local and regional energy supplies and on requirements for additional capacity.

Alternatives FO and HO will not have a substantial impact on the local or regional energy supplies or require additional capacity to be constructed. As described in the DEIR Appendix ENE Section 4.3.3.2, through use of renewable energy, energy efficiency standards, and the new CEF, Stanford will minimize impacts on the local and regional energy supply.

As shown and discussed in **Section 3** above, Stanford relies on electricity, natural gas, and gasoline and diesel consumption associated with mobile operations, emergency generator operations, and construction operations. Total energy use requirements for Fall 2018 Baseline and Fall 2035 Project and Alternatives years are summarized in **Tables 4-4** and **4-5** above.

To put Stanford's energy use in context, in 2015, Californians consumed 282,896 GWh of electricity, of which Santa Clara County consumed 16,812 GWh.[2] Total in-state generation, not including small-scale solar installations, was 196,195 GWh, and energy imports accounted for 34% of the state-wide power mix.[3] CEC estimates that state-wide energy demand will increase to 322,266 GWh in 2025 with an average annual growth rate of 1.27%.[4] The anticipated increases in electricity usage of 85,437 MWh/yr from the 2018 Baseline to the FO Alternative by 2035 reflects an average annual increase of 1.48% electricity usage. The anticipated increases in electricity usage of 85,437 MWh/yr from the 2018 Baseline to the HO Alternative by 2035 reflects an average annual increase of 1.40% electricity usage. These are both consistent with the state-wide annual growth rate of 1.27%. Stanford electricity use projections are also within range of regional estimates for the Greater Bay Area. The CEC

[2] California Energy Commission. 2016. Energy Consumption Data Management Service. Electricity Consumption by County. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx. Accessed: April 2017.

[3] California Energy Commission. 2016. Total Electricity System Power. Available online at: http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html.

[4] California Energy Commission. 2016. California Energy Demand Updated Forecast, 2017-2027. Available online at: http://docketpublic.energy.ca.gov/PublicDocuments/16-IEPR-05/TN214635_20161205T142341_California_Energy_Demand_Updated_Forecast.pdf

projects a mid-range rate of 1.16% annual consumption growth, with a high estimate of 1.61%.[5] Overall, the projected electricity growth under both Alternatives is consistent with state and regional projections. Therefore, University Alternatives will not require additional generation capacity beyond more general state-wide expansion.

Stanford's annual natural gas consumption is estimated to increase by 169,437 MMBtu by 2035 for the FO Alternative and 155,042 MMBtu by 2035 for the HO Alternative. In 2035, campus natural gas consumption will reach 747,236 MMBtu/yr for the FO Alternative and 732,841 MMBTU/yr for the HO Alternative, about half of Stanford building consumption in 2014. As described earlier, this is based on scaling up current building natural gas usage and is therefore a conservative estimate. In comparison, it is projected that California natural gas demand will decrease in 2030 to 2,160,800 MMscf/yr, or 2,230 trillion Btu/yr.[6] Stanford's natural gas consumption accounts for less than 0.05% of the projected statewide annual consumption.

Although natural gas is the most common electricity source in California, 90% of the state's natural gas is imported from the Rocky Mountain region, the Southwest, and Canadian basins.[7] The United States produces 20 trillion scf/yr and had 340 trillion scf of proven reserves in 2014.[8] Stanford's natural gas consumption is not substantial in comparison to the national natural gas reserves and comprises only 0.003% of annual national natural gas production.

Gasoline and diesel are provided by California's transportation fuels supplier network, as the majority of gasoline and diesel fuels are used for transportation to and from the Stanford Campus.

Overall, Alternatives FO and HO will not have a substantial impact on the local or regional energy supplies or require additional capacity to be constructed.

4.2.3 Appendix F.II.C.3 Peak and Base Period Demands

In section II.C.3, CEQA Guidelines Appendix F states that environmental impacts may include:

The effects of the project on peak and base period demands for electricity and other forms of energy.

Alternatives FO and HO will not have a substantial impact on the peak and base period demands for electricity or other forms of energy. Further details and reasoning are described below and in the DEIR Appendix ENE.

As discussed in Stanford's Energy and Climate Plan[9], the Stanford Energy System Innovations (SESI) program was designed to increase Stanford's energy efficiency and allow the CEF to meet both peak and base demand. DEIR Appendix ENE Section 3.1 discusses features of the new CEF in further detail, but specific aspects of the energy system allow for renewable or

[5] California Energy Commission. 2016. Forecast Zone Results – 2016 California Energy Electricity Forecast Update. Available online at: http://www.energy.ca.gov/2016_energypolicy/documents/2016-12-08_workshop/forecast_zone.php. Accessed: April 2017.

[6] California Energy Commission. 2015. Draft Staff Report: 2015 Natural Gas Outlook. Available online at: http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-03/TN206501_20151103T100153_Draft_Staff_Report_2015_Natural_Gas_Outlook.pdf. Accessed: April 2017.

[7] U.S. Energy Information Administration. 2016. California State Profile and Energy Estimates: Profile Analysis. Available online at: https://www.eia.gov/state/analysis.cfm?sid=CA. Accessed November 30, 2016.

[8] California Energy Commission. 2015. Draft Staff Report: 2015 Natural Gas Outlook. Available online at: http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-03/TN206501_20151103T100153_Draft_Staff_Report_2015_Natural_Gas_Outlook.pdf.

[9] Stanford University Office of Sustainability. 2015. Stanford Energy and Climate Plan. Third Edition. September. Available at: https://sustainable.stanford.edu/sites/default/files/E%26C Plan 2016.6.7.pdf.

sustainable options for meeting peak demand. Thermal energy storage, for example, allows for flexibility to run equipment at optimal load settings.

Stanford's procurement of substantial amounts of renewable energy, including the new 73 MW off-site solar PV plant in southern California and the 4.9 MW of on-site rooftop solar PV, will also help the University meet peak demands. Specifically, the off-site solar PV plant will meet the University's peak electricity demands of 42 MW.[10]

As of the end of 2016, 65 percent of Stanford's electricity was generated from renewable sources.[11] This extensive generation of new renewable energy reduces the strain on electricity production by reducing the demand for electricity generation from the grid resources, particularly during peak times when energy demand is the highest and solar energy potential is also the highest.

In 2016, California's peak grid demand was 46,193 MW. On the same day, PG&E reached a maximum demand of 23,752 MW.[12] In comparison, Stanford University's maximum demand in 2016 was 45 MW. With the implementation of new model-predictive control software at Stanford's CEF, maximum demand is expected to decrease to 38 MW in 2017. The model-predictive-control software used at the CEF is a software system developed and patented by Stanford that optimizes cost and energy efficiency through predicting hourly campus heating, cooling, and grid electricity prices 10 days in advance. This is then used to determine when to use electricity to operate plant heating and cooling equipment as well as how much hot and cold water to store in the thermal storage tanks.[13]

With the proposed Project, Stanford's peak demand is forecasted to increase to 48 MW by 2035. It is not expected that the demand from additional housing associated with the Alternatives will significantly change this peak, as the Stanford electricity peak demand historically takes place mid-day, when residents would generally not be home. This is similar to peak demand in 2016. The University will have a relatively negligible effect on state-wide peak demands, which will be further lessened by its Kern County solar plant.

4.2.4 Appendix F.II.C.4 Existing Energy Standards

In section II.C.4, CEQA Guidelines Appendix F states that environmental impacts may include:

The degree to which the project complies with existing energy standards.

Stanford complies with existing energy standards. During implementation of the Alternatives, Stanford will continue to adhere to State standards designed to minimize use of fuel in construction vehicles, ensure that buildings employ strict energy efficiency techniques, and operate comprehensive transportation demand management programs, as described further in the DEIR Appendix ENE. It is not expected that construction or operation of the Alternatives would change compliance with these standards or implementation of programs.

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[10] According to the Stanford Sustainability and Energy Management Department, during commissioning of the new energy system the peak electrical demand varied by month and reached a maximum of 45 MW in 2016. After commissioning was complete and the new model predictive control energy management software was fully enabled for 2017, the expected peak electrical demand on the grid will be approximately 38 MW for calendar year 2017. The University's long term forecast is that the University's peak electrical demand in 2035 will be 48 MW.

[11] Sustainable Stanford. Fact Sheet: Renewable Energy. 2017. Available at: https://sustainable.stanford.edu/sites/default/files/Renewable%20Energy_2017_1.pdf

[12] California ISO. 2017. 2016-2017 Transmission Plan. Available online at: http://www.caiso.com/Documents/Board-Approved_2016-2017TransmissionPlan.pdf

[13] Stanford. 2015. Stanford Energy System Innovations. Available at: http://news.stanford.edu/features/2015/sesi/. Accessed: April 2017.

4.2.5 Appendix F.II.C.5 Energy Resources

In section II.C.5, CEQA Guidelines Appendix F states that environmental impacts may include:

The effects of the project on energy resources.

Stanford's use of energy for the Alternatives will not have a substantial effect on statewide or regional energy resources. Stanford's energy use is discussed in Section 3 above, including electricity, natural gas, and gasoline and diesel consumption associated with mobile operations, emergency generator operations, and construction operations. Total energy use requirements for Fall 2018 Baseline, Fall 2035 Project, and Fall 2035 Alternatives years are summarized in **Tables 4-4** and **4-5** above.

Programs and measures relevant to energy resources are discussed in detail in DEIR Appendix ENE Section 4.3.

4.2.6 Appendix F.II.C.6 Transportation Energy Use

In section II.C.6, CEQA Guidelines Appendix F states that environmental impacts may include:

The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Stanford uses efficient transportation alternatives to reduce its transportation energy use requirements, as described further below.

Stanford's transportation energy use is discussed in **Section 3** above and gasoline and diesel quantities for Fall 2018 Baseline, Fall 2035 Project and Fall 2035 Alternatives, are presented in **Table 3-2**. The quantification of VMT associated with Stanford operations, which feeds into total transportation energy use quantified, is discussed in detail in the **SB 743 VMT Analysis**.

As described further in the **SB 743 VMT Analysis**, the VMT generation for Stanford's workers and residents are substantially lower than the regionwide and countywide average VMT for those populations, for the Project and the Alternatives. The primary reasons the VMT at Stanford is so low are due to the TDM program and the ability for residents to commute to work or class without using personal vehicles due to the density of public transit near and on the campus. The TDM program is described further in the DEIR Appendix ENE, and it is not expected the construction or operation of the additional housing in the Alternatives would impact this program. In addition, on-campus housing for faculty and students lowers commuting VMT. Lower VMT results in lower mobile fuel use per worker and per resident than the regionwide and countywide average.

4.2.7 Appendix F.II.D.1 Energy Reduction Measures

In section II.D.1, CEQA Guidelines Appendix F states that mitigation measures (including those already incorporated into the project) may include:

Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.

Stanford implements a number of ongoing programs to reduce the consumption of energy, as described in the DEIR Appendix ENE. Existing programs such as use of the new Central Energy Facility, procurement of solar power from Stanford's offsite Kern County facility and travel demand management, reasonably can be expected to continue given Stanford's investment in its ongoing capital improvements and programs. New measures, such as conversion of Marguerite shuttles and campus fleets to electric vehicles, are identified in the project

description that Stanford submitted with its application. It is not expected the construction or operation of the additional housing in the Alternatives would impact these measures.

4.2.8 Appendix F.II.D.2 Siting, Orientation, and Design

In section II.D.2, CEQA Guidelines Appendix F states that mitigation measures (including those already incorporated into the project) may include:

The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.

A number of Stanford initiatives and programs, as well as general features of the campus itself, utilize siting, orientation, or design elements to minimize energy consumption, as discussed further in the DEIR Appendix ENE. It is not expected the construction or operation of the additional housing in the Alternatives would affect these initiatives or features.

4.2.9 Appendix F.II.D.3 Reducing Peak Energy Demand

In section II.D.3, CEQA Guidelines Appendix F states that mitigation measures (including those already incorporated into the project) may include:

The potential for reducing peak energy demand.

Stanford's new energy system, combined with use of renewable energy, help reduce the University's peak energy demand, and will continue to do so throughout the Project life. This is discussed further in DEIR Appendix ENE. It is not expected the construction or operation of the additional housing in the Alternatives would significantly impact the energy system.

4.2.10 Appendix F.II.D.4 Alternative Fuels

In section II.D.4, CEQA Guidelines Appendix F states that mitigation measures (including those already incorporated into the project) may include:

Alternative fuels (particularly renewable ones) or energy systems.

Stanford has pursued the use of alternative fuels or energy systems for heating, cooling, electricity, and transportation, as discussed in the DEIR Appendix ENE. It is not expected the construction or operation of the additional housing in the Alternatives would significantly impact the use of alternative fuels or energy systems.

4.2.11 Appendix F.II.D.5 Recycling Efforts

In section II.D.5, CEQA Guidelines Appendix F states that mitigation measures (including those already incorporated into the project) may include:

Energy conservation which could result from recycling efforts.

California has a statewide goal of 75% waste diversion by 2020; thus, Stanford has implemented several policies in order to achieve that goal. These are described further in DEIR Appendix ENE. It is not expected the construction or operation of the additional housing in the Alternatives would significantly impact the recycling efforts.

In sum, based on the analysis of each of the factors identified in CEQA Guidelines Appendix F, the potential for the Alternatives to result in wasteful, inefficient or unnecessary consumption of fuel or energy, and conversely to fail to incorporate renewable energy or energy efficiency measures into building design, equipment use, transportation or other project features is **less than significant**.

TABLES

Table 3-1
Mobile Fuel Consumption
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Year	Mobile Category	Quantity Provided (VMT or fuel)	Unit	Percent Gasoline Vehicle Miles[7]	Gasoline Miles per Gallon	Percent Diesel Vehicle Miles[7]	Diesel Miles per Gallon	Fuel Consumption (gallons of gasoline)	Fuel Consumption (gallons of diesel)
Fall 2035[6]	Worker + Resident[1]	132,334,620	VMT	90.2%	40	0.9%	50	2,958,507	24,095
	Construction Worker[1]	6,148,856	VMT	90.2%	40	0.9%	50	137,465	1,120
	Public Safety[2]	15,743	fuel in gallons					15,743	-
	Other Trips[1]	47,774,911	VMT	90.2%	40	0.9%	50	1,068,068	8,699
	Construction Vendor Trucks[3]	62,123	VMT	7.3%	8.3	92.7%	6.9	541	8,384
	Construction Haul Trucks[4]	159,740	VMT	1.0%	5.0	99.0%	6.4	332	24,688
	Off Road[2]	20,169	fuel in gallons					2,687	17,482
	Marguerite[5]	2,618,108	VMT			0%	N/A	-	0
	Bonair[5]	80,926	fuel in gallons					76,635	4,291
	PSSI[5]	74,458	fuel in gallons					-	74,458
							Total Gallons	**4,259,978**	**163,216**
Fall 2035 FO Alternative	Worker + Resident[1]	166,566,343	VMT	90.2%	40	0.9%	50	3,723,800	30,328
	Construction Worker[1]	6,421,953	VMT	90.2%	40	0.9%	50	143,571	1,169
	Public Safety[2]	15,743	fuel in gallons					15,743	-
	Other Trips[1]	47,774,911	VMT	90.2%	40	0.9%	50	1,068,068	8,699
	Construction Vendor Trucks[3]	84,607	VMT	7.3%	8.3	92.7%	6.9	737	11,418
	Construction Haul Trucks[4]	367,120	VMT	1.0%	5.0	99.0%	6.4	763	56,739
	Off Road[2]	20,169	fuel in gallons					2,687	17,482
	Marguerite[5]	2,618,108	VMT			0%	N/A	-	0
	Bonair[5]	80,926	fuel in gallons					76,635	4,291
	PSSI[5]	74,458	fuel in gallons					-	74,458
							Total Gallons	**5,032,004**	**204,583**
Fall 2035 HO Alternative	Worker + Resident[1]	149,609,921	VMT	90.2%	40	0.9%	50	3,344,718	27,240
	Construction Worker[1]	6,274,567	VMT	90.2%	40	0.9%	50	140,276	1,142
	Public Safety[2]	15,743	fuel in gallons					15,743	-
	Other Trips[1]	47,774,911	VMT	90.2%	40	0.9%	50	1,068,068	8,699
	Construction Vendor Trucks[3]	73,365	VMT	7.3%	8.3	92.7%	6.9	639	9,901
	Construction Haul Trucks[4]	263,420	VMT	1.0%	5.0	99.0%	6.4	548	40,712
	Off Road[2]	20,169	fuel in gallons					2,687	17,482
	Marguerite[5]	2,618,108	VMT			0%	N/A	-	0
	Bonair[5]	80,926	fuel in gallons					76,635	4,291
	PSSI[5]	74,458	fuel in gallons					-	74,458
							Total Gallons	**4,649,313**	**183,925**

Notes:

1. Vehicle miles travelled provided by Fehr & Peers in the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. EMFAC fuel economy for the specified fleet mix and inventory year was used to estimate fuel consumption.
2. For Public Safety fleet, Stanford provided raw data of fuel consumption from non-University sources (the remainder of fuel is included in the "Bonair" category for fuel obtained from the on-campus Bonair fueling station). Stanford also provided annual fuel consumption for the Valero fuel station. The 'Off Road' category includes fuel for off-road equipment serviced by the Bonair fueling station and fuel for the golf course equipment.
3. Vendor VMT is based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction and additional construction for the Alternatives. This consists of 37 trips per day for the Project plus 14 trips per day for the FO Alternative of 7 trips per day for the HO Alternative, 7.3 miles per trip for the 230 day building construction phase each year, with a 50/50 split of medium- and heavy-duty trucks. This VMT was subtracted from the 'Other Trips' VMT because these trips would be counted in the Fehr & Peers analysis.
4. Hauling VMT is based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average demolition and excavation quantities for the Project and Alternatives. This consists of 7,987 total trips for the Project plus 10,369 trips for the FO Alternative or 5,184 trips for the HO Alternative of 20 miles each, all heavy-heavy duty vehicles. This VMT was subtracted from the 'Other Trips' VMT because these trips would be counted in the Fehr & Peers analysis.
5. For Marguerite fleet, Stanford provided vehicle miles travelled. Mileage was used to estimate fuel consumption using EMFAC fuel economy for the specified fleet mix and inventory year. For Bonair and PSSI fleets, Stanford provided fuel usage. Bonair and Marguerite fleets incorporate more electric vehicles over time (with Marguerite fully electric by Fall 2035). For the Marguerite fleet, fuel usage will decrease over time due to the increased number of electric vehicles in the fleet but this fleet turnover will not affect VMT, so VMT is scaled up based on academic square footage. Diesel fuel usage is set to zero in Fall 2035 because all Marguerite buses are assumed to be electric by then. For the Bonair fleet, fuel usage was adjusted to reflect decrease in fuel usage due to electric vehicles being incorporated into the fleet.
6. Miles per gallon calculated from the fuel consumption and vehicle miles travelled using 2030 as the inventory year in the EMFAC database. The 2030 emissions inventory is used to allow for conservative comparisons of project buildout with adopted 2030 regulatory measures. Only vehicle types within the specified mobile category fleet mix were used for calculating fuel economy.
7. Percentage of gasoline or diesel vehicle miles calculated by taking the ratio of vehicle miles driven by a specific fuel-type vehicle over total miles for that vehicle classification (for all fuel types) in EMFAC.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
EMFAC - EMission FACtors
FO - Full Offset
gal - gallon
HO - Half Offset
PS – Public Safety
PSSI – Peninsula Sanitary Service, Inc.
VMT - Vehicle miles travelled

Table 3-3
Generator Fuel Consumption
Stanford University
Stanford, CA

Year	Generator Hours of Operation (hrs)	Fuel Consumption[1] (gallons of diesel)
Fall 2035, FO Alternative, and HO Alternative[2]	1,276	44,293

Notes:

1. Fuel consumption rate information was not available for all units. Therefore, fuel consumption shown here was estimated assuming 34.7 gal/hr from a representative engine (Cummins, QSX15-G9 NR 2, @ 1800 RPM) with a horsepower (HP) of 755.
2. It is assumed that the hours of operation will increase proportional to the increase in academic square footage over Fall 2018 (approximately 22%) and would not change for the HO or FO Alternatives. Fall 2018 hours of operation are shown in DEIR Appendix ENE. Fuel consumption estimates are based on full project buildout.

Abbreviations:

DEIR - Draft Environmental Impact Report
FO - Full Offset
gal - gallon
HO - Half Offset
hrs - hours

Table 3-5
Construction Off-Road Equipment Fuel Consumption: Additional Construction from FO Alternative
Stanford University
Stanford, CA

NEW Table (not in DEIR)

Phase	Off-Road Equipment Type	Total Equipment Use[1] (bhp-hr)	Conversion Factor[2] (bhp-hr/gal)	Fuel Consumption (gallons of diesel)
Demolition	Concrete/Industrial Saws	9,461	19.58	483
	Rubber Tired Dozers	16,320		834
	Tractors/Loaders/Backhoes	17,227		880
Site Preparation	Graders	1,712		87
	Scrapers	4,159		212
	Tractors/Loaders/Backhoes	754		39
Grading	Graders	3,424		175
	Rubber Tired Dozers	4,896		250
	Tractors/Loaders/Backhoes	3,015		154
Building Construction	Cranes	115,350		5,893
	Forklifts	54,824		2,801
	Generator Sets	109,402		5,589
	Tractors/Loaders/Backhoes	47,375		2,420
	Welders	109,296		5,583
Paving	Cement and Mortar Mixers	403		21
	Pavers	4,200		215
	Paving Equipment	3,744		191
	Rollers	4,864		248
	Tractors/Loaders/Backhoes	2,871		147
Architectural Coating	Air Compressors	2,246		115
Total	-	-	-	**26,336**

Notes:

1. Equipment use is based on CalEEMod® 2013.2.2 model runs for the additional annual average construction activity for the Alternative. The construction schedule, off-road equipment lists and equipment specifications are CalEEMod® defaults for the construction of an annual average of 135 condo/townhouse dwelling units, demolition of 3,539 sqft of buildings, and excavation of 82,821 cubic yards of soil per year, with the schedules set such that all construction occurs within one year. Methodology is described further in the GHG Housing Alternatives Memo, and CalEEMod® output files are provided in the GHG Housing Alternatives Memo, Appendix A.

2. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES). Off-road equipment fuel efficiency is assumed to remain constant for the different calendar years. Therefore, off-road fuel use from construction activity is the same across inventory years.

Abbreviations:

bhp-hr - brake-horsepower hours
CalEEMod - California Emissions Estimator Model
DEIR - Draft Environmental Impact Report
FO - Full Offset
gal - gallon
hrs - hours
sqft - square feet
USEPA - US Environmental Protection Agency

Table 3-6
Construction Off-Road Equipment Fuel Consumption: Additional Construction from HO Alternative
Stanford University
Stanford, CA

NEW Table (not in DEIR)

Phase	Off-Road Equipment Type	Total Equipment Use[1] (bhp-hr)	Conversion Factor[2] (bhp-hr/gal)	Fuel Consumption (gallons of diesel)
Demolition	Concrete/Industrial Saws	9,461	19.58	483
	Rubber Tired Dozers	16,320		834
	Tractors/Loaders/Backhoes	17,227		880
Site Preparation	Graders	1,141		58
	Rubber Tired Dozers	1,428		73
	Tractors/Loaders/Backhoes	574		29
Grading	Graders	1,712		87
	Rubber Tired Dozers	2,448		125
	Tractors/Loaders/Backhoes	1,005		51
Building Construction	Cranes	78,648		4,018
	Forklifts	21,360		1,091
	Generator Sets	99,456		5,081
	Tractors/Loaders/Backhoes	43,068		2,200
	Welders	99,360		5,076
Paving	Cement and Mortar Mixers	302		15
	Pavers	3,150		161
	Paving Equipment	3,744		191
	Rollers	2,128		109
	Tractors/Loaders/Backhoes	2,871		147
Architectural Coating	Air Compressors	2,246		115
Total	-	-	-	**20,824**

Notes:

1. Equipment use is based on CalEEMod® 2013.2.2 model runs for the additional annual average construction activity for the Alternative. The construction schedule, off-road equipment lists and equipment specifications are CalEEMod® defaults for the construction of an annual average of 67 condo/townhouse dwelling units, demolition of 1,167 sqft of buildings, and excavation of 41,428 cubic yards of soil per year, with the schedules set such that all construction occurs within one year. Methodology is described further in the GHG Housing Alternatives Memo, and CalEEMod® output files are provided in the GHG Housing Alternatives Memo, Appendix A.

2. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES). Off-road equipment fuel efficiency is assumed to remain constant for the different calendar years. Therefore, off-road fuel use from construction activity is the same across inventory years.

Abbreviations:

bhp-hr - brake-horsepower hours
CalEEMod - California Emissions Estimator Model
DEIR - Draft Environmental Impact Report
gal - gallon
HO - Half Offset
hrs - hours
sqft - square feet
USEPA - US Environmental Protection Agency

APPENDIX ALT-GHG

2018 General Use Permit EIR: GHG Technical Analysis for Housing Alternatives

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memorandum

date	April 19, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Chris Sanchez, Jeff Caton- ESA
subject	**ESA Peer Review of GHG Technical Analysis for Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: GHG Technical Analysis for Housing Alternatives*, dated April 6, 2018, prepared by Ramboll for Stanford.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated its memo accordingly. The memo was revised by Stanford on April 19, 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: GHG Technical Analysis for Housing Alternatives* memo is appropriate for use as reference in the EIR.

MEMO

Client	**Stanford University**
Date	**April 19, 2018**
To	**Catherine Palter, Stanford University** **Lesley Lowe, Stanford University**
From	**Ramboll**
Subject	**2018 General Use Permit EIR: GHG Technical Analysis for Housing Alternatives**

Date April 19, 2018

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1. Introduction

The County of Santa Clara (the "County") has chosen to study two alternatives in response to comments on the 2018 Stanford General Use Permit (GUP) Draft EIR (DEIR). This memorandum summarizes the greenhouse gas technical analyses for these alternatives.

1.1 Description of Alternatives

The County has chosen to study two alternatives in response to housing comments on the DEIR. These alternatives are:

- *Full Offset Housing Alternative (Alternative FO):* Adds to the proposed project **2,549** additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of **5,699** net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- *Half Offset Housing Alternative (Alternative HO):* Adds to the proposed project **1,275** additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of **4,425** net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

1.2 Emissions Inventory Years

This report evaluates the greenhouse gas (GHG) emissions inventories associated with the buildings and energy sources for the development proposed under Alternative FO and Alternative HO for the 2018 GUP. Inventories of existing conditions can be found in DEIR Appendix GHG Sections 3 and 4. Inventories presented here represent emissions for the completion of the development proposed for Alternative FO and Alternative HO, anticipated to occur by Fall 2035.

This memo evaluates the emissions inventories for complete buildout of Alternative FO and Alternative HO. Because California has adopted a regulatory goal for reductions in GHG emissions by 2030, the Project

and Alternatives emissions inventories are based on adopted regulatory measures (e.g., RPS) and emission factors (e.g., EMFAC2014 mobile factors), assuming the total operational activity from complete buildout and operation of the 2018 GUP in 2030. Complete buildout is called "Fall 2035" because it consists of the full operations of each of the Alternatives. However, the mobile source emissions are conservatively calculated using 2030 emission factors, consistent with the DEIR.[1] If 2035 mobile source emission factors were used instead of 2030, the total GHG emissions would be lower than reported here. Therefore, this comparison is a conservative estimate of the anticipated 2035 Alternatives emissions. This report also includes an estimate of Alternatives emissions in Fall 2035 that incorporates intensity factors for electricity generation consistent with expected implementation of renewable portfolio standards in 2035. The additional scenario is labeled "Fall 2035 With RPS Projection".

Study area boundaries for the two Alternatives are the same as for the Project. Details regarding the boundaries can be found in DEIR Appendix GHG Section 1.2.1.

2. GHG Scientific Background and Regulatory Overview

Greenhouse gas scientific background and regulatory overview remain unchanged since the publishing of the DEIR, except that the "Proposed 2030 Target Scoping Plan" discussed therein has since been finalized. On December 14, 2017, CARB adopted California's 2017 Climate Change Scoping Plan (Second Update).[2] This update identifies CARB's strategy for achieving the state's 2030 GHG target as established in SB 32 (discussed in the DEIR Appendix GHG Section 2).The strategy includes continuation of the Cap-and-Trade Program through 2030, and incorporates a Mobile Source Strategy that includes strategies targeted to increase zero emission vehicle fleet penetration and a more stringent target for the Low Carbon Fuel Standard by 2030. Information on environmental and regulatory conditions can be found in DEIR Appendix GHG Section 2.

3. GHG Emissions Inventory

This section describes the methodology that Ramboll used to develop the Alternatives GHG emission inventories, which include both construction and operational emissions. GHG operational emissions sources within the study area at Stanford University include: electricity use, natural gas use, mobile sources, emergency generator use, solid waste, and water supply and wastewater. Full details on the calculation methodology for the existing conditions and Project inventories are provided in DEIR Appendix GHG Appendix A.

As discussed in DEIR Appendix GHG Section 2.1, the term "GHGs" includes gases from fossil fuel use that contribute to the global greenhouse effect, such as CO_2, CH_4, and N_2O, as well as gases that are only man-made and that are emitted through the use of modern industrial products, such as HFCs and CFCs. Water, although a GHG, is not typically evaluated, as water vapor is ubiquitous and typically considered in the context of global feedback loops rather than as an emission from a single project. GHG emissions are typically measured in terms of mass of CO_2e. In this report, a tonne refers to metric ton (MT) (1,000 kilograms). Additionally, exact totals presented in all tables and report sections may not equal the sum of components due to independent rounding of numbers. Additional details on the units of measure can be found in DEIR Appendix GHG Section 3.1.

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[1] 2030 mobile source emission factors are used to be consistent in comparison with the 2030 GHG emissions threshold.

[2] CARB. 2017. California's 2017 Climate Change Scoping Plan. November. Available at: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

3.1 Existing Conditions Inventories

The DEIR presented three scenario years to evaluate existing conditions: 2014, 2015, and Fall 2018, and one scenario to evaluate conditions at full buildout of the 2000 GUP: Fall 2020. Existing conditions inventories and methodologies remain unchanged from the DEIR, further detail on these inventories can be found in DEIR Appendix GHG Section 3 and 4.

3.2 Alternatives Inventories

This memo evaluates the emissions inventory for complete buildout of Alternative FO and Alternative HO of the 2018 GUP. The Fall 2020 emissions inventory was scaled up to develop the Alternatives inventories by incorporating assumptions on growth in certain categories, such as an increase in residential beds. Because California has adopted goals for reducing GHGs by 2030, the Project emissions inventory is based on adopted regulatory measures (e.g., RPS) and emission factors (e.g., EMFAC2014 mobile factors), assuming the total operational activity from complete buildout and operation of the 2018 GUP in 2030.[3] This scenario consists of the full Alternatives operations which are expected by 2035. This report also includes an estimate of Alternatives emissions in Fall 2035 that incorporates intensity factors for electricity generation consistent with expected implementation of renewable portfolio standards in 2035. The additional scenario is labeled "Fall 2035 With RPS Projection". A comparison of the Alternatives inventories, and the additional Fall 2035 scenario, to the Project inventory is presented in **Table 3-1.**

3.3 Construction Emissions – Alternatives

This section describes the estimation of GHG emissions from construction activities within the study area. Average annual construction and demolition square footage from fiscal year 2001 through fiscal year 2015 were used to estimate the annual emissions from construction and demolition for all existing conditions and Project inventory years. Detailed information on the construction emissions calculations and methodologies are provided in DEIR Appendix GHG Section 3.3, and detailed emission inventory from the California Emissions Estimator Model (CalEEMod®) output files are included in DEIR Appendix GHG Appendix B.

To evaluate construction emissions for Alternative FO and Alternative HO, emissions from the additional proposed housing was estimated using CalEEMod® version 2013.2.2.[4] The number of additional units added to the proposed project under each Alternative was input into CalEEMod® by the average number of dwelling units constructed per year in order to calculate average annual emissions. The average number of dwelling units per year is based on the total number of additional units and the number of years until full buildout.

Estimates of the amount of excavation and demolition for the additional proposed housing units under both Alternatives were made based on scaling factors derived from the construction of the Escondido Village Graduate Residences (EVGR). Assuming future housing will be constructed with similar density and space needs, both excavation and demolition quantities for the Alternatives were calculated based on the annual average number of proposed dwelling units, assuming the same ratio of excavation and demolition per dwelling unit as EVGR.

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[3] A newer version of this database, EMFAC2017, was officially released on December 22, 2017, after the publishing of the DEIR. To maintain consistency with DEIR methods and allow for side-by-side comparisons across Project scenarios and Alternatives, the same database as used in the DEIR, EMFAC2014, was used in this Alternatives analysis. In addition, EMFAC2017 has not yet been approved by the USEPA.

[4] Two more recent versions of CalEEMod® have now been released (versions 2016.3.1 and 2016.3.2). However, version 2013.2.2 was used to be consistent with the DEIR analyses.

The resulting annual emissions from CalEEMod® for each Alternative were added to the Project annual construction emissions to evaluate impacts. CalEEMod® outputs are shown in Appendix A. Consistent with the DEIR, all construction equipment is assumed to meet Final Tier 4 standards, except for chainsaws and paving phase equipment. Emissions for each Alternative are shown in **Table 3-1** and detailed mobile source tables.

3.3.1 Vegetation Changes

Permanent vegetation changes that occur as a result of land use development constitute a one-time change in the carbon sequestration capacity of a project site. In this case, no construction is proposed in open space areas, and redevelopment will primarily occur in the core campus and parking lots and will be landscaped with trees. This will result in an overall negligible change in carbon sequestration once the vegetation reaches a steady state (i.e., new vegetation replaces dying vegetation). Consequently, vegetation change results in a negligible change in GHG emissions for these Alternatives.

3.4 Indirect GHG Emissions from Electricity Use

Indirect GHG emissions, which occur when electricity is used, are typically due to electricity generation from offsite power plant locations. Electrical power is supplied to the study area by PGE.

To estimate emissions, the electricity usage is multiplied by the emission intensity factors for the GHGs. Emission intensity factors are GHG emission rates from a given source in terms of the amount of GHG released (lbs) per MWh of energy produced.

Stanford purchases "direct access" electricity for a portion of its operations. Additional information on service providers and electricity intensity factors for the existing conditions inventories can be found in DEIR Appendix GHG Section 3.5. Alternatives electricity intensity factors are the same as for the Project, based on the assumption that PGE and WECC California achieve the State's SB 350 goal of acquiring 50 percent of energy from renewable sources in 2030.[5] The electricity intensity factor for the Fall 2035 with RPS Projection inventory is derived based on a linear trajectory for electricity to meet California's 2050 GHG goal of 80% below 1990 levels, assuming the State will similarly achieve 80% RPS by 2050. This is consistent with the CARB 2017 Climate Change Scoping Plan[6], and results in in 57.5% of electricity from renewables by 2035. The default electricity intensity for CH_4 and N_2O were obtained from CalEEMod® Appendix D value for PGE and were conservatively not adjusted for future inventory years. A summary of the electricity intensity factors is shown in the DEIR Appendix GHG Table 3-5-1.

3.5 Operational Emissions – Alternatives

Existing conditions inventories (2014, 2015, and Fall 2018) remain unchanged from the DEIR. Further detail on these inventories can be found in DEIR Appendix GHG Section 3.6. This section describes methodologies for calculating the Fall 2035 inventories for Alternative FO and Alternative HO.

3.5.1 Electricity

For the Alternatives and Alternatives with RPS Projection inventories, electricity emissions are based on Fall 2020 usage estimates scaled up to account for development by 2035. Electricity

[5] CEC. 2016. Clean Energy & Pollution Reduction Act SB 350 Overview. Available at: http://www.energy.ca.gov/sb350/. Accessed: October 2016.

[6] CARB. 2017. 2017 Scoping Plan, Appendix D: PATHWAYS, pg 12 (November). Available at: https://www.arb.ca.gov/cc/scopingplan/2030sp_appd_pathways_final.pdf

usage from the additional faculty/staff high density homes and the additional graduate housing to be constructed within the study boundary by 2035 was also added to the inventory. Consistent with the DEIR methodology, the annual electricity use is based on the CalEEMod® default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). This energy consumption is likely conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle. This additional predicted increase in electricity consumption (which is likely overestimated due to using older Title 24 efficiency predictions) is assumed to incorporate any increase in electrical demand for charging electric vehicles. Alternatives electricity intensity factors are consistent with the Project inventory.

Electricity consumption and emissions for both 2035 and 2035 with RPS inventories for Alternatives FO and HO are summarized in **Tables 3-2a, 3-2b, 3-3a and 3-3b**, respectively.

3.5.2 Natural Gas

GHG emissions from natural gas combustion are generated from residential and commercial usage (e.g., cooking and heating) and industrial usage. For the Alternatives inventories, the only deviations from the Project emissions result from additional gas consumption for the PGE Residential and PGE New Faculty/Staff Housing subcategories due to increased residential housing. The additional graduate student natural gas use is scaled up by number of new beds, consistent with the DEIR methodology. New private faculty/staff housing natural gas usage is based on averages for the climate zone assuming compliance with the 2016 Title 24 Building Energy Efficiency Standards, consistent with the usage assumptions for the proposed Project housing in the DEIR. All other subcategories remain the same as the Project.

GHG emissions are calculated based on CO_2, CH_4, and N_2O emission factors (on a per therm basis) from the Federal Mandatory GHG Reporting Regulation (40 CFR 98).

Natural gas consumption, emission factors, and emissions for both Alternatives are summarized in **Tables 3-4** and **3-5.**

3.5.3 Mobile Sources

GHG emissions associated with on-road mobile sources are generated from residents, workers, visitors, and delivery vehicles visiting the various land use types at Stanford. Mobile source emissions include running exhaust emissions and starting exhaust tailpipe emissions. Running exhaust is dependent on VMT. Starting exhaust is dependent on the number of starts or trips that a vehicle makes. EMFAC2014 was used to calculate the emission factors for each type of fleet in the relevant operational year. Assumptions and calculations used to determine these values are described in detail in DEIR Appendix GHG Appendix C. Methodologies for estimating GHG emissions from mobile sources remains unchanged from the DEIR.

Increased housing from the two proposed Alternatives cause changes in mobile activity data. Updated activity data for Fall 2035 Alternatives (number of trips and/or VMT) for off-campus trips, on-campus trips, and construction trucks were provided by Fehr & Peers. Data from Fehr & Peers is provided in **2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis**. The same mobile source GHG emission factors were used as in the DEIR. Full calculation details can be found in DEIR Appendix GHG Appendix A. Mobile emissions for Alternative FO can be found in **Table 3-6** and for Alternative HO in **Table 3-7**.

3.5.4 Emergency Generators

Increased residential housing from the proposed Alternatives will not impact emergency generator emissions, so these remain unchanged from Project emissions presented in the DEIR. **Table 3-8** presents emergency generator emissions for Alternatives FO and HO.

3.5.5 Waste

Indirect GHG emissions associated with waste disposal include CH_4 generation from the decomposition of waste and the CO_2 emissions associated with the combustion of CH_4, if applicable. For 2035, waste generated due to the increased housing for the proposed Alternatives was estimated in the same way as was estimated for the proposed Project new faculty/staff housing. Waste generated by the new residents is based on the 2015 waste generated by Stanford faculty/staff housing. The diversion rate is assumed to remain the same as the 2015 rate, even though diversion rate statewide is expected to increase by 2035.

GHG emissions associated with non-landfill diverted waste streams are not considered, because it is generally assumed that these diversions do not result in any appreciable amounts of GHG emissions when operated effectively.[7] These waste diversion alternatives may result in differences in life-cycle emissions of GHGs, but it is not appropriate to combine life-cycle emissions for only one category of emissions.[8] Biogenic CO_2 emissions were not included when ARB analyzed the GHG emissions inventory under AB 32. Therefore, they are not included in the emissions inventory.

Emissions are summarized for Alternative FO in **Table 3-9** and for Alternative HO in **Table 3-10**.

3.5.6 Water Use and Emissions

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Stanford potable water is sourced from the San Francisco Public Utilities Commission. Non-potable water comes from groundwater and lake water. Additional emissions from wastewater treatment include CH_4 and N_2O, which are emitted directly from the wastewater.

Water use rates are not expected to change from the Project on a per bed or per dwelling unit basis. The additional graduate student beds and faculty/staff housing units are incorporated to determine the increase in water use totals for the Alternatives. Emissions are summarized for the 2035 and 2035 with RPS Projection inventories for Alternative FO in **Tables 3-11a and 3-11b** and for Alternative HO in **Tables 3-12a and 3-12b**.

3.5.7 Miscellaneous GHG Sources

In addition to the main inventory items described above, miscellaneous GHG sources were also added based on Stanford Office of Sustainability estimates for propane and acetylene combustion as well as the HFCs used in fire suppression. These emissions are not expected to change due to the Alternatives. Emissions are shown in **Table 3-1**.

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[7] ARB. 2010. Local Government Operations Protocol. Chapter 9.4.

[8] This inventory represents scope 1 and 2 emission categories. A life-cycle analysis of waste diversion would be a scope 3 inventory. CARB's Local Government Operations Protocol Version 1.1 (May 2010) clearly states that scope 3 emissions should not be combined with scope 1 and 2 emissions.

3.6 GHG Alternatives Inventories in Context

A category-by-category comparison of emissions between the Project inventory and the two Alternatives is shown in **Table 3-1**. Due to the increases in building energy use and traffic, total mass emissions of GHGs increase for the HO and FO Alternatives compared to the Project.

A summary of total emissions for each inventory is shown in **Table 3-13 and Figure 3-6** and a summary of the GHG emissions per service population metric for each inventory is shown in **Figure 3-7**. Alternative FO increases GHG emissions by 9% compared to the Project and 10% compared to the Project with RPS Projection inventories. Alternative HO increases GHG emissions by 5% compared to the Project and Project with RPS Projection inventories.

Table 3-13. Stanford GHG Emissions

Inventory Year	GHG Emissions (MT CO_2e/yr)
2018 (Baseline)	125,672
2035 (Project)	125,412
2035 (Alternative FO)	137,295
2035 (Alternative HO)	131,472
2035 (Project) with RPS Projection	119,875
2035 (Alternative FO) with RPS Projection	131,555
2035 (Alternative HO) with RPS Projection	125,833

Figure 3-6. Stanford GHG Emissions for Project and Alternatives

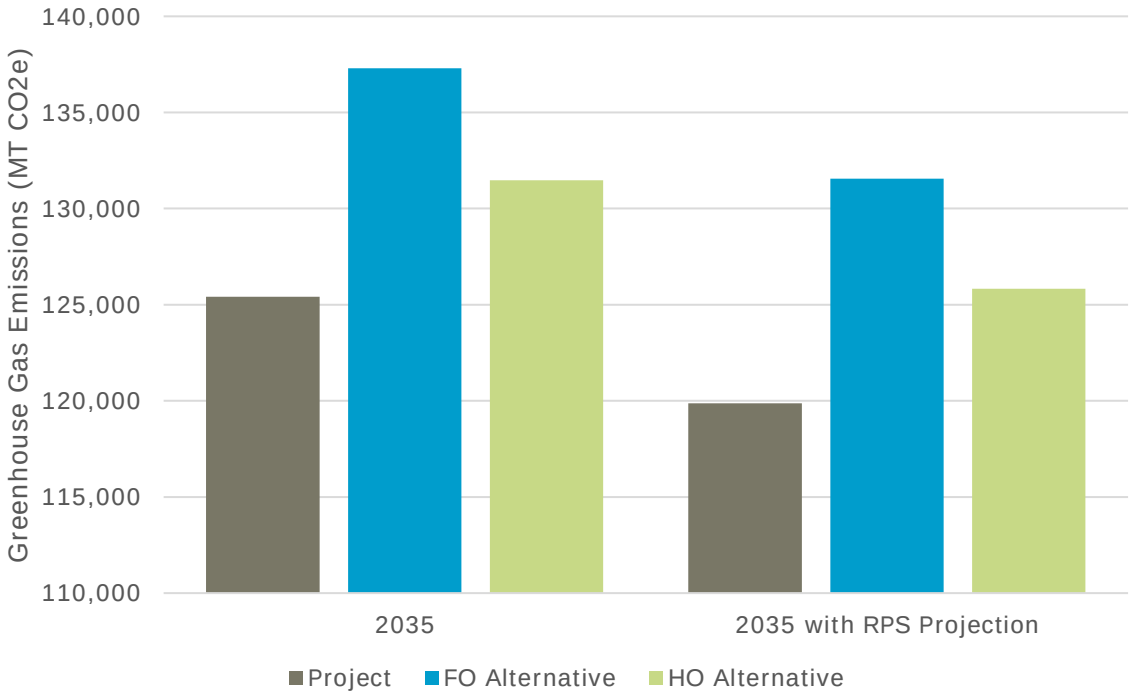
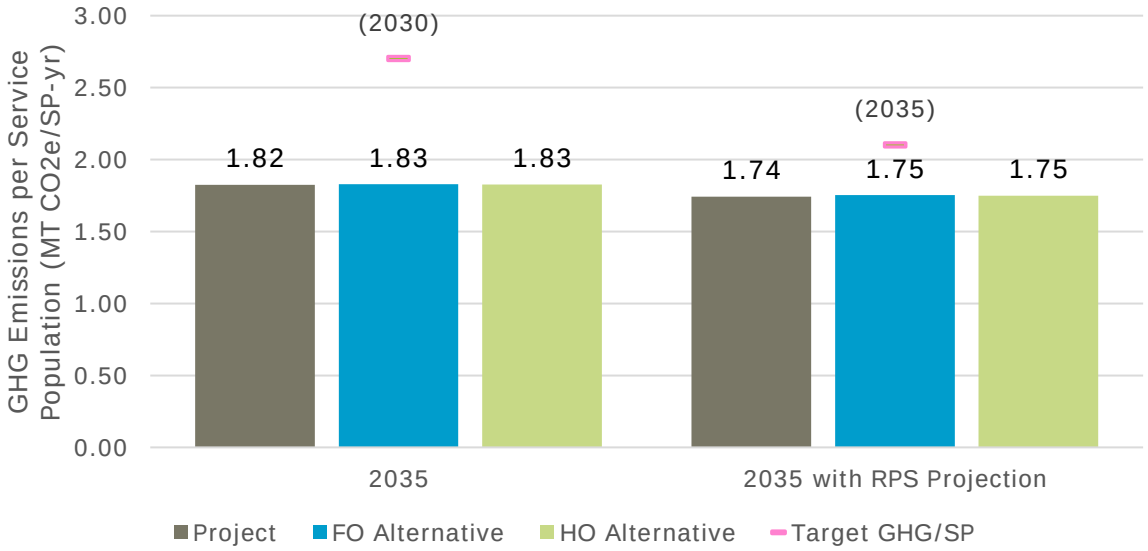


Figure 3-7. Stanford GHG Emissions per Service Population for Project and Alternatives



4. Significance Standards and Impact Assessment

GHG standards of significance and thresholds are discussed in DEIR Appendix GHG Section 5. The comparisons of each Alternative to the corresponding thresholds are shown below.

4.1 Environmental Analysis

Impact GHG-1a: Alternative FO Would Not Generate Greenhouse Gas Emissions, either Directly or Indirectly, that Would Make a Cumulatively Considerable Contribution to Global Climate Change. *(Less than Significant without Mitigation.)*

As described in DEIR Appendix GHG Section 5.2.1, Project emissions are compared to service population thresholds based on BAAQMD CEQA Guidelines and adjustments to the BAAQMD thresholds to incorporate the State's 2030 emissions reduction goals. The service population derivation for the Project and each Alternative is shown in **Table 4-1.**

Table 4-1: Service Population Derivation

Inventory	Number of People			
	Workers	Residents[1]	Workers Who Are Residents	Service Population[2]
Fall 2035 (Project)	49,428	19,353	17,116	68,781
Fall 2035 (FO Alternative)	49,479	25,599	19,668	75,078
Fall 2035 (HO Alternative)	49,451	22,479	18,393	71,930

Notes:
[1.] Number of residents is shown in Fehr & Peers 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis (2018), Table 3.
[2.] Service population is defined as the sum of the residential population and the workers, as shown in Table D-7 of May 2017 BAAQMD CEQA Guidelines. If a resident works on-site, that person is counted as both a resident and a worker.

As described in DEIR Appendix GHG Section 5.1.2, emissions are compared to a 2030 threshold of 2.7 MT of CO_2e per service population and a 2035 threshold of 2.1 MT of CO_2e per service population that are derived from the BAAQMD methodology. The FO Alternative efficiency metric is estimated to be 1.83 MT of CO_2e per service population in 2030. Under these long-term thresholds, the Project would not result in a cumulatively considerable contribution to global climate change.

The FO Alternative emissions inventory is based on adopted 2030 regulatory measures (e.g., RPS) and emission factors (e.g., EMFAC2014 mobile factors), assuming complete buildout of the 2018 GUP. If 2035 emission factors were developed, the total GHG emissions would be even lower than in 2030. Therefore, this comparison is a conservative estimate of the anticipated 2035 Project emissions.

As another point of comparison, the Fall 2035 FO Alternative with RPS Projection inventory was also prepared to represent FO Alternative emissions in Fall 2035, incorporating intensity factors for electricity generation consistent with expected implementation of renewable portfolio standards in 2035. This inventory results in an efficiency metric of 1.75 MT of CO_2e per service population, which is below the 2.1 MT of CO_2e per service population derived from the BAAQMD methodology for year 2035. This comparison is still conservative since other factors such as 2035 mobile emissions factors are not incorporated in the inventory.

Impact GHG-1b: Alternative HO Would Not Generate Greenhouse Gas Emissions, either Directly or Indirectly, that Would Make A Cumulatively Considerable Contribution to Global Climate Change. *(Less than Significant without Mitigation.)*

The HO Alternative service population and thresholds are described above. The HO Alternative efficiency metric is estimated to be 1.83 MT of CO_2e per service population in 2030. Under these long-term thresholds, the Project would not result in a cumulatively considerable contribution to global climate change. As another point of comparison, the Fall 2035 HO Alternative with RPS Projection inventory was also prepared to represent HO Alternative emissions in Fall 2035, incorporating intensity factors for electricity generation consistent with expected implementation of renewable portfolio standards in 2035. This inventory results in an efficiency metric of 1.75 MT of CO_2e per service population, which is below the 2.1 MT of CO_2e per service population derived from the BAAQMD methodology for year 2035. This comparison is still conservative since other factors such as 2035 mobile emissions factors are not incorporated in the inventory.

Impact GHG-2a: Alternative FO Would Be Consistent with AB 32, the ARB Scoping Plan, the Region's Sustainable Communities Strategy / Regional Transportation Plan (Plan Bay Area), Executive Order S-3-05, Executive Order B-16-12, and SB 32. (*Less than Significant with Mitigation.*[9])

The DEIR Appendix GHG Section 5.2 describes that the Project has been evaluated for consistency with the following plans, policies, and regulations:

- AB 32 (California Global Warming Solutions Act of 2006), including:
  - ARB Scoping Plan

[9] Proposed mitigation under Alternative FO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.7-2.

- Plan Bay Area
- Executive Order S-3-05
- Executive Order B-30-15
- SB 32

The change from the Project to the FO Alternative is not expected to affect the consistency evaluations. In summary, because the FO Alternative meets and exceeds the emissions reduction targets presented in this report for 2030 and 2035, and because many aspects of the FO Alternative's emissions inventory will benefit from further regulatory and technological advancements, the FO Alternative is not expected to obstruct the attainment of the Governor's long-term GHG reduction goal for 2050. Therefore, the Project's impacts are **less than significant** under this methodology.

Impact GHG-2b: Alternative HO Would Be Consistent with AB 32, the ARB Scoping Plan, the Region's Sustainable Communities Strategy / Regional Transportation Plan (Plan Bay Area), Executive Order S-3-05, Executive Order B-16-12, and SB 32. *(Less than Significant with Mitigation.*[10]*)*

The DEIR Appendix GHG Section 5.2 describes that the Project has been evaluated for consistency with the following plans, policies, and regulations:

- AB 32 (California Global Warming Solutions Act of 2006), including:
  - ARB Scoping Plan
- Plan Bay Area
- Executive Order S-3-05
- Executive Order B-30-15
- SB 32

The change from the Project to the HO Alternative is not expected to affect the consistency evaluations. In summary, because the HO Alternative meets and exceeds the emissions reduction targets presented in this report for 2030 and 2035, and because many aspects of the HO Alternative's emissions inventory will benefit from further regulatory and technological advancements, the HO Alternative is not expected to obstruct the attainment of the Governor's long-term GHG reduction goal for 2050. Therefore, the Project's impacts are **less than significant** under this methodology.

[10] Proposed mitigation under Alternative HO is consistent with the mitigation measures proposed in DEIR Table 1-2, Impact 5.7-2.

TABLES

Table 3-1
Project and Alternatives GHG Emissions - Summary
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Sources	GHG Emissions					
	Fall 2035 Inventories[1]			Fall 2035 with RPS Projection Inventories[1]		
	Project	FO Alternative	HO Alternative	Project	FO Alternative	HO Alternative
	[MT CO_2e/yr]					
Electricity						
PGE Commercial	27	27	27	23	23	23
PGE Searsville/Olmstead	37	37	37	31	31	31
PGE New Faculty/Staff Housing	279	1,468	874	238	1,250	744
Direct Access	454	454	454	386	386	386
Cardinal Cogen	-	-	-	-	-	-
Imported to Campus and CEF	35,628	35,677	35,653	30,338	30,380	30,359
Commercial Non-Stanford	419	419	419	357	357	357
Subtotal	**36,844**	**38,082**	**37,463**	**31,372**	**32,427**	**31,900**
Natural Gas						
PGE Residential	4,281	4,333	4,307	4,281	4,333	4,307
PGE Commercial	20,559	20,559	20,559	20,559	20,559	20,559
PGE Searsville/Olmstead	71	71	71	71	71	71
PGE New Faculty/Staff Housing	347	1,823	1,085	347	1,823	1,085
Hot Water Generators	7,104	7,104	7,104	7,104	7,104	7,104
Replacement Process Steam Plant	5,770	5,770	5,770	5,770	5,770	5,770
Cardinal Cogen	-	-	-	-	-	-
Subtotal	**38,131**	**39,659**	**38,895**	**38,131**	**39,659**	**38,895**
Mobile Sources						
Worker Trips	15,524	14,506	15,013	15,524	14,506	15,013
Resident Trips	14,222	22,763	18,526	14,222	22,763	18,526
Campus Vehicles - On Road	1,170	1,170	1,170	1,170	1,170	1,170
Campus Vehicles - Off Road	235	235	235	235	235	235
Other Trips	11,767	11,894	11,830	11,767	11,894	11,830
Subtotal	**42,919**	**50,569**	**46,776**	**42,919**	**50,569**	**46,776**
Emergency Generators						
All Generators	444	444	444	444	444	444
Subtotal	**444**	**444**	**444**	**444**	**444**	**444**
Waste						
All waste	5,286	6,145	5,716	5,286	6,145	5,716
Subtotal	**5,286**	**6,145**	**5,716**	**5,286**	**6,145**	**5,716**
Water						
Domestic Water Use	320	413	367	272	352	312
Wastewater Treatment	121	156	139	103	133	118
Direct Wastewater Emissions	633	818	726	633	818	726
Subtotal	**1,074**	**1,387**	**1,231**	**1,009**	**1,303**	**1,156**
Miscellaneous Sources						
Propane, CO_2, Acetylene, Fire Suppression[2]	294	294	294	294	294	294
Construction Off-Road Equipment[3]	420	713	652	420	713	652
Subtotal	**714**	**1,007**	**946**	**714**	**1,007**	**946**
Total (MT)	**125,412**	**137,295**	**131,472**	**119,875**	**131,555**	**125,833**
Service Population (residents + workers)	68,781	75,078	71,930	68,781	75,078	71,930
Emissions per Service Population (MT/SP-yr	1.82	1.83	1.83	1.74	1.75	1.75

Notes:

1. As described in the GHG Report, the Fall 2035 inventories assume full development of the proposed 2018 General Use Permit, applying emission factors consistent with 2030. This is conservative, as the electricity intensity factors, mobile emission factors, and other GHG sources are expected to continue to decrease after 2030 to meet California's long-term GHG reduction goals. The Fall 2035 With RPS Projection scenarios incorporate anticipated renewable portfolio standards in 2035, which reduce the electricity intensity factors. The FO and HO Alternatives inventories include emissions changes due to additional graduate student beds and faculty/staff housing compared to the Project.
2. Data from Stanford. Propane, solid & gaseous CO_2, and acetylene are all used in on-campus research, with emissions based on purchase records from Stanford suppliers for calendar year 2015. The fire suppression system category includes both handheld fire extinguishers and larger fire suppression systems. Data from the campus Fire Marshall on the testing and discharge of fire suppression systems. In 2015, Stanford did not have any events that caused GHG leakage from the larger fire suppression systems (and only fans are activated during testing so there is no associated GHG leakage), so the number used simply captures the CO_2 released from the 40 fire extinguishers that were discharged throughout the course of the year.
3. For the Project inventory, construction emissions are estimated using CalEEMod® 2013.2.2 using the average annual square footage of construction and demolition and estimated excavation from fiscal year 2001 through fiscal year 2015 with default construction schedules and equipment lists. For the Alternatives inventories, construction emissions are added for the annual average number of additional dwelling units. For all inventories, construction equipment is all assumed to meet Final Tier 4 standards, except for chainsaws and paving phase equipment. Construction on-road emissions (worker, vendor, and hauling trips) are included in the mobile sources.

Abbreviations:

CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
FO - full offset
GHG - greenhouse gas
HO - half offset
MT - metric tons
PGE - Pacific Gas & Electric
RPS - Renewables Portfolio Standard
yr - year

Table 3-2a
FO Alternative GHG Emissions - Electricity
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Electricity Use				Emission Factors[3]			Emissions[4]			
Provider	Fall 2020 Annual Electricity Use[1] [MWh/yr]	Scaling for FO Alternative[2] [%]	FO Alternative Annual Electricity Use [MWh/yr]	CO_2 [lb/MWh]	CH_4 [lb/MWh]	N_2O [lb/MWh]	CO_2 [MT/yr]	CH_4 [MT/yr]	N_2O [MT/yr]	CO_2e [MT/yr]
PGE	199	0%	199	298	0.029	0.0062	27	0.0026	5.6E-04	27
Direct Access	2,846	0%	2,846	349	0.033	0.0040	451	0.043	0.0052	454
Campus and CEF Consumption[5,6]	318,480	22%	389,223	200	0.033	0.0040	35,319	5.8	0.7	35,677
PGE Searsville/Olmstead Housing[7]	269	0%	269	298	0.029	0.0062	36	0.0035	7.5E-04	37
PGE New Faculty/Staff Housing[6]	0	N/A	10,775	298	0.029	0.0062	1,456	0.142	0.0302	1,468
Commercial Non-Stanford[8]	3,077	0%	3,077	298	0.029	0.0062	416	0.040	0.0086	419
Total	**324,870**	**-**	**406,389**	**-**	**-**	**-**	**37,705**	**6.1**	**0.8**	**38,082**

Notes

1. Fall 2020 annual electricity use details are shown in DEIR Appendix GHG Table 3-6-5.

2. Scaling for the FO Alternative is primarily based on the increase in academic square footage and student housing expected from Fall 2020 to full buildout of the 2018 GUP (22%), plus additional electricity for student housing from the Alternative as described in footnote 6. Since the majority of electricity consumption within the study area is within the Campus and CEF Consumption category, all increases are assigned to this category, with no expected changes in electricity use for the other providers, except for the additional faculty/staff housing added separately. Electricity use is assumed to scale linearly; e.g., efficiency of new buildings is assumed equal to current buildings. This is conservative, since newer buildings should be more energy efficient than older buildings.

3. CO_2 emission factors are shown in DEIR Appendix GHG Table 3-5-1. The PGE and WECC California emission factors are based on the utility achieving the State goal of 50% RPS in 2030. CH_4 and N_2O emission factors are assumed not to change from estimates for earlier years.

4. Global warming potentials are based on the IPCC Fourth Assessment Report.

5. The campus and CEF consumption emission factor is a weighted average between electricity from direct access electricity service providers and electricity from Stanford's solar panels. According to Stanford's Office of Sustainability, on-campus solar panels are expected to generate approximately 7,300 MWh/year, while the Stanford Solar Generation Farm is expected to generate 159,000 MWh/year. The 166,300 MWh/year are given an emission factor of 0 lb/MWh, while the remaining electricity use is assigned the WECC California emission factor adjusted for 50% RPS.

6. Electricity consumption from the 2,892 new faculty/staff high density homes and additional 83 graduate dwelling units (207 beds) to be constructed within the study boundary under this alternative was calculated using the following assumption: The annual electricity use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). The adjustments are shown below. This energy consumption is likely conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle. The faculty/staff houses are assumed to contract electricity with PGE, while the electricity use from the Project's student housing is added into the 'Campus and CEF Consumption' category.

CalEEMod® Table 8.1 Energy Use for Condo/Townhouse (kWh/DU)				Adjustment from 2008 to 2013 T24 Electricity[a]	Adjustment from 2013 to 2016 T24 Electricity[b]	Adjustment from 2008 to 2016 T24 Lighting[c]	Total Electricity for 2016 T24-Compliant Residence
T24 Electricity	Non-T24 Electricity	Lighting Electricity	Total Electricity				
184.3	3,125.9	1,001.1	4,311.2	25%	28%	50%	3,725.9

[a] CEC, 2012. http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf

[b] CEC, 2016. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf

[c] CEC, 2015. http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf. "All installed luminaires shall be high efficacy".

7. Areas on campus for which Stanford did not provide detailed natural gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual electricity use is based on the CalEEMod® 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.

8. This category includes commercial buildings that are located on the Stanford campus in unincorporated Santa Clara County but are not under Stanford's operational control. Examples include the U.S. Post Office and the Carnegie Institute of Washington. In 2014, the electricity source for this category was Cardinal Cogen. The electricity use data was provided by Stanford. assumes no changes in electricity consumption for 2035 and that PGE is the default electricity provider.

Abbreviations

CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
CPUC - California Public Utilities Commission
DU - Dwelling Unit
DEIR - Draft Environmental Impact Report
FO - full offset
GHG - greenhouse gas
GUP - general use permit
IPCC - Intergovernmental Panel on Climate Change
lb - pound
MT - metric tons
MWh - Megawatt Hour
N_2O - nitrous oxide
PGE - Pacific Gas & Electric
RPS - Renewables Portfolio Standard
T24 - Title 24
WECC - Western Electricity Coordinating Council
yr - year

Table 3-2b
FO Alternative with RPS Projection GHG Emissions - Electricity
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Electricity Use		Emission Factors[2]			Emissions[3]			
Provider	FO Alternative Annual Electricity Use[1] [MWh/yr]	CO_2 [lb/MWh]	CH_4 [lb/MWh]	N_2O [lb/MWh]	CO_2 [MT/yr]	CH_4 [MT/yr]	N_2O [MT/yr]	CO_2e [MT/yr]
PGE	199	253	0.029	0.0062	23	0.0026	0.00056	23
Direct Access	2,846	297	0.033	0.0040	383	0.043	0.0052	386
Campus and CEF Consumption	389,223	170	0.033	0.0040	30,021	5.8	0.7126	30,380
PGE Searsville/Olmstead Housing	269	253	0.029	0.0062	31	0.0035	0.0008	31
PGE New Faculty/Staff Housing	10,775	253	0.029	0.0062	1,238	0.142	0.0302	1,250
Commercial Non-Stanford	3,077	253	0.029	0.0062	353	0.040	0.0086	357
Total Electricity Emissions with 2035 RPS Projection	**406,389**	**-**	**-**	**-**	**32,049**	**6.1**	**0.8**	**32,427**

Notes

1. FO Alternative annual electricity use is shown in **Table 3-2a.**
2. The PGE and WECC California CO_2 emission factors are based on a projection of the utility achieving 57.5% RPS in 2035, as shown in DEIR Appendix GHG Table 3-5-1. CH_4 and N_2O emission factors are assumed not to change from estimates for earlier years.
3. Global warming potentials are based on the IPCC Fourth Assessment Report.

Abbreviations

CEF - Central Energy Facility
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
FO - full offset
GHG - greenhouse gas
IPCC - Intergovernmental Panel on Climate Change
lb - pound
MT - metric tons
MWh - Megawatt Hour
N_2O - nitrous oxide
RPS - Renewables Portolio Standard
WECC - Western Electricity Coordinating Council
yr - year

Table 3-3a
HO Alternative GHG Emissions - Electricity
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Electricity Use				Emission Factors[3]			Emissions[4]			
Provider	Fall 2020 Annual Electricity Use[1] [MWh/yr]	Scaling for HO Alternative[2] [%]	HO Alternative Annual Electricity Use [MWh/yr]	CO_2 [lb/MWh]	CH_4 [lb/MWh]	N_2O [lb/MWh]	CO_2 [MT/yr]	CH_4 [MT/yr]	N_2O [MT/yr]	CO_2e [MT/yr]
PGE	199	0%	199	298	0.029	0.0062	27	0.0026	5.6E-04	27
Direct Access	2,846	0%	2,846	349	0.033	0.0040	451	0.043	0.0052	454
Campus and CEF Consumption[5,6]	318,480	22%	389,070	200	0.033	0.0040	35,295	5.8	0.7	35,653
PGE Searsville/Olmstead Housing[7]	269	0%	269	298	0.029	0.0062	36	0.0035	7.5E-04	37
PGE New Faculty/Staff Housing[6]	0	N/A	6,412	298	0.029	0.0062	866	0.084	0.0179	874
Commercial Non-Stanford[8]	3,077	0%	3,077	298	0.029	0.0062	416	0.040	0.0086	419
Total	**324,870**	**-**	**401,873**	**-**	**-**	**-**	**37,091**	**6.0**	**0.7**	**37,463**

Notes

1. Fall 2020 annual electricity use details are shown in DEIR Appendix GHG Table 3-6-5.

2. Scaling for the HO Alternative is primarily based on the increase in academic square footage and student housing expected from Fall 2020 to full buildout of the 2018 GUP (22%), plus additional electricity for student housing from the Alternative as described in footnote 6. Since the majority of electricity consumption within the study area is within the Campus and CEF Consumption category, all increases are assigned to this category, with no expected changes in electricity use for the other providers, except for the additional faculty/staff housing added separately. Electricity use is assumed to scale linearly; e.g., efficiency of new buildings is assumed equal to current buildings. This is conservative, since newer buildings should be more energy efficient than older buildings.

3. CO_2 emission factors are shown in DEIR Appendix GHG Table 3-5-1. The PGE and WECC California emission factors are based on the utility achieving the State goal of 50% RPS in 2030. CH_4 and N_2O emission factors are assumed not to change from estimates for earlier years.

4. Global warming potentials are based on the IPCC Fourth Assessment Report.

5. The campus and CEF consumption emission factor is a weighted average between electricity from direct access electricity service providers and electricity from Stanford's solar panels. According to Stanford's Office of Sustainability, on-campus solar panels are expected to generate approximately 7,300 MWh/year, while the Stanford Solar Generation Farm is expected to generate 159,000 MWh/year. The 166,300 MWh/year are given an emission factor of 0 lb/MWh, while the remaining electricity use is assigned the WECC California emission factor adjusted for 50% RPS.

6. Electricity consumption from the 1,721 new faculty/staff high density homes and additional 41 graduate dwelling units (104 beds) to be constructed within the study boundary under this alternative was calculated using the following assumption: The annual electricity use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). The adjustments are shown below. This energy consumption is likely conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle. The faculty/staff houses are assumed to contract electricity with PGE, while the electricity use from the Project's student housing is added into the 'Campus and CEF Consumption' category.

CalEEMod® Table 8.1 Energy Use for Condo/Townhouse (kWh/DU)				Adjustment from 2008 to 2013 T24 Electricity[a]	Adjustment from 2013 to 2016 T24 Electricity[b]	Adjustment from 2008 to 2016 T24 Lighting[c]	Total Electricity for 2016 T24-Compliant Residence
T24 Electricity	Non-T24 Electricity	Lighting Electricity	Total Electricity				
184.3	3,125.9	1,001.1	4,311.2	25%	28%	50%	3,725.9

[a] CEC, 2012. http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf

[b] CEC, 2016. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf

[c] CEC, 2015. http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf. "All installed luminaires shall be high efficacy".

7. Areas on campus for which Stanford did not provide detailed natural gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual electricity use is based on the CalEEMod® 2013.2.2 default for single family homes built to 2008 Title 24 standards in climate zone 4.

8. This category includes commercial buildings that are located on the Stanford campus in unincorporated Santa Clara County but are not under Stanford's operational control. Examples include the U.S. Post Office and the Carnegie Institute of Washington. In 2014, the electricity source for this category was Cardinal Cogen. The electricity use data was provided by Stanford. Ramboll assumes no changes in electricity consumption for 2035 and that PGE is the default electricity provider.

Abbreviations

CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
CPUC - California Public Utilities Commission
DEIR - Draft Environmental Impact Report
DU - Dwelling Unit
GHG - greenhouse gas
GUP - general use permit
HO - half offset
IPCC - Intergovernmental Panel on Climate Change
lb - pound
MT - metric tons
MWh - Megawatt Hour
N_2O - nitrous oxide
PGE - Pacific Gas & Electric
RPS - Renewables Portfolio Standard
T24 - Title 24
WECC - Western Electricity Coordinating Council
yr - year

Table 3-3b
HO Alternative with RPS Projection GHG Emissions - Electricity
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Electricity Use		Emission Factors[2]			Emissions[3]			
Provider	HO Alternative Annual Electricity Use[1] [MWh/yr]	CO_2 [lb/MWh]	CH_4 [lb/MWh]	N_2O [lb/MWh]	CO_2 [MT/yr]	CH_4 [MT/yr]	N_2O [MT/yr]	CO_2e [MT/yr]
PGE	199	253	0.029	0.0062	23	0.0026	0.00056	23
Direct Access	2,846	297	0.033	0.0040	383	0.043	0.0052	386
Campus and CEF Consumption	389,070	170	0.033	0.0040	30,000	5.8	0.7123	30,359
PGE Searsville/Olmstead Housing	269	253	0.029	0.0062	31	0.0035	0.0008	31
PGE New Faculty/Staff Housing	6,412	253	0.029	0.0062	736	0.084	0.0179	744
Commercial Non-Stanford	3,077	253	0.029	0.0062	353	0.040	0.0086	357
Total Electricity Emissions with 2035 RPS Projection	**401,873**	**-**	**-**	**-**	**31,527**	**6.0**	**0.7**	**31,900**

Notes

1. HO Alternative annual electricity use is shown in **Table 3-3a.**
2. The PGE and WECC California CO_2 emission factors are based on a projection of the utility achieving 57.5% RPS in 2035, as shown in DEIR Appendix GHG Table 3-5-1. CH_4 and N_2O emission factors are assumed not to change from estimates for earlier years.
3. Global warming potentials are based on the IPCC Fourth Assessment Report.

Abbreviations

CEF - Central Energy Facility
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
GHG - greenhouse gas
HO - half offset
IPCC - Intergovernmental Panel on Climate Change
lb - pound
MT - metric tons
MWh - Megawatt Hour
N_2O - nitrous oxide
RPS - Renewables Portolio Standard
WECC - Western Electricity Coordinating Council
yr - year

Table 3-4
FO Alternative GHG Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Source	Fall 2020 Annual Natural Gas Usage[1]	Scaling for FO Alternative[2]	FO Alternative Annual Natural Gas Usage	Emission Factors[3]			FO Alternative Emissions[3]
				CO_2	CH_4	N_2O	
	[MMBtu]	[%]	[MMBtu]	[kg/MMBtu]			[MT/yr]
PGE Residential	68,256	20%	81,637	53.02	0.001	1.0E-04	4,333
PGE Commercial[4]	319,205		387,365				20,559
PGE Commercial - Individual Replacement Boilers	11,007	0%	11,007				584
PGE Commercial - Remaining	308,198	22%	376,358				19,975
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341				71
PGE New Faculty/Staff Housing[6]	0	N/A	34,339				1,823
Hot Water Generators (Central Energy Facility)	109,605	22%	133,845				7,104
Replacement Process Steam Plant	89,021	22%	108,709				5,770
Total	**587,429**		**747,236**				**39,659**

Notes:

1. Fall 2020 natural gas use details are shown in DEIR Appendix GHG Table 3-6-11.
2. Scaling for the FO Alternative is primarily based on the increase in academic square footage and student beds expected from Fall 2020 to full buildout of the 2018 GUP, including the increase in housing for this alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the CEF, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; e.g. efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. GHG emissions are calculated based on CO_2, CH_4, and N_2O emission factors presented in Tables C-1 and C-2 of the Federal Mandatory Greenhouse Gas Reporting Regulation (40 CFR 98). GWPs are based on the IPCC Fourth Assessment Report.
4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed natural gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 2,892 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). The adjustments are shown below. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

CalEEMod® Table 8.1 Energy Use for Condo/Townhouse (kBTU/DU)			Adjustment from 2008 to 2013 T24 Natural Gas[a]	Adjustment from 2013 to 2016 T24 Natural Gas[b]	Total Natural Gas for 2016 T24-Compliant Residence
T24 Natural Gas	Non-T24 Natural Gas	Total Natural Gas			
16,523.6	2,951.0	19,474.6	25%	28%	11,873.7

[a] CEC, 2012. http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf
[b] CEC, 2016. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf

Abbreviations:

CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
CFR - Code of Federal Regulations
CH_4 - methane
CO_2 - carbon dioxide
DEIR - Draft Environmental Impact Report
DU - Dwelling Unit
FO - full offset
GHG - greenhouse gas
GUP - General Use Permit
GWP - Global Warming Potential
IPCC - Intergovernmental Panel on Climate Change
kg - kilogram
MMBTU - million British thermal units
MT - metric tons
N_2O - nitrous oxide
PGE - Pacific Gas & Electric
T24 - Title 24
yr - year

Table 3-5
HO Alternative GHG Emissions - Natural Gas
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Source	Fall 2020 Annual Natural Gas Usage[1]	Scaling for HO Alternative[2]	HO Alternative Annual Natural Gas Usage	Emission Factors[3]			HO Alternative Emissions[3]
				CO_2	CH_4	N_2O	
	[MMBtu]	[%]	[MMBtu]	[kg/MMBtu]			[MT/yr]
PGE Residential	68,256	19%	81,146	53.02	0.001	1.0E-04	4,307
PGE Commercial[4]	319,205		387,365				20,559
PGE Commercial - Individual Replacement Boilers	11,007	0%	11,007				584
PGE Commercial - Remaining	308,198	22%	376,358				19,975
PGE Searsville/Olmstead Housing[5]	1,341	0%	1,341				71
PGE New Faculty/Staff Housing[6]	0	N/A	20,435				1,085
Hot Water Generators (Central Energy Facility)	109,605	22%	133,845				7,104
Replacement Process Steam Plant	89,021	22%	108,709				5,770
Total	**587,429**		**732,841**				**38,895**

Notes:

1. Fall 2020 natural gas use details are shown in DEIR Appendix GHG Table 3-6-11.
2. Scaling for the HO Alternative is primarily based on the increase in academic square footage and student beds expected from Fall 2020 to full buildout of the 2018 GUP, including the increase in housing for this alternative. The majority of PGE Residential addresses are student housing, so the increase is based on number of beds. PGE Commercial, the CEF, and the Replacement Process Steam Plant serve largely academic buildings, so the increase is based on academic square footage. Estimates for new faculty/staff housing are added. The six individual replacement boilers are not expected to increase in use. Gas use is assumed to scale linearly; e.g. efficiency and use in new buildings is assumed equal to current buildings. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to result in lower natural gas usage in new buildings.
3. GHG emissions are calculated based on CO_2, CH_4, and N_2O emission factors presented in Tables C-1 and C-2 of the Federal Mandatory Greenhouse Gas Reporting Regulation (40 CFR 98). GWPs are based on the IPCC Fourth Assessment Report.
4. The six individual replacement boilers are not expected to increase in gas consumption. Based on matching up PGE commercial addresses, Ramboll estimated the gas consumption from these boilers and separated this from the total PGE commercial gas. Not all boilers addresses could be matched, and not all gas used at a given address is necessarily due to the boilers, so this breakdown is approximate.
5. Areas on campus for which Stanford did not provide detailed natural gas data include the Searsville Block and Olmsted Staff faculty/staff housing. The annual gas use is based on the CalEEMod® default for single family homes built to 2008 Title 24 standards in climate zone 4.
6. This represents the natural gas consumption from the 1,171 new faculty/staff high density homes to be constructed within the study boundary under this alternative. The annual natural gas use is based on the CalEEMod® version 2013.2.2 default for condo/townhouse built to 2008 Title 24 standards in climate zone 4, adjusted to an approximation of 2016 Title 24 standards (effective January 1, 2017). The adjustments are shown below. This is likely very conservative, as improved California Building Energy Efficiency Standards (Title 24, Part 6) are expected to require residences to achieve higher efficiency with each code cycle.

CalEEMod® Table 8.1 Energy Use for Condo/Townhouse (kBTU/DU)			Adjustment from 2008 to 2013 T24 Natural Gas[a]	Adjustment from 2013 to 2016 T24 Natural Gas[b]	Total Natural Gas for 2016 T24-Compliant Residence
T24 Natural Gas	Non-T24 Natural Gas	Total Natural Gas			
16,523.6	2,951.0	19,474.6	25%	28%	11,873.7

[a] CEC, 2012. http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2013_Building_Energy_Efficiency_Standards_FAQ.pdf
[b] CEC, 2016. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf

Abbreviations:

CalEEMod® - California Emission Estimator Model
CEF - Central Energy Facility
CFR - Code of Federal Regulations
CH_4 - methane
CO_2 - carbon dioxide
DEIR - Draft Environmental Impact Report
DU - Dwelling Unit
GHG - greenhouse gas
GUP - General Use Permit
HO - half offset
GWP - Global Warming Potential
IPCC - Intergovernmental Panel on Climate Change
kg - kilogram
MMBTU - million British thermal units
MT - metric tons
N_2O - nitrous oxide
PGE - Pacific Gas & Electric
T24 - Title 24
yr - year

Table 3-6
FO Alternative GHG Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						GHG Emissions[12]			
	Group	Number of Vehicles[2]	Trips per Day per Vehicle[2]	Total Vehicle Trips per Year[2]	Trip Length [mile]	Total VMT [mile/year]	CO_2 Emission Factor [g/mi]	CO_2 Emission Factor [g/trip]	CO_2 Emission Factor [g/vehicle-day]	Total CO_2 Emissions [MT/year]
Off-Campus (Worker) Trips[3]	Undergraduate	185		55,470		404,378	201	47		87
	Graduate	701		291,607		2,668,207				565
	Post-doc	971		431,163		3,129,103				671
	Faculty/Staff	7,350		3,263,320		31,275,093				6,604
	Casual Employees	398		176,852		2,368,054				493
	Contingent Employees	387		171,987		2,106,846				440
	Temporary Employees	797		354,016		4,517,250				943
	Non-Employee Affiliates: 20% FTEs	223		99,182		1,178,277				247
	Non-Employee Affiliates: FTEs	1,222		542,399		6,443,705				1,348
	Third Party Contractors	321		142,671		2,027,352				422
	Janitorial Shift Workers	257		114,049		1,620,630				337
	First Mile to Transit (all Workers + Students)	2,475		1,098,257		4,528,261				1015
	Construction	11,987		454,737		6,421,953				1,336
	Sub-Total	**27,275**		**7,195,712**		**68,689,109**				**14,506**
On-Campus (Resident) Trips[3]	Undergraduate	2,079		2,550,030		9,891,078	201	47		2,231
	Graduate	7,099		8,834,714		46,244,310				10,142
	Post-doc	1,182		1,187,325		7,766,860				1675
	Faculty/Staff	6,376		6,175,536		40,396,939				8,714
	Sub-Total	**16,736**		**18,747,605**		**104,299,187**				**22,763**
Campus Vehicles - On-road[4]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049	221	52		360
	Bonair on-road - diesel	11	3.0	12,246	7.3	89,394	204			9
	Bonair on-road buses diesel[11]	10	1.1	3,871	7.3	28,261	1,600		2,231	27
	Bonair Unfiltered - Assuming on-road - gas	74	1.6	43,051	7.3	314,270	221	52		36
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59.3	2,424,184	550		152	668
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	204			18
	Marguerite[10]	66				2,618,108				0
	Public Safety	31	2.8	31,879	7.3	232,720	221	52		53
	Sub-Total	**700**		**588,428**		**9,039,395**				**1,170**
Other Trips[3]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952	201	47		7,138
	Worker Non-Commute Trips			397,810		1,234,221				267
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599				747
	Non-event Visitor Trips - Buses[11]	5,250	2.0	10,500		390,000	1,600		2,231	636
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045	201	47		1,433
	Deliveries - Trucks[11]	228,153	2.0	456,305		2,977,821	550		152	1,674
	Construction Vendor Trucks[13]		*2.4*	*11,590*	*7.3*	*84,607*				*47*
	Construction Haul Trucks[13]		*2.4*	*18,356*	*20*	*367,120*				*203*
	Sub-Total	**3,018,873**		**6,617,680**		**48,226,638**				**11,894**
Campus Vehicles - Off-road Equip[5]						**[bhp-hr/yr][6,9]**	**[g/bhp-hr][7]**			
	Siebel and Red Barn equip - gas					38,837	859			33
	Siebel and Red Barn equip - diesel					52,854	570			30
	Off-road equip - gas					6,553	859			5.6
	Off-road equip - diesel					102,570	570			58
	Light Towers - gas					2,925	568			1.7
	Light Towers - diesel					186,791	568			106
	Sub-Total					**390,532**				**235**
									Total CO_2 Emissions from Mobile Sources [MT/yr]	**50,569**

Table 3-6
FO Alternative GHG Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
3. VMT per year for the FO Alternative is based on data provided by Fehr & Peers.
4. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the Fall 2020 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2020 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are scaled down assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2020. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
5. Fuel usage for off-road Stanford vehicles was provided by Stanford and is assumed to remain constant from 2015 to 2035. Conversion factors (for gas and diesel) were used to convert gallons of fuel to bhp-hr. CalEEMod® emission factors were then used to estimate CO_2 emissions.
6. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
7. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix GHG Appendix C.
9. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
10. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles. By 2035, 70% of the Bonair fleet is assumed to be electric, in comparison to a 40% electric fleet in 2018.
11. Since EMFAC2014 does not incorporate the GHG benefits of the NHTSA Phase 2 regulation (adopted in August 2016), emissions for medium- and heavy-duty vehicles are overestimated for the 2035 operational year. USEPA. Available at: https://www3.epa.gov/otaq/climate/documents/420f16044.pdf
12. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix GHG Appendix C. CH_4 and N_2O are expected to be very minor contributors to total mobile GHGs and were not quantified.
13. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the FO Alternative construction consist of 14 vendor trips/day for 220 days and 10,369 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. Because over 90% of MHDT and HHDT trucks are diesel in the EMFAC2014 fleet, the diesel emission factors for the overall "Trucks" category are used here.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emission Estimator Model
CO_2 - carbon dioxide
DEIR - Draft Environmental Impact Report
EMFAC - Emissions Factors
FO - full offset
FTE - Full time equivalent
g - gram
GHG - greenhouse gas
HHDT - heavy heavy duty trucks
hp - horsepower
hr - hour
mi - miles
MHDT - medium heavy duty trucks
mpg - miles per gallon
MT - metric tons
NEVES - Nonroad Engine and Vehicle Emission Study
NHTSA - National Highway Traffic Safety Administration
PSSI - Peninsula Sanitary Service, Inc.
TBD - To be determined
USEPA - United States Environmental Protection Agency
VMT - vehicle miles traveled
yr - year

Table 3-7
HO Alternative GHG Emissions - Mobile Use
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Trip Type	Trip Information[1]						GHG Emissions[12]			
	Group	Number of Vehicles[2]	Trips per Day per Vehicle[2]	Total Vehicle Trips per Year[2]	Trip Length [mile]	Total VMT [mile/year]	CO_2 Emission Factor [g/mi]	CO_2 Emission Factor [g/trip]	CO_2 Emission Factor [g/vehicle-day]	Total CO_2 Emissions [MT/year]
Off-Campus (Worker) Trips[3]	Undergraduate	185		55,470		404,378	201	47		87
	Graduate	733		304,720		2,788,191				590
	Post-doc	907		402,779		3,310,049				704
	Faculty/Staff	7,285		3,234,437		33,485,640				7,046
	Casual Employees	398		176,826		2,367,699				493
	Contingent Employees	388		172,068		2,107,835				441
	Temporary Employees	797		353,942		4,516,305				943
	Non-Employee Affiliates: 20% FTEs	223		99,182		1,178,277				247
	Non-Employee Affiliates: FTEs	1,222		542,399		6,443,705				1,348
	Third Party Contractors	321		142,671		2,027,352				422
	Janitorial Shift Workers	257		114,049		1,620,630				337
	First Mile to Transit (all Workers + Students)	2,565		1,137,776		4,691,023				1,052
	Construction	6,044		442,851		6,274,567				1,305
	Sub-Total	**21,324**		**7,179,171**		**71,215,651**				**15,013**
On-Campus (Resident) Trips[3]	Undergraduate	2,079		2,550,030		9,891,078	201	47		2,231
	Graduate	7,016		8,724,268		45,666,544				10,015
	Post-doc	606		629,624		4,119,845				889
	Faculty/Staff	3,945		3,820,765		24,991,369				5,391
	Sub-Total	**13,646**		**15,724,687**		**84,668,836**				**18,526**
Campus Vehicles - On-road[4]	Bonair on-road - gas[8]	470	2.5	432,198	7.3	3,155,049	221	52		360
	Bonair on-road - diesel	11	3.0	12,246	7.3	89,394	204			9
	Bonair on-road buses diesel[11]	10	1.1	3,871	7.3	28,261	1,600		2,231	27
	Bonair Unfiltered - Assuming on-road - gas	74	1.6	43,051	7.3	314,270	221	52		36
	PSSI - Collection Trucks - diesel	28	4.0	40,880	59.3	2,424,184	550		152	668
	PSSI - Company Vehicles - diesel	10	6.7	24,303	7.3	177,409	204			18
	Marguerite[10]	66				2,618,108				0
	Public Safety	31	2.8	31,879	7.3	232,720	221	52		53
	Sub-Total	**700**		**588,428**		**9,039,395**				**1,170**
Other Trips[3]	General Visitors (Vendor)	2,656,551	2.0	5,313,101		32,968,952	201	47		7,138
	Worker Non-Commute Trips			397,810		1,234,221				267
	Non-event Visitor Trips - Passenger	61,835	2.0	140,047		3,675,599				747
	Non-event Visitor Trips - Buses[11]	5,250	2.0	10,500		390,000	1,600		2,231	636
	Event Visitor Traffic	67,085	2.0	299,917		6,980,045	201	47		1,433
	Deliveries - Trucks[11]	224,790	2.0	449,580		2,862,879	550		152	1,610
	Construction Vendor Trucks[13]		*2.4*	*10,050*	*7.3*	*73,365*				*41*
	Construction Haul Trucks[13]		*2.4*	*13,171*	*20*	*263,420*				*146*
	Sub-Total	**3,015,510**		**6,610,955**		**48,111,696**				**11,830**
Campus Vehicles - Off-road Equip[5]						**[bhp-hr/yr][6,9]**	**[g/bhp-hr][7]**			
	Siebel and Red Barn equip - gas					38,837	859			33
	Siebel and Red Barn equip - diesel					52,854	570			30
	Off-road equip - gas					6,553	859			5.6
	Off-road equip - diesel					102,570	570			58
	Light Towers - gas					2,925	568			1.7
	Light Towers - diesel					186,791	568			106
	Sub-Total					**390,532**				**235**
									Total CO_2 Emissions from Mobile Sources [MT/yr]	**46,776**

Table 3-7
HO Alternative GHG Emissions - Mobile Use
Stanford University
Stanford, CA

Notes:

1. Trip information is provided by Fehr & Peers or derived using data from the Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis. Greyed out cells are either not needed for this analysis (e.g., off-road equipment trips per year) or irrelevant because the assumptions are already embedded into the VMT analysis (e.g., trip lengths for workers).
2. Number of vehicles and trips per vehicle are used to estimate starting and idling emissions. The number of vehicles for residents is based on parking permits. For workers and other trips types, number of vehicles is based on trips per year divided by commuting or driving to campus days per year. Trip counts for worker and resident trips, visitors, and vendors are provided by Fehr & Peers in the SB 743 Analysis. Trip count for shuttles/buses is provided by Stanford. Bonair, PSSI, and Public Safety trip counts are calculated from total vehicle trips and number of vehicles in the fleet. Total vehicle trips per year calculated from total VMT divided by the trip length or provided by Fehr & Peers.
3. VMT per year for the HO Alternative is based on data provided by Fehr & Peers.
4. VMT for on-road campus vehicles is split into four categories: Bonair, Marguerite, PSSI, and Public Safety. Bonair vehicles are separated by fuel type and vehicle weight class and uses gallons of fuel used with the EMFAC mpg for that vehicle class in Santa Clara county to estimate VMT. Diesel fuel usage, number of vehicles, and trip rate/length was obtained from Stanford and used to estimate PSSI vehicle emissions. Stanford indicated that their on-campus fleet will incorporate higher percentages of electric vehicles over time. The on-campus fleet for the Fall 2020 inventory was estimated to be 40% electric and is expected to be 70% electric by 2035. Since emissions for the 2020 inventory were based on fueling data (no data on electric vehicles), emissions from on-campus vehicles for 2035 are scaled down assuming only 30% non-electric vehicles contribute to emissions in 2035 versus 60% in 2020. Additionally, Stanford expects the entire Marguerite fleet to be electric by 2035. Fuel usage and number of vehicles in the fleet were provided by Stanford for public safety vehicles; these are assumed to be a fleet of light duty vehicles.
5. Fuel usage for off-road Stanford vehicles was provided by Stanford and is assumed to remain constant from 2015 to 2035. Conversion factors (for gas and diesel) were used to convert gallons of fuel to bhp-hr. CalEEMod® emission factors were then used to estimate CO_2 emissions.
6. Conversion factors from fuel usage to bhp-hr for off-road equipment originate from the USEPA Nonroad Engine and Vehicle Emission Study (NEVES).
7. Off-road equipment emission factors for smaller gasoline equipment are from CalEEMod® Table 7.2 under category "Other Lawn and Garden Equipment." Emission factors for light towers are from CalEEMod® Table 3.4 under category "Generator Sets" and emission factors from diesel off-road equipment are from CalEEMod® Table 3.4 under category "Other General Industrial Equipment" for equipment between 6-50 HP.
8. EMFAC2014 mpg is calculated by summing the VMT for specific weight classes and dividing by the fuel consumption. Emission factors are shown in DEIR Appendix GHG Appendix C.
9. Bhp-hr per year for Siebel and Red Barn off-road equipment is estimated from fuel consumption using a conversion factor (for gas and diesel) to convert from gallons to bhp-hr.
10. Marguerite buses are assumed to all be electric by 2035. By Fall 2018, Ramboll assumed that the Bonair fleet, by switching from a "service yard" system to a "hub" system, will see a 5% reduction in VMT from Bonair vehicles. By 2035, 70% of the Bonair fleet is assumed to be electric, in comparison to a 40% electric fleet in 2018.
11. Since EMFAC2014 does not incorporate the GHG benefits of the NHTSA Phase 2 regulation (adopted in August 2016), emissions for medium- and heavy-duty vehicles are overestimated for the 2035 operational year. USEPA. Available at: https://www3.epa.gov/otaq/climate/documents/420f16044.pdf
12. EMFAC emission factors used for calculating on-road emissions are summarized in DEIR Appendix GHG Appendix C. CH_4 and N_2O are expected to be very minor contributors to total mobile GHGs and were not quantified.
13. Vendor and Hauling VMT are based on the defaults that would be calculated using CalEEMod 2013.2.2 for Santa Clara County based on the annual average construction. This consists of 37 trips per day, 7.3 miles per trip for the 230 day building construction phase each year for vendor trips, and 7,987 trips per year, 20 miles per trip for haul trips. Additional vendor and hauling trips added for the HO Alternative construction consist of 7 vendor trips/day for 220 days and 5,184 trips/year for haul trucks. These VMT and emissions are a sub-category of the 'Other Trips - Trucks' VMT because these trips would be counted in the Fehr & Peers cordon reconciliation analysis and because the primary vehicle type would be medium- and heavy-duty vehicles. Because over 90% of MHDT and HHDT trucks are diesel in the EMFAC2014 fleet, the diesel emission factors for the overall "Trucks" category are used here.

Abbreviations:

ARB - California Air Resources Board
bhp - brake horsepower
CalEEMod® - California Emission Estimator Model
CO_2 - carbon dioxide
DEIR - Draft Environmental Impact Report
EMFAC - Emissions Factors
FO - full offset
FTE - Full time equivalent
g - gram
GHG - greenhouse gas
HHDT - heavy heavy duty trucks
hp - horsepower
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mpg - miles per gallon
MT - metric tons
NEVES - Nonroad Engine and Vehicle Emission Study
NHTSA - National Highway Traffic Safety Administration
PSSI - Peninsula Sanitary Service, Inc.
TBD - To be determined
USEPA - United States Environmental Protection Agency
VMT - vehicle miles traveled
yr - year

Table 3-8
Project and Alternatives GHG Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data			2015 Emissions	
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	CO_2e Emission Factor[3]	CO_2e Emissions
	[hp]	[hr/yr]	[g/bhp-hr]	[MT/yr]
S-14	755	10.1	470.7	3.6
S-15	1,490	7.9	470.7	5.5
S-16	73	8.7	470.7	0.3
S-17	300	65.9	470.7	9.3
S-18	135	7.3	470.7	0.5
S-21	465	13	470.7	2.8
S-23	465	14.4	470.7	3.2
S-28	900	8.5	470.7	3.6
S-30	166	7.4	470.7	0.6
S-31	166	10.2	470.7	0.8
S-32	390	8	470.7	1.5
S-33	1,008	8.3	470.7	3.9
S-34	605	46.1	470.7	13.1
S-35	170	7.3	470.7	0.6
S-37	207	11.6	470.7	1.1
S-38	380	8.5	470.7	1.5
S-39	210	8.1	470.7	0.8
S-46	79	7.8	470.7	0.3
S-47	207	8	470.7	0.8
S-56	60	6.5	470.7	0.2
S-57	218	6.5	470.7	0.7
S-58	504	6.5	470.7	1.5
S-59	135	7	470.7	0.4
S-60	317	6.5	470.7	1.0
S-61	300	6.5	470.7	0.9
S-62	300	6.5	470.7	0.9
S-63	300	7	470.7	1.0
S-65	672	8.1	470.7	2.6
S-67	1,008	6.8	470.7	3.2
S-68	1,848	9.9	470.7	8.6
S-71	270	7.7	470.7	1.0
S-72	380	7.5	470.7	1.3
S-73	900	7.9	470.7	3.3
S-74	102	7.9	470.7	0.4
S-75	102	8.1	470.7	0.4
S-76	317	7.8	470.7	1.2
S-77	755	8	470.7	2.8
S-78	2,220	12.3	470.7	12.9

Table 3-8
Project and Alternatives GHG Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data			2015 Emissions	
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	CO_2e Emission Factor[3]	CO_2e Emissions
	[hp]	[hr/yr]	[g/bhp-hr]	[MT/yr]
S-79	470	6.5	470.7	1.4
S-80	2,220	12.7	470.7	13.3
S-81	230	11.5	470.7	1.2
S-82	317	8.1	470.7	1.2
S-83	755	8.7	470.7	3.1
S-84	317	7.5	470.7	1.1
S-88	395	7.8	470.7	1.5
S-91	395	8.5	470.7	1.6
S-92	750	9.1	470.7	3.2
S-93	325	8.1	470.7	1.2
S-94	277	9.1	470.7	1.2
S-95	750	6.7	470.7	2.4
S-96	325	8.5	470.7	1.3
S-97	1,175	7.9	470.7	4.4
S-98	1,523	8.5	470.7	6.1
S-99	1,523	8.7	470.7	6.2
S-100	2,220	10.5	470.7	11.0
S-102	207	2.2	470.7	0.2
S-105	1,490	12.3	470.7	8.6
S-106	755	12.6	470.7	4.5
S-110	364	8.9	470.7	1.5
S-111	145	8.2	470.7	0.6
S-112	2,220	8.3	470.7	8.7
S-113	398	10.3	470.7	1.9
S-115	130	11.2	470.7	0.7
S-116	364	10.5	470.7	1.8
S-124	2,206	9	470.7	9.3
S-125	464	7.1	470.7	1.6
S-44	170	6.7	470.7	0.5
S-66	166	6.8	470.7	0.5
S-70	102	6.8	470.7	0.3
S-107	755	7.7	470.7	2.7
S-108	755	7.9	470.7	2.8
S-109	755	7.5	470.7	2.7
None	100	6.5	470.7	0.3
S-114	1,214	8.5	470.7	4.9
S-11	1,807	14	470.7	11.9

Table 3-8
Project and Alternatives GHG Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data			2015 Emissions	
BAAQMD Source ID[1]	**Engine Rating[1]**	**2015 Hours of Operation[2]**	**CO_2e Emission Factor[3]**	**CO_2e Emissions**
	[hp]	**[hr/yr]**	**[g/bhp-hr]**	**[MT/yr]**
S-12	1,186	41	470.7	22.9
S-13	1,186	13	470.7	7.3
S-53	250	13	470.7	1.5
S-69	1,680	12.6	470.7	10.0
S-90	102	34	470.7	1.6
S-101	480	13.6	470.7	3.1
S-104	2,206	41.6	470.7	43.2
S-117	274	10.9	470.7	1.4
None	50	10.2	470.7	0.2
None	50	8.4	470.7	0.2
None	50	3.6	470.7	0.1
None	50	2.2	470.7	0.1
S-122	755	5.8	470.7	2.1
S-123	2,922	11.9	470.7	16.4
S-121	145	5.4	470.7	0.4
			Total for 2015	**336**
			Scaling Factor for Fall 2018/2020[2]	8%
			Total for Fall 2018/2020	**363**
			Scaling Factor for Fall 2035 and Alternatives[2]	22%
			Total for Fall 2035, FO Alternative, and HO Alternative	**444**

Notes:

1. List of campus-wide emergency generators along with their BAAQMD ID, year, and engine rating was provided by Stanford for 2015. There are four generators smaller than 50 hp that are exempt from permitting; they are conservatively assumed to be 50 hp each for emission calculations.

2. 2015 is based on actual non-emergency and emergency run hours in 2015. For Fall 2018 and Fall 2020, it is assumed that the number of generators will increase proportional to the increase in academic square footage (8%); however, since the size and type of generator is unknown, assumed an 8% increase in total emissions. This same methodology was used to represent the increase in academic square footage from Fall 2020 to the buildout of the 2018 GUP (an additional 22% increase). Since the Alternatives do not result in increased academic building space, no change is assumed from the Project to the Alternatives.

3. A representative GHG emission factor (in g/hp-hr) was derived for emergency generators because fuel consumption rate information was not available for all units. The emission factor was derived by taking the emission factor for diesel fuel (22.6 lb/gal), converting to grams, and normalizing by a fuel rate (34.7 gal/hr) and horsepower (755 HP) of a representative engine (Cummins, QSX15-G9 NR 2, @ 1800 RPM). The GHG CO_2e emission factor in lb/gal for diesel fuel was obtained from the CO_2, CH_4 and N_2O emission factors found in 40 CFR Part 98 Mandatory Greenhouse Gas Reporting Tables C-1 and C-2. Note that according to the Regulation, diesel fuel is defined as distillate fuel oil in Table C-1 and petroleum in Table C-2. Global warming potentials are from IPCC Fourth Assessment Report.

Table 3-8
Project and Alternatives GHG Emissions - Emergency Generators
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Diesel Generator Data			2015 Emissions	
BAAQMD Source ID[1]	Engine Rating[1]	2015 Hours of Operation[2]	CO_2e Emission Factor[3]	CO_2e Emissions
	[hp]	[hr/yr]	[g/bhp-hr]	[MT/yr]

Abbreviations:

BAAQMD - Bay Area Air Quality Management District
bhp - brake horsepower
CFR - Code of Federal Regulations
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
FO - full offset
g - gram
gal - gallon
GHG - greenhouse gas
HO - half offset
hp - horsepower
hr - hour
ID - identification
IPCC - Intergovernmental Panel on Climate Change
lb - pound
MT - metric tons
N_2O - nitrous oxide
RPM - revolutions per minute
yr - year

References:

Cummins Specification Sheet. QSX15-G9 NR 2, @ 1800 RPM, 755 HP
Code of Federal Regulations. Title 40. Part 98. Mandatory Greenhouse Gas Reporting.

Table 3-9
FO Alternative GHG Emissions - Solid Waste
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

	Fall 2020 Amount of Waste Disposed[1]	Campus Scaling for FO Alternative[2]	Waste for new Faculty/Staff and Additional Graduate Housing[2]	FO Alternative Amount of Waste Disposed	Diversion Rate[1,2]	Amount of Waste Sent to Landfill	Collection Efficiency[3]	Destruction Efficiency[3]	Oxidation efficiency of methane[3]	Generation Fraction[4]	Amount emitted[5,6]	GWP[7]	CO_2e
	[Ton/Year]	[%]	[Ton/Year]	[Ton/Year]	[%]	[Ton/Year]	[%]	[%]	[%]	[Ton CH_4 or CO_2 / Ton waste]	[MT/year]	[-]	[MT/year]
CH_4	26,021	22%	6,577	38,353	66%	13,213	75%	98%	10%	0.05	136	25	3,401
CO_2										0.13	2,744	1	2,744
												Total	6,145

Notes:

1. Waste disposal and diversion rates for Fall 2020 from Stanford as shown in DEIR Appendix GHG Table 3-6-23. Waste disposal and diversion rates for 663 Stanford faculty/staff houses was provided and used to estimate the waste from only the 38 houses within the study area (Searsville and Olmstead). The waste per house (before diversion) was calculated as 2.21 tons per year per house, and the diversion rate was consistent with the overall campus diversion rate. Therefore, 38 houses x 2.21 tons/house was included in the amount of waste disposed, and the waste from the 625 faculty/staff houses outside the study area was excluded.
   Calculation of amount of waste disposed: (Amount diverted)/(Amount diverted + amount disposed to landfill) = 66%, solve for amount diverted and add amount sent to landfill
2. The solid waste disposal data from Stanford gives one total for the entire campus, including faculty/staff housing, student housing, and academic buildings. Scaling for Fall 2035 is based on the increase in academic square footage expected from Fall 2020 to full buildout of the 2018 GUP plus the Alternative. Waste disposal for the 2,892 new faculty/staff high density homes and additional 83 graduate dwelling units (207 beds) is estimated based on 2015, with the waste per house (before diversion) calculated as 2.21 tons per year per house; therefore, 2,975 units x 2.21 tons/house is added to the amount of waste disposed. Waste disposal is assumed to scale linearly; i.e., disposal rates in new buildings is assumed equal to current buildings. The diversion rate is assumed to remain constant from 2015.
3. Waste is sent to Newby Island Landfill, which contains an LFG collection and destruction system. Collection efficiency, destruction efficiency, and oxidation efficiency based on CalEEMod® 2013.2.2 defaults for a landfill with LFG collection.
4. Generation fraction from CalEEMod® Appendix D table 10.2 assuming 75% collection efficiency, 98% destruction efficiency, and 10% oxidation efficiency of methane.
5. CO_2 amount emitted = amount of waste disposed x (1 - diversion rate) x generation fraction x (collection fraction x destruction fraction x (1 - collection fraction) x oxidation fraction +1)
6. CH_4 amount emitted = amount of waste disposed x (1 - diversion rate) x generation fraction x (collection fraction x (1 - destruction fraction) + (1 - collection fraction) x (1 - oxidation fraction))
7. GWP from IPCC 4th report

Abbreviations:

CalEEMod® - California Emission Estimator Model
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
FO - full offset
GHG - greenhouse gas
GUP - General use permit
GWP - Global Warming Potential
IPCC - Intergovernmental Panel on Climate Change
LFG - landfill gas
MT - metric tons
ton - short tons

Table 3-10
HO Alternative GHG Emissions - Solid Waste
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

	Fall 2020 Amount of Waste Disposed[1]	Campus Scaling for HO Alternative[2]	Waste for new Faculty/Staff and Additional Graduate Housing[2]	HO Alternative Amount of Waste Disposed	Diversion Rate[1,2]	Amount of Waste Sent to Landfill	Collection Efficiency[3]	Destruction Efficiency[3]	Oxidation efficiency of methane[3]	Generation Fraction[4]	Amount emitted[5,6]	GWP[7]	CO_2e
	[Ton/Year]	[%]	[Ton/Year]	[Ton/Year]	[%]	[Ton/Year]	[%]	[%]	[%]	[Ton CH_4 or CO_2 / Ton waste]	[MT/year]	[-]	[MT/year]
CH_4	26,021	22%	3,898	35,674	66%	12,290	75%	98%	10%	0.05	127	25	3,164
CO_2										0.13	2,552	1	2,552
												Total	**5,716**

Notes:

1. Waste disposal and diversion rates for Fall 2020 from Stanford as shown in DEIR Appendix GHG Table 3-6-23. Waste disposal and diversion rates for 663 Stanford faculty/staff houses was provided and used to estimate the waste from only the 38 houses within the study area (Searsville and Olmstead). The waste per house (before diversion) was calculated as 2.21 tons per year per house, and the diversion rate was consistent with the overall campus diversion rate. Therefore, 38 houses x 2.21 tons/house was included in the amount of waste disposed, and the waste from the 625 faculty/staff houses outside the study area was excluded.

   Calculation of amount of waste disposed: (Amount diverted)/(Amount diverted + amount disposed to landfill) = 66%, solve for amount diverted and add amount sent to landfill
2. The solid waste disposal data from Stanford gives one total for the entire campus, including faculty/staff housing, student housing, and academic buildings. Scaling for HO Alternative is based on the increase in academic square footage expected from Fall 2020 to full buildout of the 2018 GUP, plus the Alternative. Waste disposal for the 1,171 new faculty/staff high density homes and additional 42 graduate dwelling units (104 beds) is estimated based on 2015, with the waste per house (before diversion) calculated as 2.21 tons per year per house; therefore, 1,213 units x 2.21 tons/house is added to the amount of waste disposed. Waste disposal is assumed to scale linearly; i.e., disposal rates in new buildings is assumed equal to current buildings. The diversion rate is assumed to remain constant from 2015.
3. Waste is sent to Newby Island Landfill, which contains an LFG collection and destruction system. Collection efficiency, destruction efficiency, and oxidation efficiency based on CalEEMod® 2013.2.2 defaults for a landfill with LFG collection.
4. Generation fraction from CalEEMod® Appendix D table 10.2 assuming 75% collection efficiency, 98% destruction efficiency, and 10% oxidation efficiency of methane.
5. CO_2 amount emitted = amount of waste disposed x (1 - diversion rate) x generation fraction x (collection fraction x destruction fraction x (1 - collection fraction) x oxidation fraction +1)
6. CH_4 amount emitted = amount of waste disposed x (1 - diversion rate) x generation fraction x (collection fraction x (1 - destruction fraction) + (1 - collection fraction) x (1 - oxidation fraction))
7. GWP from IPCC 4th report

Abbreviations:

CalEEMod® - California Emission Estimator Model
CH_4 - methane
CO_2 - carbon dioxide
CO_2e - carbon dioxide equivalents
GHG - greenhouse gas
GUP - General use permit
GWP - Global Warming Potential
HO - half offset
IPCC - Intergovernmental Panel on Climate Change
LFG - landfill gas
MT - metric tons
ton - short tons

Table 3-11a
FO Alternative GHG Emissions - Water and Wastewater
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Component	Fall 2020 Water Use Rate[1]	Scaling for FO Alternative[2]									Electricity Intensity[3]					Electricity Emission Factor[4]	CO_2e Emission Factor	GHG Emissions
		Undergraduate and Graduate Residences	Use Rate	Academic Buildings Added	Use Rate	Faculty and Staff Residences	Use Rate	Total added	% Increase to FO Alternative	FO Alternative Total[2]	Supply Water	Treat Water	Distribute Water	Wastewater Treatment	Total Electricity Intensity			
	[Mgal/yr]	[# Beds Added]	[gal/bed/day]	[sf]	[gal/sf/day]	[# Units Added]	[gal/unit/day]	[Mgal/yr]	[%]	[Mgal/yr]						[lb CO_2e/kWh]	[MT CO_2e/Mgal]	[MT CO_2e/yr]
Domestic Water Use	527	2,807	40.6	2,275,000	0.072	2,892	225	339	64%	866	2,117	111	1,272	-	3,500	0.300	0.477	413
Wastewater Treatment	366	-							64%	601	-	-	-	1,911	1,911		0.260	156
Total Indirect Water Emissions																		**570**

Wastewater[5]	Amount	Units
Septic Tank Emission Factor	5.91E-06	MT CO_2e/gal
Aerobic Emission Factor	6.14E-07	MT CO_2e/gal
Facultative Lagoon Emission Factor	9.70E-06	MT CO_2e/gal
Direct Emissions	**818**	**MT CO_2e/yr**

Notes:

1. Fall 2020 Stanford water use is as shown in DEIR Appendix GHG Table 3-6-28.
2. 2035 water use rates are from the April 2017 Water Supply Assessment (WSA), which were based on pre-drought water use rates. The water use rate in Mgal/day is multiplied by 365 days to result in the totals in Mgal/yr. Assumes wastewater (sewer water) will increase at the same overall rate as domestic water use. Total water use is lower than the WSA because it does not include the faculty/staff houses outside the Study Area. Additional housing from the Alternative is assumed to result in the same water use rate on a per unit basis as for the Project.
3. Emission factors for Santa Clara county from CalEEMod® 2013.2.2 Appendix D Table 9.2.
4. The PGE emission factor is based on the achieving 50% RPS in 2030 consistent with SB 350 and SB 32. See DEIR Appendix GHG Table 3-5-1 for derivation.
5. Emissions are calculated based on the CalEEMod® version 2013.2.2 default factors for 'Santa Clara County' for the total wastewater quantity. This does not account for any recycled water or wastewater recovery. Direct emissions are based on a default split between septic tank, aerobic, and anaerobic wastewater treatment types (10.33%, 87.46%, and 2.21% respectively), as shown in CalEEMod® Appendix D Table 9.4. The gas produced by anaerobic digesters may be flared or sent to a cogeneration process; in this calculation, it is assumed all gas is flared or released as fugitive methane, as this is the default described in CalEEMod® Appendix A Section 8.4.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
FO - full offset
gal - gallon
GHG - greenhouse gas
GUP - general use permit
kWh - kilowatt-hours
lb - pound
Mgal - Million gallons
PGE - Pacific Gas & Electric
sf - square feet
WSA - Water Supply Assessment
yr - year

Table 3-11b
FO Alternative with RPS Projection GHG Emissions - Water and Wastewater
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Component	FO Alternative Water Use Rate[1]	Electricity Intensity[2]					Electricity Emission Factor[3]	CO_2e Emission Factor	GHG Emissions
		Supply Water	Treat Water	Distribute Water	Wastewater Treatment	Total Electricity Intensity			
	[Mgal/yr]						[lb CO_2e/kWh]	[MT CO_2e/Mgal]	[MT CO_2e/yr]
Domestic Water Use	866	2,117	111	1,272	-	3,500	0.256	0.406	352
Wastewater Treatment	601	-	-	-	1,911	1,911		0.222	133
Total Indirect Water Emissions with 2035 RPS Projection									**485**

Wastewater[4]	Amount	Units
Septic Tank Emission Factor	5.91E-06	MT CO_2e/gal
Aerobic Emission Factor	6.14E-07	MT CO_2e/gal
Facultative Lagoon Emission Factor	9.70E-06	MT CO_2e/gal
Direct Emissions	**818**	**MT CO_2e/yr**

Notes:

1. FO Alternative Stanford water use is as shown in **Table 3-11a.**
2. Emission factors for Santa Clara county from CalEEMod® 2013.2.2 Appendix D Table 9.2.
3. The PGE electricity intensity factor is based on a projection of the utility achieving 57.5% RPS in 2035, as shown in DEIR Appendix GHG Table 3-5-1.
4. Emissions are calculated based on the CalEEMod® version 2013.2.2 default factors for 'Santa Clara County' for the total wastewater quantity. This does not account for any recycled water or wastewater recovery. Direct emissions are based on a default split between septic tank, aerobic, and anaerobic wastewater treatment types (10.33%, 87.46%, and 2.21% respectively), as shown in CalEEMod® Appendix D Table 9.4. The gas produced by anaerobic digesters may be flared or sent to a cogeneration process; in this calculation, it is assumed all gas is flared or released as fugitive methane, as this is the default described in CalEEMod® Appendix A Section 8.4.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
FO - full offset
ft - feet
gal - gallon
GHG - greenhouse gas
GUP - general use permit
kWh - kilowatt-hours
lb - pound
Mgal - Million gallons
PGE - Pacific Gas & Electric
sf - square feet
sq - square
yr - year

Table 3-12a
HO Alternative GHG Emissions - Water and Wastewater
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Component	Fall 2020 Water Use Rate[1]	Scaling for HO Alternative[2]									Electricity Intensity[3]					Electricity Emission Factor[4]	CO_2e Emission Factor	GHG Emissions
		Undergraduate and Graduate Residences	Use Rate	Academic Buildings Added	Use Rate	Faculty and Staff Residences	Use Rate	Total added	% Increase to HO Alternative	HO Alternative Total[2]	Supply Water	Treat Water	Distribute Water	Wastewater Treatment	Total Electricity Intensity			
	[Mgal/yr]	[# Beds Added]	[gal/bed/day]	[sf]	[gal/sf/day]	[# Units Added]	[gal/unit/day]	[Mgal/yr]	[%]	[Mgal/yr]						[lb CO_2e/kWh]	[MT CO_2e/Mgal]	[MT CO_2e/yr]
Domestic Water Use	527	2,704	40.6	2,275,000	0.072	1,721	225	241	46%	769	2,117	111	1,272	-	3,500	0.300	0.477	367
Wastewater Treatment	366	-							46%	533	-	-	-	1,911	1,911		0.260	139
Total Indirect Water Emissions																		**505**

Wastewater[5]	Amount	Units
Septic Tank Emission Factor	5.91E-06	MT CO_2e/gal
Aerobic Emission Factor	6.14E-07	MT CO_2e/gal
Facultative Lagoon Emission Factor	9.70E-06	MT CO_2e/gal
Direct Emissions	**726**	**MT CO_2e/yr**

Notes:

1. Fall 2020 Stanford water use is as shown in DEIR Appendix GHG Table 3-6-28.
2. 2035 water use rates are from the April 2017 Water Supply Assessment (WSA), which were based on pre-drought water use rates. The water use rate in Mgal/day is multiplied by 365 days to result in the totals in Mgal/yr. Assumes wastewater (sewer water) will increase at the same overall rate as domestic water use. Total water use is lower than the WSA because it does not include the faculty/staff houses outside the Study Area. Additional housing from the Alternative is assumed to result in the same water use rate on a per unit basis as for the Project.
3. Emission factors for Santa Clara county from CalEEMod® 2013.2.2 Appendix D Table 9.2.
4. The PGE emission factor is based on the achieving 50% RPS in 2030 consistent with SB 350 and SB 32. See DEIR Appendix GHG Table 3-5-1 for derivation.
5. Emissions are calculated based on the CalEEMod® version 2013.2.2 default factors for 'Santa Clara County' for the total wastewater quantity. This does not account for any recycled water or wastewater recovery. Direct emissions are based on a default split between septic tank, aerobic, and anaerobic wastewater treatment types (10.33%, 87.46%, and 2.21% respectively), as shown in CalEEMod® Appendix D Table 9.4. The gas produced by anaerobic digesters may be flared or sent to a cogeneration process; in this calculation, it is assumed all gas is flared or released as fugitive methane, as this is the default described in CalEEMod® Appendix A Section 8.4.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
FO - full offset
gal - gallon
GHG - greenhouse gas
GUP - general use permit
kWh - kilowatt-hours
lb - pound
Mgal - Million gallons
PGE - Pacific Gas & Electric
sf - square feet
WSA - Water Supply Assessment
yr - year

Table 3-12b
HO Alternative with RPS Projection GHG Emissions - Water and Wastewater
Stanford University
Stanford, CA

Change from DEIR Fall 2035 analysis

Component	HO Alternative Water Use Rate[1]	Electricity Intensity[2]					Electricity Emission Factor[3]	CO_2e Emission Factor	GHG Emissions
		Supply Water	Treat Water	Distribute Water	Wastewater Treatment	Total Electricity Intensity			
	[Mgal/yr]						[lb CO_2e/kWh]	[MT CO_2e/Mgal]	[MT CO_2e/yr]
Domestic Water Use	769	2,117	111	1,272	-	3,500	0.256	0.406	312
Wastewater Treatment	533	-	-	-	1,911	1,911		0.222	118
Total Indirect Water Emissions with 2035 RPS Projection									**430**

Wastewater[4]	Amount	Units
Septic Tank Emission Factor	5.91E-06	MT CO_2e/gal
Aerobic Emission Factor	6.14E-07	MT CO_2e/gal
Facultative Lagoon Emission Factor	9.70E-06	MT CO_2e/gal
Direct Emissions	**726**	**MT CO_2e/yr**

Notes:

1. HO Alternative Stanford water use is as shown in **Table 3-12a.**
2. Emission factors for Santa Clara county from CalEEMod® 2013.2.2 Appendix D Table 9.2.
3. The PGE electricity intensity factor is based on a projection of the utility achieving 57.5% RPS in 2035, as shown in DEIR Appendix GHG Table 3-5-1.
4. Emissions are calculated based on the CalEEMod® version 2013.2.2 default factors for 'Santa Clara County' for the total wastewater quantity. This does not account for any recycled water or wastewater recovery. Direct emissions are based on a default split between septic tank, aerobic, and anaerobic wastewater treatment types (10.33%, 87.46%, and 2.21% respectively), as shown in CalEEMod® Appendix D Table 9.4. The gas produced by anaerobic digesters may be flared or sent to a cogeneration process; in this calculation, it is assumed all gas is flared or released as fugitive methane, as this is the default described in CalEEMod® Appendix A Section 8.4.

Abbreviations:

CalEEMod® - California Emissions Estimator Model
CO_2e - carbon dioxide equivalents
DEIR - Draft Environmental Impact Report
ft - feet
gal - gallon
GHG - greenhouse gas
GUP - general use permit
HO - half offset
kWh - kilowatt-hours
lb - pound
Mgal - Million gallons
PGE - Pacific Gas & Electric
sf - square feet
sq - square
yr - year

APPENDIX A

Stanford Construction/Demolition, FO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	135.00	Dwelling Unit	2.11	135,000.00	386

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - Additional construction for alternative

Construction Phase - Changed start year for construction to 2018. Made schedule fit in 1 year

Trips and VMT - Off-road only

Demolition - Expected demolition according to FO alternative

Grading -

Architectural Coating -

Vehicle Trips - not modeling operation here

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - not modeling operations

Area Coating - not modeling operation

Landscape Equipment - not modeling operation

Energy Use - not modeling operation

Water And Wastewater - not modeling operation

Solid Waste - not modeling operation

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido.

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation -

Water Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/10/2019	12/28/2018
tblConstructionPhase	PhaseEndDate	1/26/2018	1/28/2018
tblConstructionPhase	PhaseStartDate	12/28/2018	12/15/2018
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	74.25	0.00
tblFireplaces	NumberNoFireplace	41.85	0.00
tblFireplaces	NumberWood	18.90	0.00
tblGrading	MaterialExported	0.00	82,821.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2018
tblSolidWaste	SolidWasteGenerationRate	62.10	0.00
tblTripsAndVMT	HaulingTripNumber	16.00	0.00
tblTripsAndVMT	HaulingTripNumber	10,353.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	97.00	0.00

tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	19.00	0.00
tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	8,795,793.46	0.00
tblWater	OutdoorWaterUseRate	5,545,174.14	0.00
tblWoodstoves	NumberCatalytic	0.68	0.00
tblWoodstoves	NumberNoncatalytic	0.68	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	1.3121	2.6877	2.0646	3.1800e-003	0.0285	0.1620	0.1905	0.0113	0.1546	0.1660	0.0000	271.3650	271.3650	0.0606	0.0000	272.6378
Total	**1.3121**	**2.6877**	**2.0646**	**3.1800e-003**	**0.0285**	**0.1620**	**0.1905**	**0.0113**	**0.1546**	**0.1660**	**0.0000**	**271.3650**	**271.3650**	**0.0606**	**0.0000**	**272.6378**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	1.0007	0.5358	1.9089	3.1800e-003	0.0285	0.0102	0.0387	0.0113	9.9600e-003	0.0213	0.0000	271.3647	271.3647	0.0606	0.0000	272.6374
Total	**1.0007**	**0.5358**	**1.9089**	**3.1800e-003**	**0.0285**	**0.0102**	**0.0387**	**0.0113**	**9.9600e-003**	**0.0213**	**0.0000**	**271.3647**	**271.3647**	**0.0606**	**0.0000**	**272.6374**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**23.74**	**80.07**	**7.54**	**0.00**	**0.00**	**93.69**	**79.69**	**0.00**	**93.56**	**87.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/28/2018	5	20	
2	Site Preparation	Site Preparation	1/29/2018	1/31/2018	5	3	
3	Grading	Grading	2/1/2018	2/8/2018	5	6	
4	Building Construction	Building Construction	2/9/2018	12/13/2018	5	220	
5	Paving	Paving	12/14/2018	12/27/2018	5	10	
6	Architectural Coating	Architectural Coating	12/15/2018	12/28/2018	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 273,375; Residential Outdoor: 91,125; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.2350	0.1970	2.4000e-004		0.0137	0.0137		0.0128	0.0128	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**0.0239**	**0.2350**	**0.1970**	**2.4000e-004**	**1.7400e-003**	**0.0137**	**0.0154**	**2.6000e-004**	**0.0128**	**0.0130**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4100e-003	0.0488	0.1471	2.4000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**7.4100e-003**	**0.0488**	**0.1471**	**2.4000e-004**	**1.7400e-003**	**2.9700e-003**	**4.7100e-003**	**2.6000e-004**	**2.9700e-003**	**3.2300e-003**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2900e-003	0.0369	0.0230	4.0000e-005		1.7700e-003	1.7700e-003		1.6300e-003	1.6300e-003	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863
Total	**3.2900e-003**	**0.0369**	**0.0230**	**4.0000e-005**	**2.3900e-003**	**1.7700e-003**	**4.1600e-003**	**2.6000e-004**	**1.6300e-003**	**1.8900e-003**	**0.0000**	**3.2650**	**3.2650**	**1.0200e-003**	**0.0000**	**3.2863**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	1.9000e-003	0.0201	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863
Total	**4.4000e-004**	**1.9000e-003**	**0.0201**	**4.0000e-005**	**2.3900e-003**	**6.0000e-005**	**2.4500e-003**	**2.6000e-004**	**6.0000e-005**	**3.2000e-004**	**0.0000**	**3.2650**	**3.2650**	**1.0200e-003**	**0.0000**	**3.2863**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1200e-003	0.0738	0.0532	6.0000e-005		4.0000e-003	4.0000e-003		3.6800e-003	3.6800e-003	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	**7.1200e-003**	**0.0738**	**0.0532**	**6.0000e-005**	**0.0243**	**4.0000e-003**	**0.0283**	**0.0108**	**3.6800e-003**	**0.0145**	**0.0000**	**5.6320**	**5.6320**	**1.7500e-003**	**0.0000**	**5.6688**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	3.2500e-003	0.0381	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	**7.5000e-004**	**3.2500e-003**	**0.0381**	**6.0000e-005**	**0.0243**	**1.0000e-004**	**0.0244**	**0.0108**	**1.0000e-004**	**0.0109**	**0.0000**	**5.6320**	**5.6320**	**1.7500e-003**	**0.0000**	**5.6688**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2350	231.2350	0.0497	0.0000	232.2786
Total	**0.3190**	**2.2616**	**1.7230**	**2.7400e-003**		**0.1376**	**0.1376**		**0.1319**	**0.1319**	**0.0000**	**231.2350**	**231.2350**	**0.0497**	**0.0000**	**232.2786**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0361	0.4250	1.6367	2.7400e-003		3.8500e-003	3.8500e-003		3.8500e-003	3.8500e-003	0.0000	231.2347	231.2347	0.0497	0.0000	232.2783
Total	**0.0361**	**0.4250**	**1.6367**	**2.7400e-003**		**3.8500e-003**	**3.8500e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**231.2347**	**231.2347**	**0.0497**	**0.0000**	**232.2783**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.9400e-003**	**0.0704**	**0.0591**	**9.0000e-005**		**4.2100e-003**	**4.2100e-003**		**3.8800e-003**	**3.8800e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.5100e-003	0.0562	0.0576	9.0000e-005		3.2300e-003	3.2300e-003		2.9700e-003	2.9700e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.5100e-003**	**0.0562**	**0.0576**	**9.0000e-005**		**3.2300e-003**	**3.2300e-003**		**2.9700e-003**	**2.9700e-003**	**0.0000**	**7.9371**	**7.9371**	**2.4200e-003**	**0.0000**	**7.9880**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.9518**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.9505**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, HO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	1.05	67,000.00	192

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - HO Alternative average construction

Construction Phase - Changed start year for construction to 2018. Made schedule fit in 1 year

Trips and VMT - Offroad only.

Demolition - Expected demolition for the HO Alternative

Grading - Average annual excavation for the HO alternative

Architectural Coating -

Vehicle Trips - Not modeling operational emissions

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - Not modeling operational emissions

Area Coating - Not modeling operational emissions

Landscape Equipment - Not modeling operational emissions

Energy Use - Not modeling operational emissions

Water And Wastewater - Not modeling operational emissions

Solid Waste - Not modeling operational emissions

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido.

Mobile Land Use Mitigation - Not modeling operational emissions

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation - Not modeling operational emissions

Water Mitigation - Not modeling operational emissions

Waste Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/26/2018	1/28/2018
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	36.85	0.00
tblFireplaces	NumberNoFireplace	20.77	0.00
tblFireplaces	NumberWood	9.38	0.00
tblGrading	MaterialExported	0.00	41,428.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2018
tblSolidWaste	SolidWasteGenerationRate	30.82	0.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	HaulingTripNumber	5,179.00	0.00
tblTripsAndVMT	VendorTripNumber	7.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	48.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00

tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	4,365,319.72	0.00
tblWater	OutdoorWaterUseRate	2,752,049.39	0.00
tblWoodstoves	NumberCatalytic	0.34	0.00
tblWoodstoves	NumberNoncatalytic	0.34	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.7657	2.0841	1.6735	2.5700e-003	0.0185	0.1257	0.1443	8.4500e-003	0.1208	0.1292	0.0000	216.8233	216.8233	0.0457	0.0000	217.7823
Total	**0.7657**	**2.0841**	**1.6735**	**2.5700e-003**	**0.0185**	**0.1257**	**0.1443**	**8.4500e-003**	**0.1208**	**0.1292**	**0.0000**	**216.8233**	**216.8233**	**0.0457**	**0.0000**	**217.7823**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.5126	0.4603	1.5351	2.5700e-003	0.0185	8.1300e-003	0.0267	8.4500e-003	7.9600e-003	0.0164	0.0000	216.8231	216.8231	0.0457	0.0000	217.7820
Total	**0.5126**	**0.4603**	**1.5351**	**2.5700e-003**	**0.0185**	**8.1300e-003**	**0.0267**	**8.4500e-003**	**7.9600e-003**	**0.0164**	**0.0000**	**216.8231**	**216.8231**	**0.0457**	**0.0000**	**217.7820**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**33.06**	**77.91**	**8.27**	**0.00**	**0.00**	**93.53**	**81.51**	**0.00**	**93.41**	**87.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	1/28/2018	5	20	
2	Site Preparation	Site Preparation	1/29/2018	1/30/2018	5	2	
3	Grading	Grading	1/31/2018	2/5/2018	5	4	
4	Building Construction	Building Construction	2/6/2018	11/12/2018	5	200	
5	Paving	Paving	11/13/2018	11/26/2018	5	10	
6	Architectural Coating	Architectural Coating	11/27/2018	12/10/2018	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0239	0.2350	0.1970	2.4000e-004		0.0137	0.0137		0.0128	0.0128	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**0.0239**	**0.2350**	**0.1970**	**2.4000e-004**	**5.7000e-004**	**0.0137**	**0.0142**	**9.0000e-005**	**0.0128**	**0.0129**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4100e-003	0.0488	0.1471	2.4000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003	0.0000	22.0193	22.0193	5.6000e-003	0.0000	22.1369
Total	**7.4100e-003**	**0.0488**	**0.1471**	**2.4000e-004**	**5.7000e-004**	**2.9700e-003**	**3.5400e-003**	**9.0000e-005**	**2.9700e-003**	**3.0600e-003**	**0.0000**	**22.0193**	**22.0193**	**5.6000e-003**	**0.0000**	**22.1369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0400e-003	0.0212	0.0149	2.0000e-005		1.1300e-003	1.1300e-003		1.0400e-003	1.0400e-003	0.0000	1.5629	1.5629	4.9000e-004	0.0000	1.5731
Total	**2.0400e-003**	**0.0212**	**0.0149**	**2.0000e-005**	**5.8000e-003**	**1.1300e-003**	**6.9300e-003**	**2.9500e-003**	**1.0400e-003**	**3.9900e-003**	**0.0000**	**1.5629**	**1.5629**	**4.9000e-004**	**0.0000**	**1.5731**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.0000e-004	0.0105	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5629	1.5629	4.9000e-004	0.0000	1.5731
Total	**2.1000e-004**	**9.0000e-004**	**0.0105**	**2.0000e-005**	**5.8000e-003**	**3.0000e-005**	**5.8300e-003**	**2.9500e-003**	**3.0000e-005**	**2.9800e-003**	**0.0000**	**1.5629**	**1.5629**	**4.9000e-004**	**0.0000**	**1.5731**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3300e-003	0.0346	0.0245	3.0000e-005		1.8400e-003	1.8400e-003		1.6900e-003	1.6900e-003	0.0000	2.5677	2.5677	8.0000e-004	0.0000	2.5845
Total	**3.3300e-003**	**0.0346**	**0.0245**	**3.0000e-005**	**0.0122**	**1.8400e-003**	**0.0140**	**5.4100e-003**	**1.6900e-003**	**7.1000e-003**	**0.0000**	**2.5677**	**2.5677**	**8.0000e-004**	**0.0000**	**2.5845**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	1.4800e-003	0.0170	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.5677	2.5677	8.0000e-004	0.0000	2.5845
Total	**3.4000e-004**	**1.4800e-003**	**0.0170**	**3.0000e-005**	**0.0122**	**5.0000e-005**	**0.0122**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**0.0000**	**2.5677**	**2.5677**	**8.0000e-004**	**0.0000**	**2.5845**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2583	1.7317	1.3836	2.2000e-003		0.1053	0.1053		0.1017	0.1017	0.0000	183.3796	183.3796	0.0368	0.0000	184.1528
Total	**0.2583**	**1.7317**	**1.3836**	**2.2000e-003**		**0.1053**	**0.1053**		**0.1017**	**0.1017**	**0.0000**	**183.3796**	**183.3796**	**0.0368**	**0.0000**	**184.1528**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3707	1.3082	2.2000e-003		3.0100e-003	3.0100e-003		3.0100e-003	3.0100e-003	0.0000	183.3793	183.3793	0.0368	0.0000	184.1526
Total	**0.0292**	**0.3707**	**1.3082**	**2.2000e-003**		**3.0100e-003**	**3.0100e-003**		**3.0100e-003**	**3.0100e-003**	**0.0000**	**183.3793**	**183.3793**	**0.0368**	**0.0000**	**184.1526**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.0300e-003	0.0515	0.0444	7.0000e-005		3.0100e-003	3.0100e-003		2.7800e-003	2.7800e-003	0.0000	6.0173	6.0173	1.8400e-003	0.0000	6.0558
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.0300e-003**	**0.0515**	**0.0444**	**7.0000e-005**		**3.0100e-003**	**3.0100e-003**		**2.7800e-003**	**2.7800e-003**	**0.0000**	**6.0173**	**6.0173**	**1.8400e-003**	**0.0000**	**6.0558**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	3.6700e-003	0.0378	0.0432	7.0000e-005		2.0500e-003	2.0500e-003		1.8900e-003	1.8900e-003	0.0000	6.0172	6.0172	1.8400e-003	0.0000	6.0558
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.6700e-003**	**0.0378**	**0.0432**	**7.0000e-005**		**2.0500e-003**	**2.0500e-003**		**1.8900e-003**	**1.8900e-003**	**0.0000**	**6.0172**	**6.0172**	**1.8400e-003**	**0.0000**	**6.0558**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.4731**	**0.0100**	**9.2700e-003**	**1.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	**0.4718**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**1.2000e-004**	**0.0000**	**1.2792**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, FO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	135.00	Dwelling Unit	2.11	135,000.00	386

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - Additional construction for alternative

Construction Phase - Changed start year for construction to 2030. Made schedule fit in 1 year

Trips and VMT - Off-road only

Demolition - Expected demolition according to FO alternative

Grading -

Architectural Coating -

Vehicle Trips - not modeling operation here

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Vechicle Emission Factors - Not modeling operational emissions

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - not modeling operations

Area Coating - not modeling operation

Landscape Equipment - not modeling operation

Energy Use - not modeling operation

Water And Wastewater - not modeling operation

Solid Waste - not modeling operation

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation -

Water Mitigation - Not modeling operational emissions

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	PhaseEndDate	1/10/2031	12/28/2030
tblConstructionPhase	PhaseStartDate	12/28/2030	12/15/2030
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	FireplaceDayYear	4.29	0.00
tblFireplaces	FireplaceHourDay	3.50	0.00
tblFireplaces	FireplaceWoodMass	92.40	0.00
tblFireplaces	NumberGas	74.25	0.00
tblFireplaces	NumberNoFireplace	41.85	0.00
tblFireplaces	NumberWood	18.90	0.00
tblGrading	MaterialExported	0.00	82,821.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2030
tblSolidWaste	SolidWasteGenerationRate	62.10	0.00
tblTripsAndVMT	HaulingTripNumber	16.00	0.00
tblTripsAndVMT	HaulingTripNumber	10,353.00	0.00
tblTripsAndVMT	VendorTripNumber	14.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	97.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	19.00	0.00

tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	2,117.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	8,795,793.46	0.00
tblWater	OutdoorWaterUseRate	5,545,174.14	0.00
tblWoodstoves	NumberCatalytic	0.68	0.00
tblWoodstoves	NumberNoncatalytic	0.68	0.00
tblWoodstoves	WoodstoveDayYear	10.82	0.00
tblWoodstoves	WoodstoveWoodMass	954.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	1.1103	1.0037	1.7472	3.5000e-003	0.0285	0.0196	0.0481	0.0113	0.0196	0.0310	0.0000	292.9827	292.9827	0.0129	0.0000	293.2542
Total	**1.1103**	**1.0037**	**1.7472**	**3.5000e-003**	**0.0285**	**0.0196**	**0.0481**	**0.0113**	**0.0196**	**0.0310**	**0.0000**	**292.9827**	**292.9827**	**0.0129**	**0.0000**	**293.2542**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.9966	0.4813	1.9106	3.5000e-003	0.0285	5.7100e-003	0.0342	0.0113	5.7100e-003	0.0170	0.0000	292.9824	292.9824	0.0129	0.0000	293.2538
Total	**0.9966**	**0.4813**	**1.9106**	**3.5000e-003**	**0.0285**	**5.7100e-003**	**0.0342**	**0.0113**	**5.7100e-003**	**0.0170**	**0.0000**	**292.9824**	**292.9824**	**0.0129**	**0.0000**	**293.2538**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.24**	**52.05**	**-9.35**	**0.00**	**0.00**	**70.91**	**28.94**	**0.00**	**70.91**	**44.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6522	0.0115	0.9997	5.0000e-005		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	1.6374	1.6374	1.5600e-003	0.0000	1.6702
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.6522**	**0.0115**	**0.9997**	**5.0000e-005**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**1.6374**	**1.6374**	**1.5600e-003**	**0.0000**	**1.6702**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6522	0.0115	0.9997	5.0000e-005		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	1.6374	1.6374	1.5600e-003	0.0000	1.6702
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.6522**	**0.0115**	**0.9997**	**5.0000e-005**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**5.5600e-003**	**5.5600e-003**	**0.0000**	**1.6374**	**1.6374**	**1.5600e-003**	**0.0000**	**1.6702**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2030	1/28/2030	5	20	
2	Site Preparation	Site Preparation	1/29/2030	1/31/2030	5	3	
3	Grading	Grading	2/1/2030	2/8/2030	5	6	
4	Building Construction	Building Construction	2/9/2030	12/13/2030	5	220	

5	Paving	Paving	12/14/2030	12/27/2030	5	10
6	Architectural Coating	Architectural Coating	12/15/2030	12/28/2030	5	10

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 273,375; Residential Outdoor: 91,125; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Demolition - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.0781	0.1319	2.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**0.0133**	**0.0781**	**0.1319**	**2.7000e-004**	**1.7400e-003**	**2.1000e-003**	**3.8400e-003**	**2.6000e-004**	**2.1000e-003**	**2.3600e-003**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5200e-003	0.0270	0.1461	2.7000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**4.5200e-003**	**0.0270**	**0.1461**	**2.7000e-004**	**1.7400e-003**	**6.7000e-004**	**2.4100e-003**	**2.6000e-004**	**6.7000e-004**	**9.3000e-004**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	7.7300e-003	0.0148	4.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	3.7647	3.7647	1.5000e-004	0.0000	3.7679
Total	**1.8600e-003**	**7.7300e-003**	**0.0148**	**4.0000e-005**	**2.3900e-003**	**2.8000e-004**	**2.6700e-003**	**2.6000e-004**	**2.8000e-004**	**5.4000e-004**	**0.0000**	**3.7647**	**3.7647**	**1.5000e-004**	**0.0000**	**3.7679**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4000e-004	1.9000e-003	0.0201	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.7647	3.7647	1.5000e-004	0.0000	3.7679
Total	**4.4000e-004**	**1.9000e-003**	**0.0201**	**4.0000e-005**	**2.3900e-003**	**6.0000e-005**	**2.4500e-003**	**2.6000e-004**	**6.0000e-005**	**3.2000e-004**	**0.0000**	**3.7647**	**3.7647**	**1.5000e-004**	**0.0000**	**3.7679**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5400e-003	0.0174	0.0324	7.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	6.4417	6.4417	2.9000e-004	0.0000	6.4477
Total	**3.5400e-003**	**0.0174**	**0.0324**	**7.0000e-005**	**0.0243**	**5.9000e-004**	**0.0249**	**0.0108**	**5.9000e-004**	**0.0114**	**0.0000**	**6.4417**	**6.4417**	**2.9000e-004**	**0.0000**	**6.4477**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0243	0.0000	0.0243	0.0108	0.0000	0.0108	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	3.2500e-003	0.0381	7.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	6.4417	6.4417	2.9000e-004	0.0000	6.4477

Total	**7.5000e-004**	**3.2500e-003**	**0.0381**	**7.0000e-005**	**0.0243**	**1.0000e-004**	**0.0244**	**0.0108**	**1.0000e-004**	**0.0109**	**0.0000**	**6.4417**	**6.4417**	**2.9000e-004**	**0.0000**	**6.4477**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1354	0.8666	1.4973	3.0100e-003		0.0154	0.0154		0.0154	0.0154	0.0000	247.9186	247.9186	0.0109	0.0000	248.1483
Total	**0.1354**	**0.8666**	**1.4973**	**3.0100e-003**		**0.0154**	**0.0154**		**0.0154**	**0.0154**	**0.0000**	**247.9186**	**247.9186**	**0.0109**	**0.0000**	**248.1483**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0361	0.4250	1.6367	3.0100e-003		3.8500e-003	3.8500e-003		3.8500e-003	3.8500e-003	0.0000	247.9183	247.9183	0.0109	0.0000	248.1480
Total	**0.0361**	**0.4250**	**1.6367**	**3.0100e-003**		**3.8500e-003**	**3.8500e-003**		**3.8500e-003**	**3.8500e-003**	**0.0000**	**247.9183**	**247.9183**	**0.0109**	**0.0000**	**248.1480**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3400e-003	0.0297	0.0618	1.1000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	9.1396	9.1396	4.3000e-004	0.0000	9.1487
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.3400e-003**	**0.0297**	**0.0618**	**1.1000e-004**		**1.1500e-003**	**1.1500e-003**		**1.1500e-003**	**1.1500e-003**	**0.0000**	**9.1396**	**9.1396**	**4.3000e-004**	**0.0000**	**9.1487**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.3800e-003	0.0235	0.0603	1.1000e-004		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	9.1396	9.1396	4.3000e-004	0.0000	9.1487
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.3800e-003**	**0.0235**	**0.0603**	**1.1000e-004**		**1.0100e-003**	**1.0100e-003**		**1.0100e-003**	**1.0100e-003**	**0.0000**	**9.1396**	**9.1396**	**4.3000e-004**	**0.0000**	**9.1487**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5000e-004	4.2800e-003	8.9900e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.9510**	**4.2800e-003**	**8.9900e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.9505**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Stanford Construction/Demolition, HO Alternative

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	1.05	67,000.00	192

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	434.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Actual 2014 PGE emission factor

Land Use - HO Alternative average construction

Construction Phase - Changed start year for construction to 2030. Made schedule fit in 1 year

Trips and VMT - Offroad only.

Demolition - Expected demolition for the HO Alternative

Grading - Average annual excavation for the HO alternative

Architectural Coating -

Vehicle Trips - Not modeling operational emissions

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Road Dust - Not modeling operational emissions

Woodstoves - Not modeling operational emissions

Consumer Products - Not modeling operational emissions

Area Coating - Not modeling operational emissions

Landscape Equipment - Not modeling operational emissions

Energy Use - Not modeling operational emissions

Water And Wastewater - Not modeling operational emissions

Solid Waste - Not modeling operational emissions

Construction Off-road Equipment Mitigation - Tier 4 final for all equipment except pavers, paving equipment, rollers, and concrete/industrial saws. Based on Escondido

Mobile Land Use Mitigation - Not modeling operational emissions

Mobile Commute Mitigation - Not modeling operational emissions

Area Mitigation - Not modeling operational emissions

Energy Mitigation - Not modeling operational emissions

Water Mitigation - Not modeling operational emissions

Waste Mitigation - Not modeling operational emissions

Operational Off-Road Equipment - Not modeling operations

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Residential_Exterior	150	0
tblAreaCoating	Area_EF_Residential_Interior	100	0
tblAreaCoating	Area_Residential_Exterior	45225	0
tblAreaCoating	Area_Residential_Interior	135675	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,125.85	0.00
tblEnergyUse	NT24NG	2,951.00	0.00
tblEnergyUse	T24E	135.74	0.00
tblEnergyUse	T24NG	21,338.24	0.00
tblFireplaces	NumberGas	36.85	0.00
tblFireplaces	NumberNoFireplace	20.77	0.00
tblFireplaces	NumberWood	9.38	0.00
tblGrading	MaterialExported	0.00	41,428.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	434.91
tblProjectCharacteristics	OperationalYear	2014	2030
tblSolidWaste	SolidWasteGenerationRate	30.82	0.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	HaulingTripNumber	5,179.00	0.00

tblTripsAndVMT	VendorTripNumber	7.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	48.00	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblVehicleTrips	HO_TL	5.40	0.00
tblVehicleTrips	HS_TL	4.30	0.00
tblVehicleTrips	HW_TL	12.40	0.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWater	IndoorWaterUseRate	4,365,319.72	0.00
tblWater	OutdoorWaterUseRate	2,752,049.39	0.00
tblWoodstoves	NumberCatalytic	0.34	0.00
tblWoodstoves	NumberNoncatalytic	0.34	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.5999	0.8339	1.4192	2.7800e-003	0.0185	0.0162	0.0347	8.4500e-003	0.0162	0.0246	0.0000	231.6675	231.6675	0.0104	0.0000	231.8851
Total	**0.5999**	**0.8339**	**1.4192**	**2.7800e-003**	**0.0185**	**0.0162**	**0.0347**	**8.4500e-003**	**0.0162**	**0.0246**	**0.0000**	**231.6675**	**231.6675**	**0.0104**	**0.0000**	**231.8851**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.5092	0.4167	1.5364	2.7800e-003	0.0185	4.5100e-003	0.0231	8.4500e-003	4.5100e-003	0.0130	0.0000	231.6673	231.6673	0.0104	0.0000	231.8848
Total	**0.5092**	**0.4167**	**1.5364**	**2.7800e-003**	**0.0185**	**4.5100e-003**	**0.0231**	**8.4500e-003**	**4.5100e-003**	**0.0130**	**0.0000**	**231.6673**	**231.6673**	**0.0104**	**0.0000**	**231.8848**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**15.12**	**50.03**	**-8.26**	**0.00**	**0.00**	**72.07**	**33.55**	**0.00**	**72.07**	**47.34**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2030	1/28/2030	5	20	
2	Site Preparation	Site Preparation	1/29/2030	1/30/2030	5	2	

3	Grading	Grading	1/31/2030	2/5/2030	5	4
4	Building Construction	Building Construction	2/6/2030	11/12/2030	5	200
5	Paving	Paving	11/13/2030	11/26/2030	5	10
6	Architectural Coating	Architectural Coating	11/27/2030	12/10/2030	5	10

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Clean Paved Roads

3.2 Demolition - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.0781	0.1319	2.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**0.0133**	**0.0781**	**0.1319**	**2.7000e-004**	**5.7000e-004**	**2.1000e-003**	**2.6700e-003**	**9.0000e-005**	**2.1000e-003**	**2.1900e-003**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.7000e-004	0.0000	5.7000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5200e-003	0.0270	0.1461	2.7000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	24.4414	24.4414	1.0700e-003	0.0000	24.4638
Total	**4.5200e-003**	**0.0270**	**0.1461**	**2.7000e-004**	**5.7000e-004**	**6.7000e-004**	**1.2400e-003**	**9.0000e-005**	**6.7000e-004**	**7.6000e-004**	**0.0000**	**24.4414**	**24.4414**	**1.0700e-003**	**0.0000**	**24.4638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8000e-004	4.6600e-003	8.7400e-003	2.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	1.7866	1.7866	8.0000e-005	0.0000	1.7882
Total	**9.8000e-004**	**4.6600e-003**	**8.7400e-003**	**2.0000e-005**	**5.8000e-003**	**1.7000e-004**	**5.9700e-003**	**2.9500e-003**	**1.7000e-004**	**3.1200e-003**	**0.0000**	**1.7866**	**1.7866**	**8.0000e-005**	**0.0000**	**1.7882**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1000e-004	9.0000e-004	0.0105	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.7866	1.7866	8.0000e-005	0.0000	1.7882
Total	**2.1000e-004**	**9.0000e-004**	**0.0105**	**2.0000e-005**	**5.8000e-003**	**3.0000e-005**	**5.8300e-003**	**2.9500e-003**	**3.0000e-005**	**2.9800e-003**	**0.0000**	**1.7866**	**1.7866**	**8.0000e-005**	**0.0000**	**1.7882**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6200e-003	7.8100e-003	0.0142	3.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	2.9353	2.9353	1.3000e-004	0.0000	2.9381
Total	**1.6200e-003**	**7.8100e-003**	**0.0142**	**3.0000e-005**	**0.0122**	**2.8000e-004**	**0.0125**	**5.4100e-003**	**2.8000e-004**	**5.6900e-003**	**0.0000**	**2.9353**	**2.9353**	**1.3000e-004**	**0.0000**	**2.9381**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0122	0.0000	0.0122	5.4100e-003	0.0000	5.4100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	1.4800e-003	0.0170	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.9353	2.9353	1.3000e-004	0.0000	2.9381
Total	**3.4000e-004**	**1.4800e-003**	**0.0170**	**3.0000e-005**	**0.0122**	**5.0000e-005**	**0.0122**	**5.4100e-003**	**5.0000e-005**	**5.4600e-003**	**0.0000**	**2.9353**	**2.9353**	**1.3000e-004**	**0.0000**	**2.9381**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1077	0.7174	1.2088	2.3700e-003		0.0127	0.0127		0.0127	0.0127	0.0000	194.2969	194.2969	8.7100e-003	0.0000	194.4797
Total	**0.1077**	**0.7174**	**1.2088**	**2.3700e-003**		**0.0127**	**0.0127**		**0.0127**	**0.0127**	**0.0000**	**194.2969**	**194.2969**	**8.7100e-003**	**0.0000**	**194.4797**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0292	0.3707	1.3082	2.3700e-003		3.0100e-003	3.0100e-003		3.0100e-003	3.0100e-003	0.0000	194.2967	194.2967	8.7100e-003	0.0000	194.4795
Total	**0.0292**	**0.3707**	**1.3082**	**2.3700e-003**		**3.0100e-003**	**3.0100e-003**		**3.0100e-003**	**3.0100e-003**	**0.0000**	**194.2967**	**194.2967**	**8.7100e-003**	**0.0000**	**194.4795**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.0200e-003	0.0217	0.0466	8.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	6.9308	6.9308	3.3000e-004	0.0000	6.9376
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.0200e-003**	**0.0217**	**0.0466**	**8.0000e-005**		**8.5000e-004**	**8.5000e-004**		**8.5000e-004**	**8.5000e-004**	**0.0000**	**6.9308**	**6.9308**	**3.3000e-004**	**0.0000**	**6.9376**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.1300e-003	0.0160	0.0454	8.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	6.9307	6.9307	3.3000e-004	0.0000	6.9376
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.1300e-003**	**0.0160**	**0.0454**	**8.0000e-005**		**7.3000e-004**	**7.3000e-004**		**7.3000e-004**	**7.3000e-004**	**0.0000**	**6.9307**	**6.9307**	**3.3000e-004**	**0.0000**	**6.9376**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5000e-004	4.2800e-003	8.9900e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.4723**	**4.2800e-003**	**8.9900e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	0.4716					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5000e-004	6.4000e-004	9.1600e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.2766	1.2766	5.0000e-005	0.0000	1.2777
Total	**0.4718**	**6.4000e-004**	**9.1600e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.2766**	**1.2766**	**5.0000e-005**	**0.0000**	**1.2777**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

APPENDIX ALT-PHD

2018 General Use Permit EIR: Housing Alternative Population and Housing Analysis

ESA

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memorandum

date	March 28, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Cory Barringhaus - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Housing Alternative Population and Housing Analysis**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Housing Alternative Population and Housing Analysis* memo on March 16, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Stanford on March 28 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor numerical and editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Housing Alternative Population and Housing Analysis* memo is appropriate for use as reference in the EIR.

memorandum

date March 28, 2018

to Steve Piasecki, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University; Karen Hong, Stanford University

subject 2018 General Use Permit EIR: Housing Alternative Population and Housing Analysis *Revised*

To support the two alternatives that Santa Clara County has elected to study in response to comments on the 2018 Stanford General Use Permit Draft EIR, this technical report analyzes the potential impacts on population and housing.

The County has chosen to study the following two housing alternatives which would provide housing within the Academic Growth Boundary at the following levels:

- Full Offset Housing Alternative: Adds to the proposed project 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- Half Offset Housing Alternative: Adds to the proposed project 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

The analyses in **Tables 1** and **Table 2** below show the remaining increase in Stanford affiliates who would live off-campus during the 2018 General Use Permit period, and estimates the number of households that each of these individuals would represent.

Nonmatriculated students are not included in the projected growth in off-campus housing demand, just as nonmatriculated students were not included in the projected growth off-campus housing demand in Table 5.12-11 in the Draft EIR. Nonmatriculated students are industry professionals and community members who take courses at Stanford over the short term (ranging from a few hours to a few months), but who are not receiving credit toward a degree. They include students who complete courses entirely online, and students taking courses on a part-time basis. This population is included in the overall population totals, but it is not relevant to the anticipated demand for new housing. Those who are distance learners do not generate a housing need. It is highly unlikely that those who come to campus, to take courses for which they do not receive credits, moved into the area to do so.

Per the earlier analysis presented in Appendix PHD of the DEIR, factors have been applied to convert jobs to households off-campus, as well as when the projected population off-campus is provided on-campus housing. To recapitulate the methodology for conversion to households, the analysis recognizes that if an added Stanford employee lives in a household with one or more other workers, that added employee is not responsible for creating demand for an entire additional housing unit, only a portion of an additional unit. The assumption is that the Stanford worker is responsible for the fraction of the household that corresponds to the number of workers per household for the particular affiliate group.

Table 1: Projected Growth in Off-Campus Households under Full Offset Housing Alternative

	Undergrads	Graduate Students	Postdoctoral Students	Faculty	Staff	Other Workers	Total
Total Growth through 2035	1,700	1,200	961	789	2,438	1,074	8,162
Less: Stanford Population Housed on Campus (a)	(1,700)	(918)	N/A	(550)	N/A	N/A	(3,168)
Net Increase in Off-Campus Population under Proposed Project	0	282	961	239	2,438	1,074	4,994
Less: Non-Stanford Population in On-Campus Housing under Proposed Project (b)	0	(72)	0	(418)	0	0	(490)
Net Increase in Off-Campus Population under Proposed Project	**0**	**210**	**961**	**(179)**	**2,438**	**1,074**	**4,504**
Increase in Off-Campus Households under Proposed Project (calculated in DEIR)	**0**	**83**	**449**	**(102)**	**1,385**	**610**	**2,425**
Total beds/units to be added to campus under Full Offset Alternative	*0*	*207*	*449*	*(102)*	*1,385*	*610*	*2,549*
Less: Additional Population Housed on Campus under Full Offset Alternative	0	(210)	(449)	102	(1,385)	(610)	(2,552)
Less: Additional Non-Stanford Population in On-Campus Housing under Full Offset Alternative	0	(17)	(342)[(e)]	77	(1,053)	(464)	(1,799)
Net Off-Campus Population Growth under Full Offset Alternative	**0**	**(17)**	**170**[(e)]	**0**	**0**	**0**	**153**
Increase in Off-Campus Households under Full Offset Alternative	**0**	**(7)**	**80**[(e)]	**0**	**0**	**0**	**73**
Assumptions: Off-Campus Household Adjustment Factors (c)	N/A	2.54	2.14	1.76	1.76	1.76	N/A
Assumptions: On-Campus Household Adjustment Factors (d)	N/A	1.02	1.76	1.76	1.76	1.76	N/A

Sources: Stanford University, 2016, 2017, 2018; US Census Bureau, 2011-2015.

Notes:
Totals shown may differ from the sums of individual numbers due to rounding.

(a) The on-campus housing included in the 2018 General Use Permit consists of housing for 1,700 undergraduate students and 918 graduate students along with 550 units for faculty or staff.

(b) Stanford predicts 72 non-student spouses would occupy the graduate student housing that would be included in the 2018 General Use Permit. In addition, each of the 550 staff and faculty units would accommodate at least one member of the staff or faculty, along with any other members of the faculty or staff household. This analysis assumes an average of 1.76 workers per staff or faculty household, per footnote (c) below, resulting in an average of one faculty or staff member and 0.76 non-Stanford workers per faculty or staff unit.

(c) For each population group, this analysis makes a household adjustment factor in order to translate population growth into new households to determine the increase in projected future housing unit demand attributable to the 2018 General Use Permit. For graduate students and post-doctoral scholars, the adjustment is based on the average number of employed adults per household, calculated from the 2016 Commute Survey conducted by the Stanford's Department of Parking and Transportation Services. For faculty and staff, the adjustment is based on the average number of employed residents per worker household for Santa Clara County, according to 2011-2015 American Community Survey data. The analysis does not apply a household adjustment factor to the undergraduate population because the 2018 General Use Permit includes enough on-campus undergraduate beds to accommodate the entire increase in the number of undergraduate students.

(d) Per historical data, 10% of graduate student housing on-campus would continue to be occupied by couples, of which 2% includes Stanford student spouses and 8% includes non-Stanford student spouses. There is no available data for postdoctoral scholar households on campus, and therefore the postdoctoral scholar on-campus household adjustment is conservatively assumed to be the same as that of faculty and staff.

(e) The Population and Housing section of the Draft EIR identified the demand for off-campus housing units associated with growth in postdoctoral scholars, faculty, staff and other workers. The Full Offset Housing Alternative has been designed to bring an identical number of housing units onto campus, under the assumption that these new units would be multi-family units that could be occupied by an unspecified combination of these same categories of Stanford affiliates. If postdoctoral scholars ultimately were to occupy the on-campus housing in the same proportion as their population is anticipated to grow and at the same rate of employed adults per household as occurs when postdoctoral scholars currently occupy off-campus housing (in households of 2.14 employed adults per household based on the 2016 Commute Survey), the housing demand generated by the Full Offset Housing Alternative would match the housing units provided by the Full Offset Housing Alternative.

However, because Stanford does not have data regarding on-campus household sizes for postdoctoral students and because it is not known how many of the additional housing units ultimately would be occupied by postdoctoral scholars, Stanford has made the conservative assumption in the technical analyses supporting this alternative that postdoctoral scholars living in on-campus housing would have the same household sizes as faculty, staff and other workers. This methodology assumes that postdoctoral scholars living on campus would occupy households of 1.76 employed adults per household (same as faculty, staff and other workers), which results in an unmet demand for approximately 80 off-campus housing units for postdocs.

Table 2: Projected Growth in Off-Campus Households under Half Offset Housing Alternative

	Undergrads	Graduate Students	Postdoctoral Students	Faculty	Staff	Other Workers	Total
Total Growth through 2035	1,700	1,200	961	789	2,438	1,074	8,162
Less: Stanford Population Housed on Campus (a)	(1,700)	(918)	N/A	(550)	N/A	N/A	(3,168)
Net Increase in Off-Campus Population under Proposed Project	0	282	961	239	2,438	1,074	4,994
Less: Non-Stanford Population in On-Campus Housing under Proposed Project (b)	0	(72)	0	(418)	0	0	(490)
Net Increase in Off-Campus Population under Proposed Project	**0**	**210**	**961**	**(179)**	**2,438**	**1,074**	**4,504**
Increase in Off-Campus Households under Proposed Project (calculated in DEIR)	**0**	**83**	**449**	**(102)**	**1,385**	**610**	**2,425**
Total beds/units to be added to campus under Half Offset Alternative	*0*	*104*	*225*	*(51)*	*693*	*305*	*1,275*
Less: Additional Population Housed on Campus under Half Offset Alternative	0	(105)	(225)	51	(693)	(305)	(1,378)
Less: Additional Non-Stanford Population in On-Campus Housing under Half Offset Alternative	0	(9)	(171)[(e)]	39	(527)	(232)	(978)
Net Off-Campus Population Growth under Half Offset Alternative	**0**	**96**	**566**[(e)]	**(89)**	**1,219**	**537**	**2,328**
Increase in Off-Campus Households under Half Offset Alternative	**0**	**38**	**265**[(e)]	**(51)**	**693**	**306**	**1,251**

Assumptions: Off-Campus Household Adjustment Factors (c)	N/A	2.54	2.14	1.76	1.76	1.76	N/A
Assumptions: On-Campus Household Adjustment Factors (d)	N/A	1.02	1.76	1.76	1.76	1.76	N/A

Sources: Stanford University, 2016, 2017, 2018; US Census Bureau, 2011-2015.

Notes:
Totals shown may differ from the sums of individual numbers due to rounding.

(a) The on-campus housing included in the 2018 General Use Permit consists of housing for 1,700 undergraduate students and 918 graduate students along with 550 units for faculty or staff.

(b) Stanford predicts 72 non-student spouses would occupy the graduate student housing that would be included in the 2018 General Use Permit. In addition, each of the 550 staff and faculty units would accommodate at least one member of the staff or faculty, along with any other members of the faculty or staff household. This analysis assumes an average of

1.76 workers per staff or faculty household, per footnote (c) below, resulting in an average of one faculty or staff member and 0.76 non-Stanford workers per faculty or staff unit.

(c) For each population group, this analysis makes a household adjustment factor in order to translate population growth into new households to determine the increase in projected future housing unit demand attributable to the 2018 General Use Permit. For graduate students and postdoctoral scholars, the adjustment is based on the average number of employed adults per household, calculated from the 2016 Commute Survey conducted by the Stanford's Department of Parking and Transportation Services. For faculty and staff, the adjustment is based on the average number of employed residents per worker household for Santa Clara County, according to 2011-2015 American Community Survey data. The analysis does not apply a household adjustment factor to the undergraduate population because the 2018 General Use Permit includes enough on-campus undergraduate beds to accommodate the entire increase in the number of undergraduate students.

(d) Per historical data, 10% of graduate student housing on-campus would continue to be occupied by couples, of which 2% includes Stanford student spouses and 8% includes non-Stanford student spouses. There is no available data for postdoctoral scholar households on campus, and therefore the postdoctoral scholar on-campus household adjustment is conservatively assumed to be the same as that of faculty and staff.

(e) The Population and Housing section of the Draft EIR identified the demand for off-campus housing units associated with growth in postdoctoral scholars, faculty, staff and other workers. The Full Offset Housing Alternative has been designed to bring an identical number of housing units onto campus, under the assumption that these new units would be multi-family units that could be occupied by an unspecified combination of these same categories of Stanford affiliates. If postdoctoral scholars ultimately were to occupy the on-campus housing in the same proportion as their population is anticipated to grow and at the same rate of employed adults per household as occurs when postdoctoral scholars currently occupy off-campus housing (in households of 2.14 employed adults per household based on the 2016 Commute Survey), the housing demand generated by the Full Offset Housing Alternative would match the housing units provided by the Full Offset Housing Alternative.

However, because Stanford does not have data regarding on-campus household sizes for postdoctoral students and because it is not known how many of the additional housing units ultimately would be occupied by postdoctoral scholars, Stanford has made the conservative assumption in the technical analyses supporting this alternative that postdoctoral scholars living in on-campus housing would have the same household sizes as faculty, staff and other workers. This methodology assumes that postdoctoral scholars living on campus would occupy households of 1.76 employed adults per household (same as faculty, staff and other workers).

Table 3 below shows the estimated distribution of off-campus Stanford households by population group, across cities and counties in the Bay Area, under the Full Offset Housing Alternative.

Table 3: Projected Growth in Off-Campus Households by Population Group and Residence Location through 2035 under the Full Offset Housing Alternative

	Graduates		Post-Docs		Faculty		Staff		Other Workers		Total	
Santa Clara County	%	#	%	#	%	#	%	#	%	#	%	#
Campbell	0.1%	0.0	0.7%	0.6	0.0%	0.0	0.9%	0.0	0.9%	0.0	0.8%	0.6
Cupertino	0.6%	0.0	0.6%	0.5	0.0%	0.0	1.2%	0.0	1.2%	0.0	0.6%	0.4
Gilroy	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.0%	0.0
Los Altos	0.7%	0.0	1.2%	1.0	4.9%	0.0	1.5%	0.0	1.5%	0.0	1.2%	0.9
Los Altos Hills	0.7%	0.0	0.7%	0.6	1.9%	0.0	0.3%	0.0	0.3%	0.0	0.7%	0.5
Los Gatos	0.1%	0.0	0.1%	0.1	0.0%	0.0	0.5%	0.0	0.5%	0.0	0.1%	0.1
Milpitas	0.2%	0.0	0.3%	0.2	0.0%	0.0	1.1%	0.0	1.1%	0.0	0.3%	0.2
Monte Sereno	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Morgan Hill	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.4%	0.0	0.4%	0.0	0.0%	0.0
Mountain View	11.6%	-0.8	17.3%	13.8	5.3%	0.0	8.1%	0.0	8.1%	0.0	17.8%	13.0
Palo Alto	32.9%	-2.3	25.3%	20.2	27.3%	0.0	12.7%	0.0	12.7%	0.0	24.6%	17.9
San Jose	2.2%	-0.2	3.6%	2.9	0.8%	0.0	13.1%	0.0	13.1%	0.0	3.7%	2.7
Santa Clara	1.0%	-0.1	2.4%	1.9	0.0%	0.0	3.2%	0.0	3.2%	0.0	2.5%	1.9
Saratoga	0.2%	0.0	0.0%	0.0	0.4%	0.0	0.3%	0.0	0.3%	0.0	0.0%	0.0
Sunnyvale	3.2%	-0.2	6.1%	4.9	1.5%	0.0	6.2%	0.0	6.2%	0.0	6.4%	4.7
Unincorporated County	0.8%	-0.1	0.4%	0.3	4.2%	0.0	0.9%	0.0	0.9%	0.0	0.4%	0.3
Total Santa Clara County	54.3%	-3.8	58.8%	47.0	46.2%	0.0	50.6%	0.0	50.6%	0.0	59.2%	43.2
San Mateo County												
Atherton	0.6%	0.0	0.3%	0.2	1.1%	0.0	0.5%	0.0	0.5%	0.0	0.3%	0.2
Belmont	0.2%	0.0	0.4%	0.3	0.8%	0.0	1.2%	0.0	1.2%	0.0	0.4%	0.3
Brisbane	0.0%	0.0	0.0%	0.0	0.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Burlingame	0.7%	0.0	0.4%	0.3	0.4%	0.0	0.9%	0.0	0.9%	0.0	0.4%	0.3
Colma	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Daly City	0.2%	0.0	0.3%	0.2	0.0%	0.0	0.7%	0.0	0.7%	0.0	0.3%	0.2
East Palo Alto	3.1%	-0.2	2.2%	1.8	0.0%	0.0	1.4%	0.0	1.4%	0.0	2.1%	1.5
Foster	0.1%	0.0	0.4%	0.3	0.4%	0.0	0.5%	0.0	0.5%	0.0	0.4%	0.3
Half Moon Bay	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.2%	0.0	0.2%	0.0	0.0%	0.0
Hillsborough	0.1%	0.0	0.0%	0.0	0.8%	0.0	0.1%	0.0	0.1%	0.0	0.0%	0.0
Menlo Park	17.7%	-1.2	10.8%	8.6	17.8%	0.0	5.4%	0.0	5.4%	0.0	10.1%	7.4
Millbrae	0.0%	0.0	0.4%	0.3	1.1%	0.0	0.5%	0.0	0.5%	0.0	0.4%	0.3
Pacifica	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.6%	0.0	0.6%	0.0	0.0%	0.0
Portola Valley	0.2%	0.0	0.0%	0.0	2.3%	0.0	0.2%	0.0	0.2%	0.0	0.0%	0.0
Redwood	4.2%	-0.3	5.3%	4.2	2.7%	0.0	5.4%	0.0	5.4%	0.0	5.4%	3.9
San Bruno	0.1%	0.0	0.3%	0.2	0.0%	0.0	0.5%	0.0	0.5%	0.0	0.3%	0.2
San Carlos	0.3%	0.0	1.0%	0.8	1.9%	0.0	1.7%	0.0	1.7%	0.0	1.1%	0.8
San Mateo	1.1%	-0.1	2.1%	1.7	0.8%	0.0	2.8%	0.0	2.8%	0.0	2.2%	1.6

	Graduates		Post-Docs		Faculty		Staff		Other Workers		Total	
South San Francisco	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.5%	0.0	0.5%	0.0	0.0%	0.0
Woodside	0.4%	0.0	0.7%	0.6	1.5%	0.0	0.3%	0.0	0.3%	0.0	0.7%	0.5
Unincorporated County	3.0%	-0.2	3.4%	2.7	6.8%	0.0	3.7%	0.0	3.7%	0.0	3.4%	2.5
Total San Mateo County	32.1%	-2.2	28.3%	22.6	38.6%	0.0	27.1%	0.0	27.1%	0.0	27.9%	20.4
Alameda County												
Alameda	0.2%	0.0	0.0%	0.0	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.0%	0.0
Albany	0.0%	0.0	0.1%	0.1	0.0%	0.0	0.1%	0.0	0.1%	0.0	0.1%	0.1
Berkeley	0.6%	0.0	0.4%	0.3	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.4%	0.3
Dublin	0.0%	0.0	0.1%	0.1	0.0%	0.0	0.1%	0.0	0.1%	0.0	0.1%	0.1
Emeryville	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.1%	0.0	0.1%	0.0	0.0%	0.0
Fremont	0.6%	0.0	1.0%	0.8	0.0%	0.0	3.7%	0.0	3.7%	0.0	1.0%	0.8
Hayward	0.2%	0.0	0.3%	0.2	0.0%	0.0	1.1%	0.0	1.1%	0.0	0.3%	0.2
Livermore	0.2%	0.0	0.0%	0.0	0.0%	0.0	0.2%	0.0	0.2%	0.0	0.0%	0.0
Newark	0.1%	0.0	0.3%	0.2	0.0%	0.0	1.4%	0.0	1.4%	0.0	0.3%	0.2
Oakland	1.8%	-0.1	0.7%	0.6	0.0%	0.0	1.4%	0.0	1.4%	0.0	0.6%	0.4
Piedmont	0.0%	0.0	0.1%	0.1	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.1%	0.1
Pleasanton	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.0%	0.0
San Leandro	0.1%	0.0	0.1%	0.1	0.4%	0.0	0.4%	0.0	0.4%	0.0	0.1%	0.1
Union City	0.1%	0.0	0.4%	0.3	0.0%	0.0	1.2%	0.0	1.2%	0.0	0.4%	0.3
Unincorporated County	0.0%	0.0	0.1%	0.1	0.4%	0.0	0.5%	0.0	0.5%	0.0	0.1%	0.1
Total Alameda County	3.7%	-0.3	4.0%	3.2	0.8%	0.0	11.0%	0.0	11.0%	0.0	4.0%	2.9
Other Counties												
Contra Costa County	0.1%	0.0	0.3%	0.2	0.0%	0.0	0.7%	0.0	0.7%	0.0	0.3%	0.2
Marin County	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.2%	0.0	0.2%	0.0	0.0%	0.0
Monterey County	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.0%	0.0
San Francisco County	9.4%	-0.7	8.4%	6.7	14.4%	0.0	8.4%	0.0	8.4%	0.0	8.3%	6.1
San Joaquin County	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.7%	0.0	0.7%	0.0	0.0%	0.0
Santa Cruz County	0.2%	0.0	0.0%	0.0	0.0%	0.0	0.8%	0.0	0.8%	0.0	0.0%	0.0
All Other Locations	0.2%	0.0	0.1%	0.1	0.0%	0.0	0.3%	0.0	0.3%	0.0	0.1%	0.1
Total Off Campus	100%	-7.0	100%	80.0	100%	0.0	100%	0.0	100%	0.0	100%	73.0

Table 4 below shows the estimated distribution of off-campus Stanford households by population group, across cities and counties in the Bay Area under the Half Offset Housing Alternative.

Table 4: Projected Growth in Off-Campus Households by Population Group and Residence Location through 2035 under the Half Offset Housing Alternative

	Graduates		Post-Docs		Faculty		Staff		Other Workers		Total	
Santa Clara County	%	#	%	#	%	#	%	#	%	#	%	#
Campbell	0.1%	0.0	0.7%	1.9	0.0%	0.0	0.9%	6.2	0.9%	2.8	0.9%	10.9
Cupertino	0.6%	0.2	0.6%	1.6	0.0%	0.0	1.2%	8.3	1.2%	3.7	1.1%	13.8
Gilroy	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.2%	3.0
Los Altos	0.7%	0.3	1.2%	3.2	4.9%	-2.5	1.5%	10.4	1.5%	4.6	1.3%	15.9
Los Altos Hills	0.7%	0.3	0.7%	1.9	1.9%	-1.0	0.3%	2.1	0.3%	0.9	0.3%	4.1
Los Gatos	0.1%	0.0	0.1%	0.3	0.0%	0.0	0.5%	3.5	0.5%	1.5	0.4%	5.3
Milpitas	0.2%	0.1	0.3%	0.8	0.0%	0.0	1.1%	7.6	1.1%	3.4	0.9%	11.9
Monte Sereno	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Morgan Hill	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.4%	2.8	0.4%	1.2	0.3%	4.0
Mountain View	11.6%	4.4	17.3%	45.8	5.3%	-2.7	8.1%	56.1	8.1%	24.8	10.3%	128.5
Palo Alto	32.9%	12.5	25.3%	67.0	27.3%	-13.9	12.7%	88.0	12.7%	38.9	15.4%	192.5
San Jose	2.2%	0.8	3.6%	9.5	0.8%	-0.4	13.1%	90.8	13.1%	40.1	11.3%	140.8
Santa Clara	1.0%	0.4	2.4%	6.4	0.0%	0.0	3.2%	22.2	3.2%	9.8	3.1%	38.7
Saratoga	0.2%	0.1	0.0%	0.0	0.4%	-0.2	0.3%	2.1	0.3%	0.9	0.2%	2.9
Sunnyvale	3.2%	1.2	6.1%	16.2	1.5%	-0.8	6.2%	43.0	6.2%	19.0	6.3%	78.6
Unincorporated County	0.8%	0.3	0.4%	1.1	4.2%	-2.1	0.9%	6.2	0.9%	2.8	0.7%	8.2
Total Santa Clara County	54.3%	20.6	58.8%	155.8	46.2%	-23.6	50.6%	350.7	50.6%	154.8	52.6%	658.4
San Mateo County												
Atherton	0.6%	0.2	0.3%	0.8	1.1%	-0.6	0.5%	3.5	0.5%	1.5	0.4%	5.5
Belmont	0.2%	0.1	0.4%	1.1	0.8%	-0.4	1.2%	8.3	1.2%	3.7	1.0%	12.7
Brisbane	0.0%	0.0	0.0%	0.0	0.4%	-0.2	0.0%	0.0	0.0%	0.0	0.0%	-0.2
Burlingame	0.7%	0.3	0.4%	1.1	0.4%	-0.2	0.9%	6.2	0.9%	2.8	0.8%	10.1
Colma	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Daly City	0.2%	0.1	0.3%	0.8	0.0%	0.0	0.7%	4.9	0.7%	2.1	0.6%	7.9
East Palo Alto	3.1%	1.2	2.2%	5.8	0.0%	0.0	1.4%	9.7	1.4%	4.3	1.7%	21.0
Foster	0.1%	0.0	0.4%	1.1	0.4%	-0.2	0.5%	3.5	0.5%	1.5	0.5%	5.9
Half Moon Bay	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.2%	1.4	0.2%	0.6	0.2%	2.0
Hillsborough	0.1%	0.0	0.0%	0.0	0.8%	-0.4	0.1%	0.7	0.1%	0.3	0.1%	0.6
Menlo Park	17.7%	6.7	10.8%	28.6	17.8%	-9.1	5.4%	37.4	5.4%	16.5	6.4%	80.2
Millbrae	0.0%	0.0	0.4%	1.1	1.1%	-0.6	0.5%	3.5	0.5%	1.5	0.4%	5.5
Pacifica	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.6%	4.2	0.6%	1.8	0.5%	6.0
Portola Valley	0.2%	0.1	0.0%	0.0	2.3%	-1.2	0.2%	1.4	0.2%	0.6	0.1%	0.9
Redwood	4.2%	1.6	5.3%	14.0	2.7%	-1.4	5.4%	37.4	5.4%	16.5	5.5%	68.2
San Bruno	0.1%	0.0	0.3%	0.8	0.0%	0.0	0.5%	3.5	0.5%	1.5	0.5%	5.8
San Carlos	0.3%	0.1	1.0%	2.7	1.9%	-1.0	1.7%	11.8	1.7%	5.2	1.5%	18.8
San Mateo	1.1%	0.4	2.1%	5.6	0.8%	-0.4	2.8%	19.4	2.8%	8.6	2.7%	33.5

	Graduates		Post-Docs		Faculty		Staff		Other Workers		Total	
South San Francisco	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.5%	3.5	0.5%	1.5	0.4%	5.0
Woodside	0.4%	0.2	0.7%	1.9	1.5%	-0.8	0.3%	2.1	0.3%	0.9	0.3%	4.2
Unincorporated County	3.0%	1.1	3.4%	9.0	6.8%	-3.5	3.7%	25.6	3.7%	11.3	3.5%	43.6
Total San Mateo County	32.1%	12.2	28.3%	75.0	38.6%	-19.7	27.1%	187.8	27.1%	82.9	27.0%	338.2
Alameda County												
Alameda	0.2%	0.1	0.0%	0.0	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.2%	3.1
Albany	0.0%	0.0	0.1%	0.3	0.0%	0.0	0.1%	0.7	0.1%	0.3	0.1%	1.3
Berkeley	0.6%	0.2	0.4%	1.1	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.3%	4.3
Dublin	0.0%	0.0	0.1%	0.3	0.0%	0.0	0.1%	0.7	0.1%	0.3	0.1%	1.3
Emeryville	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.1%	0.7	0.1%	0.3	0.1%	1.0
Fremont	0.6%	0.2	1.0%	2.7	0.0%	0.0	3.7%	25.6	3.7%	11.3	3.2%	39.8
Hayward	0.2%	0.1	0.3%	0.8	0.0%	0.0	1.1%	7.6	1.1%	3.4	0.9%	11.9
Livermore	0.2%	0.1	0.0%	0.0	0.0%	0.0	0.2%	1.4	0.2%	0.6	0.2%	2.1
Newark	0.1%	0.0	0.3%	0.8	0.0%	0.0	1.4%	9.7	1.4%	4.3	1.2%	14.8
Oakland	1.8%	0.7	0.7%	1.9	0.0%	0.0	1.4%	9.7	1.4%	4.3	1.3%	16.5
Piedmont	0.0%	0.0	0.1%	0.3	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.3
Pleasanton	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.2%	3.0
San Leandro	0.1%	0.0	0.1%	0.3	0.4%	-0.2	0.4%	2.8	0.4%	1.2	0.3%	4.1
Union City	0.1%	0.0	0.4%	1.1	0.0%	0.0	1.2%	8.3	1.2%	3.7	1.0%	13.1
Unincorporated County	0.0%	0.0	0.1%	0.3	0.4%	-0.2	0.5%	3.5	0.5%	1.5	0.4%	5.1
Total Alameda County	3.7%	1.4	4.0%	10.6	0.8%	-0.4	11.0%	76.2	11.0%	33.7	9.7%	121.5
Other Counties												
Contra Costa County	0.1%	0.0	0.3%	0.8	0.0%	0.0	0.7%	4.9	0.7%	2.1	0.6%	7.8
Marin County	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.2%	1.4	0.2%	0.6	0.2%	2.0
Monterey County	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.2%	3.0
San Francisco County	9.4%	3.6	8.4%	22.3	14.4%	-7.3	8.4%	58.2	8.4%	25.7	8.2%	102.4
San Joaquin County	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.7%	4.9	0.7%	2.1	0.6%	7.0
Santa Cruz County	0.2%	0.1	0.0%	0.0	0.0%	0.0	0.8%	5.5	0.8%	2.4	0.6%	8.1
All Other Locations	0.2%	0.1	0.1%	0.3	0.0%	0.0	0.3%	2.1	0.3%	0.9	0.3%	3.3
Total Off Campus	100%	38.0	100%	265.0	100%	-51.0	100%	693.0	100%	306.0	100%	1251.0

APPENDIX ALT-PRD

2018 General Use Permit EIR: Housing Alternative Description

ESA

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memorandum

date	March 29, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Cory Barringhaus - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Housing Alternative Description**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Housing Alternative Description* memo on March 12, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Stanford on March 30, 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor numerical and editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Housing Alternative Description* memo is appropriate for use as reference in the EIR.

memorandum

date March 30, 2018

to David Rader, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University

subject 2018 General Use Permit EIR: Housing Alternative Description *Revised 2.1*

Stanford understands the County and its consultants are responding to questions from EIR commenters asking whether building more housing on the Stanford campus could reduce environmental impacts of the proposed project. Some commenters suggest accommodating all of the off-campus housing demand (identified in the Population and Housing Chapter of the EIR as 2,425 units) on Stanford's campus lands, rather than assuming this demand for housing would be spread out among the cities where Stanford workers currently live.[1]

The County has chosen to study two alternatives in response to these comments:

- *Full Offset Housing Alternative*: Adds to the proposed project **2,549** additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of **5,699** net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- *Half Offset Housing Alternative*: Adds to the proposed project **1,275** additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of **4,425** net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

At the County's request, Stanford is providing technical data that may be useful to the County and its consultants in formulating assumptions about these alternatives. While we know the County is aware of our concerns, we must reiterate at the outset that Stanford has not applied to construct more than 3,150 net new beds/ housing units on the campus; Stanford has no plans or designs for such additional housing; and Stanford has not agreed to provide such additional housing.

Stanford's 2018 General Use Permit application does not assume staff live on the campus lands. The use of the campus land is focused on education-- student learning and discovery. Stanford houses students and faculty on the campus lands because housing faculty and students in proximity to one another directly enhances learning and research. While Stanford highly values its staff, housing staff on the campus lands does not directly foster

[1] Stanford does not agree that employment at Stanford anticipated through build out of the 2018 General Use Permit would result in an off-campus housing demand of 2,425 units. Stanford provided updated housing demand numbers to KMA in connection with the County's housing nexus study that indicated the additional worker housing demand from population predicted through 2035 would be 2,029 units.

student learning and research. For this reason, Stanford has constructed staff housing in other jurisdictions outside the campus lands.

Nonmatriculated students are not included in the projected growth in off-campus housing demand, just as nonmatriculated students were not included in the projected growth off-campus housing demand in Table 5.12-11 in the Draft EIR. Nonmatriculated students are industry professionals and community members who take courses at Stanford over the short term (ranging from a few hours to a few months), but who are not receiving credit toward a degree. They include students who complete courses entirely online, and students taking courses on a part-time basis. This population is included in the overall population totals, but it is not relevant to the anticipated demand for new housing. Those who are distance learners do not generate a housing need. It is highly unlikely that those who come to campus, to take courses for which they do not receive credits, moved into the area to do so.

"FULL OFFSET" HOUSING ALTERNATIVE

Number of Units

The Draft EIR recognizes that the 2018 General Use Permit would not directly increase the number of housing units that are constructed outside of the Stanford campus because Stanford has not proposed to build housing outside the academic campus as part of the 2018 General Use Permit. But the EIR recognizes that job growth during implementation of the 2018 General Use Permit could increase the regional population, and this population would not be entirely accommodated in residences on campus. This, in turn, and would result, indirectly, in housing demand (and associated population growth) outside of the Stanford campus. As is typical in a CEQA document for a project that brings new jobs, the EIR conservatively assumes that job growth equates to population growth, estimates where new workers might live within the region based on available data, and assesses whether the applicable cities and counties have planned for a sufficient amount of housing to accommodate the new workers. The EIR recognizes that the actual locations where employees might be housed would be dictated by the marketplace.

Table 1 shows the Draft EIR's projected increase in the number of Stanford affiliates (students, faculty, staff, and other workers) who would live off campus during the 2018 General Use Permit period, and the Draft EIR's estimates of the number of households that each of these increases in population would represent. As shown in the table, the total projected daily population growth at Stanford predicted to occur during implementation of the 2018 General Use Permit is 8,162 Stanford affiliates. The Draft EIR states that, of that number, 3,168 of those new Stanford affiliates would be housed in the proposed new on-campus housing. This leaves 4,994 new Stanford affiliates to be housed outside the campus. The Draft EIR calculates the number of new housing units that are needed in the region to house 4,994 new workers. The Draft EIR explains why this is not a one-to-one rate, and identifies the factors that are applied to translate the increase in workers to the increase in the number of housing units needed to accommodate that increase in workers:

> *Multiple-earner households have two or more workers. The analysis recognizes that if an added employee lives in a household with one or more other workers, that added employee is not responsible for creating demand for an entire additional housing unit, only a portion of that unit. There is no assumption in these household calculations that Stanford workers would live with one another. Rather the assumption is that the Stanford worker, graduate student or postdoctoral student is responsible for the fraction of the household that corresponds to the number of workers per household for the particular affiliate group.*

As shown in Table 1, the Draft EIR calculates that the projected growth in off-campus households during implementation of the 2018 General Use Permit would total 83 for graduate students, and 2,342 for the combination of postdoctoral students, staff, and other workers.

We understand that, to address comments on the Draft EIR, the County is studying the environmental impacts of a Full Housing Offset Alternative that would accommodate within the campus lands the Draft EIR's estimated demand for 83 graduate student units and 2,342 other faculty/staff housing units. To analyze such an alternative, graduate student units must first be converted to student beds.

If graduate students were housed on campus rather than off campus, they would be housed in student beds. Student beds are occupied at a ratio of 1.02 graduate students per bed. By contrast, based on data from the 2016 Commute Survey conducted by Stanford's Department of Parking and Transportation Services, off-campus housing units are occupied by graduate students at a ratio of 2.54 graduate students per unit. Thus, the bed count to house graduate students is higher than the off-campus unit count to house the same population. Keeping the other assumptions in the Draft EIR the same, Table 1 shows the total number of housing units provided by the Full Housing Offset Alternative would be 2,549 housing units/student beds (207 grad student beds and 2,342 faculty/staff units).

Table 1: Calculation of Net Increase in Housing Units Under the Full Offset Alternative

	Undergrads	Graduate Students	Postdoctoral Students	Faculty	Staff	Other Workers	Total
Total Growth During 2018 GUP	1,700	1,200	961	789	2,438	1,074	8,162
Less: Number Housed on Campus (a)	(1,700)	(918)	N/A	(550)	N/A	N/A	(3,168)
Off-Campus Stanford Population Growth	0	282	961	239	2,438	1,074	4,994
Less: Non-Stanford Population in On-Campus Housing (b)	0	(72)	0	(418)	0	0	(490)
Net Increase in Off-Campus Population	0	210	961	(179)	2,438	1,074	4,504
Draft EIR Calculation of Increase in Off-Campus Households (c)	**0**	**83**	**449**	**(102)**	**1,385**	**610**	**2,425**
Increase in Households if Beds are provided on Campus for Graduate Students rather than Off Campus Housing Units(d)		207					2,549
Assumptions							
Household Adjustment Factor **(c)**	N/A	2.54/1.02	2.14	1.76	1.76	1.76	N/A

Notes:

Totals shown may differ from the sums of individual numbers due to rounding.

(a) The on-campus housing included in the 2018 General Use Permit is assumed to consist of housing for 1,700 undergraduate students and 918 graduate students along with 550 units for faculty or staff.

(b) Stanford predicts 72 non-student spouses would occupy the graduate student housing that would be included in the 2018 General Use Permit. In addition, each of the 550 staff and faculty units would accommodate at least one member of the staff or faculty, along with any other members of the faculty or staff household. The Draft EIR analysis assumes an average of 1.76 workers per staff or faculty household, per footnote (c) below, resulting in an average of one faculty or staff member and 0.76 other workers per faculty or staff unit.

(c) For each population group, the Draft EIR makes a household adjustment factor in order to translate population growth into new households. For graduate students and post-doctorates, the adjustment is based on the average number of adults per household, calculated from the 2016 Commute Survey conducted by the Stanford's Department of Parking and Transportation Services. For faculty and staff, the adjustment is based on the average number of employed residents per worker household for Santa Clara County, according to 2011-2015 American Community Survey data. The Draft EIR does not apply a household adjustment factor to the undergraduate population because the 2018 General Use Permit includes enough on-campus undergraduate beds to accommodate the entire increase in the number of undergraduate students.

(d) Of the 210 grad students that would require beds on campus, it is likely that 2% of them would be married to Stanford-student spouses; therefore, 207 beds would be demanded.

Calculation of Resident Population

The Draft EIR also identifies the number of residents who would inhabit the new residential units proposed for the 2018 General Use Permit. The Draft EIR explains that based on current and historic occupancy rates, Stanford estimates that 10 percent of graduate student housing would continue to be occupied by couples (Stanford graduate students plus 2 percent Stanford student spouses and 8 percent non-Stanford student spouses) resulting in 1.1 residents per graduate student bed. Stanford also estimates that on average 2.57 residents would occupy each faculty/ staff housing unit.

Table 5.12-10 in the Draft EIR summarizes the anticipated population that would reside on the Project site (i.e., within the proposed 2018 General Use Permit boundary) in 2018 and 2035; this includes increases in population associated with remaining authorized housing that would be developed on-site by 2020 under the 2000 General Use Permit, and population associated with new housing that would be authorized under the proposed 2018 General Use Permit. The total estimated increase in residential population on the Project site between 2018 and 2035 would be 6,326 people, including students, faculty, staff and associated family members living on-site.

Table 2, below, modifies Table 5.12-10 in the Draft EIR to show the incremental increase in the campus residential population that would occur under a Full Housing Offset Alternative, as well as the total residential population assumed under this alternative. The calculations are based on the same occupancy factors as were used in the Draft EIR (1.1 resident per graduate student bed and 2.57 residents per faculty/staff housing unit). Household members in faculty/staff units include children.

Table 2: Stanford Population Residing on Project Site with Full Offset Alternative – 2035

Affiliation	Residential Population Within Project Site Boundary 2018	Residential Population under 2018 GUP Within Project Site Boundary 2035	Additional Change in Residential Population under Full Offset Alternative compared to Project	Total Population in 2035 (including 2018 GUP + Full Offset Alternative)
Undergraduate Students	6,617	8,317	0	8,317
Graduate Students	5,205	8,183	210	8,393
Non Student Spouses	660	894	17	911
Children	420	420	0	420
Faculty/Staff/Postdoctoral Students[a]	965	1,515	2,342	3,857
Other Family Members	1,471	2,335	3,678	6,013
Total	**15,338**	**21,664**	**6,247**	**27,911**

Source: Stanford University Land Use and Environmental Planning Office, in consultation with the Stanford University Residential and Dining Enterprises

Note: a) The number of units is calculated based on housing demand from increased faculty, staff, postdoctoral scholars and other workers. The actual occupancy of the units is unknown, and the assumptions used in the analysis are not intended to pre-judge who would live in the housing units. Rather, the units are assumed to be potentially occupiable by unspecified proportions of some or all of these groups.

Distribution of Student Beds and Housing Units

The County has asked Stanford where the additional housing units assumed under this alternative might be placed on the campus. Because Stanford has no plans to build the additional units, the University does not know

where they would be located. However, some existing data and information could be used to formulate assumptions for purposes of the analysis.

Graduate Student Beds
If additional graduate student beds were added to the campus, the most reasonable assumption appears to be that the beds would be constructed in the East Campus Development District. This is the location on the campus where the most recent graduate student housing has been approved (Escondido Village Graduate Residences) and where Stanford anticipates it would construct the 900 new graduate student housing units that are included in the application for the 2018 General Use Permit. Therefore, we suggest assuming:

- 207 additional graduate student beds in the East Campus Development District (for a total of 1,807 new student beds in this District when added to the 1,600 student beds proposed in the 2018 General Use Permit application)
- The application's proposal for 800 student beds in the Lagunita Development District and 200 student beds in the Campus Center Development District would be unaffected by the alternative.

Faculty/Staff Housing
As stated in the 2018 General Use Permit Project Objectives, Stanford prioritizes the use of campus lands within unincorporated Santa Clara County for academic and academic support facilities, student housing, and faculty housing. Stanford's application explains that the University focuses the use of its campus lands on student learning and discovery. Housing faculty and students on the campus directly enhances learning and research. While Stanford has constructed housing on its lands for staff and other Stanford affiliates, it has done so in other jurisdictions, outside the campus lands. In Stanford's view, there is no location on the lands within the Academic Growth Boundary that is appropriate for the additional faculty/staff housing contemplated by the Full Offset Alternative.

Solely for the purposes of analyzing a theoretical Full Offset Alternative, Stanford assumes that the units would have to be located in the areas currently identified for development under the 2018 General Use Permit (i.e., within the Academic Growth Boundary and not within the Campus Open Space land use designation). There are some lands outside the Academic Growth Boundary or within Campus Open Space that might at some point in the future be suitable for use as housing. But Stanford has no proposals for housing on these sites, and has not developed information as to whether placement of housing on these sites would be feasible or politically palatable.

If additional faculty/staff housing units were added to the campus lands inside the Academic Growth Boundary and outside Campus Open Space, the following factors indicate the additional housing units should be assumed to be located at the edges of campus, similar to the proposed housing in the Quarry Development District, and similar to the recently constructed faculty/staff housing on El Camino Real and Stanford Avenue. This pattern also is similar to Stanford's practice of building housing near the edges of the campus in other jurisdictions, such as the Stanford West apartments, Welch Road apartments, and University Terrace project in Palo Alto.

- The interior of the campus must remain compact and walkable so that students and faculty can travel between classes. In addition, there is a benefit for education and discovery when academic buildings are located close to one another, promoting cross-discipline exchange of information.
- Multi-family faculty/staff housing that is occupied by non-Stanford affiliates would need to be outside the academic campus lands. While the alternatives identified by the County are not based on an assumption that the housing would be occupied by non-Stanford affiliates, it is difficult to predict future housing demand and needs.

These factors suggest that no new faculty/staff housing should be assumed to be placed in the Campus Center, Lagunita and Lathrop Development Districts. Two other factors also support this assumption:

- The Lagunita Development District is constrained by a requirement of the Stanford Habitat Conservation Plan that Lagunita and land adjacent to Lagunita cannot be developed for a 50-year period.
- The Lathrop Development District is constrained by oak woodlands.

As a result, for the purpose of analysis in the Response to Comments, we suggest assuming that the additional housing units could be placed at the edges of the Quarry, West Campus, DAPER and/or East Campus Development Districts. As noted above, Stanford only supports placing faculty/staff housing at the Quarry sites, and does not support placing more than 550 units on that site. These districts are identified solely to enable the County to study the alternatives the County has decided to evaluate.

We have no additional information indicating how to distribute the units among these Development Districts. Therefore, we suggest simply assuming for purposes of the analysis that the amount of faculty/staff housing proposed in the Quarry Development District could be doubled and that the remaining additional housing units could be equally distributed in the West Campus, DAPER, and East Campus Development Districts. Under that logic, the 2,342 additional faculty/staff units could be assumed to be located as follows:

- 550 additional faculty/staff units in the Quarry Development District (for a total of 1,100 faculty/staff units in the Quarry Development District when added to the 550 units proposed by Stanford in the 2018 General Use Permit application)
- 460 faculty/staff units in the East Campus Development District, located at the edge of the District near El Camino Real and Stanford Avenue (which equates to 667 additional housing units added to this district when combined with the 207 graduate student beds identified above)
- 666 faculty/staff units in the DAPER Development District, located at the edge of the district along El Camino Real
- 666 faculty/staff units in West Campus Development District located at the edge of the district along Sand Hill Road

Height and Density of the Additional Units

Because Stanford does not plan to build more on-campus housing than has been included in the 2018 General Use Permit application, Stanford has no conceptual plans for the densities or appearances of the additional units. The three sources of data that appear most useful in developing assumptions about the potential densities and appearances of additional housing units on the campus are (a) the requirement in the Stanford Community Plan (policy SCP-LU 3) that faculty/staff housing within the Academic Campus lands must be at least 15 units per acre; (b) the configuration and appearance of the recently approved Escondido Village Graduate Residences; and (c) the rough conceptual site planning Stanford has conducted for the Quarry Road housing sites to develop its proposal for the 2018 General Use Permit application.

Based on the Community Plan, it is reasonable to assume that new faculty/staff housing within the Quarry, West Campus, DAPER and/or East Campus Development Districts would be multi-family housing. This assumption also is consistent with the Community Plan policies promoting compact urban development.

As described in more detail below, the Escondido Village Graduate Students Residents project and Stanford's internal conceptual site planning for the proposed new housing at Quarry Road indicate that multi-family

housing buildings could range from about 50 feet tall to heights reaching 100 to 134 feet. Based on planning for Quarry Road, densities could range from about 40 to 80 units per acre. Again, Stanford has no plans to construct this housing. But absent any other information, these data sources could be used to provide an outer envelope.

Escondido Village Graduate Residences
The Escondido Village Graduate Residences project currently under construction includes four residential buildings that are 116 feet to the top of the roof and 134 feet to the top of the mansard. These buildings provide an example that could be used to estimate the possible heights of new graduate student housing and/or multi-family housing units assumed under the alternative.

Quarry Road Housing
In its 2018 General Use Permit application, Stanford proposes to construct 550 units on two sites in the Quarry Development District, at a combined density of approximately 40 units/acre (on 13.5 acres). While heights on both Quarry sites are unknown and might be taller than 50 feet, Stanford has assumed for conceptual planning purposes that this density could be achieved with buildings that are about 50 feet tall.

If twice as many units were constructed on these sites, the density would double and it is reasonable to assume that building heights also would double. This indicates that if a total of 1,100 housing units (550 from the application and 550 from the Full Housing Offset scenario) were assumed to be placed upon the combined 13 acres, the density would be approximately 80 units per acre. Building heights presumably would be 100 feet or more. This provides another example that could be used to estimate the possible outer range of the heights and densities of multi-family housing units assumed under the alternative.

<u>Other Considerations</u>
Doubling the housing proposed in the Quarry Development District would necessitate modifications to the El Camino Real Frontage Plan. The 2000 General Use Permit included a condition to adopt a plan to address height, setback, land use, vegetation, and landscaping on Stanford lands along El Camino Real. The height and setback requirements were to be as stringent or more stringent than those of Palo Alto (on the north side of El Camino Real).

Stanford completed and submitted this plan in 2008, and it was approved by Santa Clara County Architectural and Site Approval Committee. The plan recognizes two acceptable approaches for development within 100' of the Caltrans Right-of Way along El Camino Real:

(1) "High Density-urban manner": setback of 20' from R.O.W. and height limit of 50', or
(2) "Rural Buffer – 'The Farm'": setback of 50' from R.O.W. and height limit of 50'.

Development taller than 50 feet on the portion of the Quarry Sites that is within the area governed by the El Camino Frontage Plan would require changes to the Plan, as well as changes to the underlying County requirement that height and setbacks requirements in this location must be as stringent as those of Palo Alto.

Depending on their sizes and locations, placement of housing at the edges of the West Campus and DAPER Development Districts could displace existing recreation fields and detention basins located in these areas. Stanford does not have information about where these existing facilities could be relocated; however, it should be assumed that Stanford would need to continue to ensure that sufficient onsite detention exists to retain and regulate storm water flows and Stanford would want to maintain recreation fields for use by students and residents. The need to relocate these facilities could lead to requests to modify the Arboretum, other Campus

Open Space areas or lands outside the Academic Growth Boundary.

Placement of housing in the DAPER Development District also could necessitate modification to the El Camino Real Frontage Plan, similar to the modifications necessitated by doubling housing in the Quarry Development District.

Placement of additional housing in the East Campus Development District would necessitate redevelopment of existing sites within the Escondido Village area. The vacant sites at the edge of this District already were developed with faculty/staff housing under the 2000 General Use Permit.

DESCRIPTION OF "HALF OFFSET" HOUSING ALTERNATIVE

Number of Units

We understand that the County intends to evaluate a Half Offset Housing Alternative that would be capable of accommodating half the demand for offsite housing that was anticipated to occur during implementation of the 2018 General Use Permit. In other words, this Alternative would include the 3,150 beds/units proposed by the 2018 General Use Permit plus the following:

- 1,171 faculty/staff units; and
- 104 graduate student beds

The rationale for how the Draft EIR calculated anticipated population and then translated that population to demand for housing units is described above, under the Full Offset Housing Alternative.

Calculation of Resident Population

The Half Offset Alternative would add to the proposed project half as many additional residents compared to the Full Offset Alternative. **Table 3**, below, modifies Table 5.12-10 in the Draft EIR to show the incremental increase in the campus residential population that would occur under a Half Housing Offset Alternative, as well as the total residential population assumed under this alternative. The calculations are based on the same occupancy factors as were used in the Draft EIR (1.1 resident per graduate student bed and 2.57 residents per faculty/staff housing unit). Household members in faculty/staff units include children.

Table 3: Stanford Population Residing on Project Site with Half Offset Alternative – 2035

Affiliation	Residential Population Within Project Site Boundary 2018	Residential Population under 2018 GUP Within Project Site Boundary 2035	Change in Residential Population under Half Offset Alternative compared to Project	Total Population in 2035 (including 2018 GUP + Half Offset Alternative)
Undergraduate Students	6,617	8,317	0	8,317
Graduate Students	5,205	8,183	105	8,288
Non Student Spouses	660	894	9	903
Children	420	420	0	420
Faculty/Staff/Postdoctoral Students[a]	965	1,515	1,171	2,686
Other Family Members	1,471	2,335	1,840	4,175
Total	**15,338**	**21,664**	**3,125**	**24,789**

Source: Stanford University Land Use and Environmental Planning Office, in consultation with the Stanford University Residential and Dining Enterprises

Note: a) The number of units is calculated based on housing demand from increased faculty, staff, postdoctoral scholars and other workers. The actual occupancy of the units is unknown, and the assumptions used in the analysis are not intended to pre-judge who would live in the housing units. Rather, the units are assumed to be potentially occupiable by unspecified proportions of some or all of these groups.

Distribution of Student Beds and Housing Units

In discussing the Full Offset Housing Alternative, Stanford explained its view that there is no location on the lands within the Academic Growth Boundary that is appropriate for the additional faculty/staff housing contemplated by the Full Offset Alternative. The same rationale applies to the Half Offset Housing Alternative. As stated in the 2018 General Use Permit Project Objectives, Stanford prioritizes the use of campus lands within unincorporated Santa Clara County for academic and academic support facilities, student housing, and faculty housing. Stanford's application explains that the University focuses the use of its campus lands on student learning and discovery. Housing faculty and students on the campus directly enhances learning and research. While Stanford has constructed housing on its lands for staff and other Stanford affiliates, it has done so in other jurisdictions outside the campus lands.

The discussion of the Full Offset Housing Alternative also explains why, for purposes of the analysis, Stanford suggests that the County assume that the additional housing units contemplated by the alternative could be placed at the edges of the Quarry, West Campus, DAPER and/or East Campus Development Districts. That same logic also applies to the Half Offset Housing Alternative.

Distributing the housing units within the four districts is a bit more complicated. It is possible to assume that under the Half Offset Housing Alternative, the same amount of additional housing could be constructed in two of these four districts; however, it is also possible to assume the housing could be spread out between all four districts. Studying the same amount of housing in two districts simply would duplicate the analysis of the Full Offset Housing Alternative as to those two districts. For that reason, we instead suggest that the Response to Comments analysis assume the same amount of housing would be constructed in the Quarry District as is assumed under the Full Offset Housing Alternative (double the amount proposed by Stanford), and the remaining housing would be distributed equally among the three remaining districts. This approach recognizes that the Quarry sites are the only sites Stanford has proposed for housing, and these sites benefit from a close proximity to transit.

Under that logic, the 1,275 additional units contemplated by the Half Offset Alternative could be assumed to be located as follows:

- 550 faculty/staff units in Quarry Development District
- 104 graduate student units and 137 faculty/staff units in the East Campus Development District near El Camino Real and Stanford Avenue
- 242 faculty/staff units in the DAPER Development District along El Camino Real
- 242 faculty/staff units in the West Campus Development District along Sand Hill Road

Height and Density of the Additional Units

The same data points discussed under the Full Offset Housing Alternative would apply to the Half Offset Housing Alternative. In the absence of other information, it seems reasonable to assume the same envelope of density and building heights might occur, but on a smaller footprint. Therefore, we suggest that the County could make the same assumptions about the heights and densities of the additional housing units:

- Heights could range from 50 feet to up to 100-134 feet

- Densities could range from 40 to 80 units per acre

Other Considerations

The same other considerations as have been identified for the Full Offset Housing Alternative would also apply to the Half Offset Housing Alternative.

APPENDIX ALT-REC

2018 General Use Permit EIR: Housing Alternative Parks and Recreation Facilities Analysis

ESA

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memorandum

date	June 2, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Jennifer Brown - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Housing Alternative Park and Recreation Facilities Analysis**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Housing Alternative Park and Recreation Facilities Analysis* memo, prepared on March 19, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Stanford on June 1 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Housing Alternative Park and Recreation Facilities Analysis* memo is appropriate for use as reference in the EIR.

memorandum

date March 19, 2018, revised June 1, 2018

to Geoff Bradley, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University; Karen Hong, Stanford University

subject 2018 General Use Permit EIR: Housing Alternative Parks and Recreation Facilities Analysis

This Parks and Recreation Facilities technical report analyzes the potential recreation impacts of the two alternatives that the County has elected to study in response to comments on the Draft Environmental Impact Report for the 2018 General Use Permit, which would provide housing within the Academic Growth Boundary at the following levels:

- Full Offset Housing Alternative: Adds to the proposed project 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);

- Half Offset Housing Alternative: Adds to the proposed project 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

The standards for assessing the recreation impacts of the two housing alternatives include:

1. Whether the alternatives would require the construction or expansion of recreation facilities that might have an adverse effect on the environment;
2. Whether the alternatives would increase the use of existing neighborhood and regional parks or other recreation facilities such that substantial physical deterioration of the facilities would occur or be accelerated.

This technical analysis follows the methodologies established in the Parks and Recreation Facilities analysis submitted to Santa Clara County by Stanford on November 21, 2016, and updated in April 2017 in response to peer review comments from the County.

The April 2017 parks and recreation technical report explained that to address the first question, many jurisdictions, including the City of Palo Alto, use an “acres of park per 1,000 residents” target to determine whether a residential project will necessitate construction of new onsite parks to serve additional residents, which in turn could result in physical environmental effects. This technical report similarly compares the campus residential population anticipated to occur under the proposed 2018 General Use Permit and each of the two housing alternatives to the acreage of designated Campus Open Space, which function much like a park.

To address the second question, the April 2017 parks and recreation technical report assessed whether the increase in campus residents anticipated under the proposed 2018 General Use Permit would result in "substantial deterioration" to offsite public parks and recreation facilities. To address the potential for an increase in campus residents to result in substantial deterioration of nearby parks, Stanford surveyed its campus residents to determine current offsite park usage and to create a basis for projecting future offsite park use. This technical report similarly uses the Stanford survey data to project future offsite park use under each of the alternatives. The technical report then applies the same screening criteria used in the April 2017 parks and recreation technical report to determine whether the projected increase in offsite park use could cause or accelerate substantial physical deterioration of the offsite park and recreation facilities.

In the April 2017 technical report, Stanford also conducted a sensitivity analysis that conservatively considered the additive effect of any incidental use of nearby parks and recreation facilities associated with an increase in Stanford commuters that would occur under the Project (including faculty, staff, students and other population segments who do not live on campus). This technical report includes the same sensitivity analysis for the two housing alternatives.

Campus Resident Population

Table 1 below identifies the anticipated change in residential population under the 2018 General Use Permit, as well as the additional change in residential population due to the Full Offset Housing Alternative, and the Half Offset Housing Alternative.

For more details regarding population, please refer to the memo submitted to the County on March 2, 2018 describing the assumptions for the Housing Alternatives.

Table 1: Change in Stanford Campus Resident Population Under the Proposed Project and Housing Alternatives – 2035

Affiliation	Change in Campus Resident Population under proposed 2018 General Use Permit	Additional Change in Campus Resident Population under Full Offset Alternative	Additional Change in Campus Resident Population under Half Offset Alternative
Undergraduate Students	1,700	0	0
Graduate Students	918	210	105
Non Student Spouses	72	17	9
Children	0	0	0
Faculty/Staff/Postdoctoral Students	550	2,342	1,171
Other Family Members	864	3,678	1,840
Total	**4,104**	**6,247**	**3,125**

Source: Stanford University Land Use and Environmental Planning Office, in consultation with the Stanford University Residential and Dining Enterprises

Construction or Expansion of Recreation Facilities

Table 2 below demonstrates that for both housing alternatives, there would still be more than five acres of designated Campus Open Space per 1,000 campus residents, in excess of planning standards for residential communities. Therefore, neither of the housing alternatives would create a need for construction of new onsite park facilities.

Table 2: Campus Open Space Acreage per Resident

	2018 General Use Permit Fall 2035	Full Offset Alternative Fall 2035	Half Offset Alternative Fall 2035
Total Campus resident population	21,664	27,911	24,789
Designated Campus Open Space (approximate)	265	265	265
Ratio (acres per 1,000 residents, approximate)	12.2	9.5	10.7

Potential for Substantial Deterioration of Nearby Public Park and Recreation Facilities

The Draft EIR relied on the Turf Management Operations and Maintenance Guide for the Mall in Washington, D.C., to formulate a conservative screening threshold for physical deterioration of natural turf from increased park use, which is an increase of 12.5 daily visits per acre of parkland. To estimate the potential increase in visits to public park and recreation facilities in Palo Alto and Menlo Park, the Draft EIR relied on visit generation rates calculated from a campus-wide survey conducted in 2016.

Per the analysis presented in the Draft EIR, a combined daily visit generation rate is used for faculty, staff and postdocs. To the extent that Other Workers could be included in the campus resident population under the housing alternatives, their household size and park usage behavior are assumed to be the same as that of staff. Similar to the April 2017 technical report, spouses and dependents are assumed to have the same behavior as the primary affiliate.

Table 3 and **Table 4** below show the additional growth in daily visits by campus residents to the nearby public park and recreation facilities under the respective Full and Half Offset alternatives, and the resulting daily visits per acre to each park.

To repeat the technical analysis conducted for the Draft EIR, a sensitivity analysis for the new commuter populations resulting from the Full and Half Offset alternatives is also included in **Appendix B**.

Table 3: Estimated Growth in Usage of Public Park and Recreation Facilities by Campus Residents Under the Full Offset Housing Alternative

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Daily Visits per Acre under proposed 2018 General Use Permit	Additional Growth in Daily Visits under Full Offset Alternative	Daily Visits per Acre under Full Offset Alternative*
Palo Alto						
Parks – Regional/District						
1	Foothills Park/Open Space Preserve	Total 1,400; Active 26.7	41	0.0; 1.5	132	0.1; 6.5
2	Baylands Nature Preserve	Total 1,940; Active 9.2	32	0.0; 3.5	108	0.1; 15.2
3	Pearson-Arastradero Preserve	Total 622; Active 6.2	27	0.0; 4.4	80	0.2; 17.3
Park and Recreation Facilities – Neighborhood						
4	Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks)	4.4	37	8.4	127	37.3
5	Mayfield (Stanford-Palo Alto) playing fields	5.9	16	2.7	48	10.8
6	El Camino Park	12.2	16	1.3	43	4.8
7	Baylands Athletic Center fields	10.0	7	0.7	19	2.6
8	Heritage Park	2.01	7	3.5	19	12.9
9	Rinconada Pool	NA	5	NA	11	NA
10	Mitchell Park	21.4	4	0.2	9	0.6
11	Peers Park	4.7	6	1.3	19	5.3
12	Lawn Bowling Green	1.9	2	1.1	1	1.6
13	Avenidas Senior Center	NA	2	NA	3	NA
14	Cubberley Community Center	NA	5	NA	14	NA
Menlo Park						
Parks – Regional/District						
15	Bedwell Bayfront Park	Total 160; Active 7.0	1	0.0; 0.1	1	0.0; 0.3
Park and Recreation Facilities – Neighborhood						
16	Civic Center recreation facilities	9.3	14	1.5	38	5.6
17	Stanford Hills Park	3.1	12	3.9	32	14.2
18	Sharon Park	9.8	5	0.5	6	1.1
19	Sharon Hills Park	11.5	5	0.4	6	1.0
20	Nealon Park	9.0	4	0.4	3	0.8
21	Jack W. Lyle Park	4.6	3	0.7	3	1.3

* Resulting daily visits per acre is calculated based on the total of growth in daily visits under the housing alternative, which includes the growth in campus residents under the proposed project plus the additional growth assumed for the Full Offset Housing Alternative.

Table 4: Estimated Growth in Usage of Public Park and Recreation Facilities by Campus Residents Under the Half Offset Housing Alternative

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Daily Visits per Acre under proposed 2018 General Use Permit	Additional Growth in Daily Visits under Half Offset Alternative	Daily Visits per Acre under Half Offset Alternative*
Palo Alto						
Parks – Regional/District						
1	Foothills Park/Open Space Preserve	Total 1,400; Active 26.7	41	0.0; 1.5	66	0.1; 4.0
2	Baylands Nature Preserve	Total 1,940; Active 9.2	32	0.0; 3.5	54	0.0; 9.3
3	Pearson-Arastradero Preserve	Total 622; Active 6.2	27	0.0; 4.4	40	0.1; 10.8
4	Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks)	4.4	37	8.4	64	23.0
5	Mayfield (Stanford-Palo Alto) playing fields	5.9	16	2.7	24	6.8
6	El Camino Park	12.2	16	1.3	22	3.1
7	Baylands Athletic Center fields	10.0	7	0.7	10	1.7
8	Heritage Park	2.01	7	3.5	10	8.5
9	Rinconada Pool	NA	5	NA	6	NA
10	Mitchell Park	21.4	4	0.2	5	0.4
11	Peers Park	4.7	6	1.3	10	3.4
12	Lawn Bowling Green	1.9	2	1.1	1	1.6
13	Avenidas Senior Center	NA	2	NA	2	NA
14	Cubberley Community Center	NA	5	NA	7	NA
Menlo Park						
Parks – Regional/District						
15	Bedwell Bayfront Park	Total 160; Active 7.0	1	0.0; 0.1	2	0.0; 0.3
Park and Recreation Facilities – Neighborhood						
16	Civic Center recreation facilities	9.3	14	1.5	19	3.5
17	Stanford Hills Park	3.1	12	3.9	16	9.0
18	Sharon Park	9.8	5	0.5	3	0.8
19	Sharon Hills Park	11.5	5	0.4	3	0.7
20	Nealon Park	9.0	4	0.4	2	0.7
21	Jack W. Lyle Park	4.6	3	0.7	2	1.1

* Resulting daily visits per acre is calculated based on the total of growth in daily visits under the housing alternative, which includes the growth in campus residents under the proposed project plus the additional growth assumed for the Half Offset Housing Alternative.

As shown in **Table 3** and **Table 4** above, the increase in campus residents anticipated to occur under the Full Offset Housing Alternative would cause two regional/district parks (Baylands Nature Reserve and Pearson-Arastradero Preserve) and three neighborhood parks (College Terrace parks, Heritage Park, and Stanford Hills Park) to experience an increase of visits over the screening threshold of 12.5 daily visits per acre. The increase in

campus residents anticipated to occur under the Half Offset Housing Alternative would cause one neighborhood park (College Terrace parks) to experience an increase of visits over the screening threshold of 12.5 daily visits per acre. It is possible that significant deterioration could occur at each facility that would experience an increase in visits over the screening threshold. **Table 5**, below, summarizes the impacts of the alternatives.

Table 5: Summary of Potential Significant Impacts to Public Parks under Housing Alternatives

Park name	Total increase in daily visits	Park Acreage	Increase in daily visits per acre due to Project and Housing Alternative
Full Offset Housing Alternative			
Baylands Nature Preserve in Palo Alto	140	9.2 acres (active area)	15.2 (active area)
Pearson-Arastradero Preserve in Palo Alto	107	6.2 acres (active area)	17.3 (active area)
Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks), Palo Alto	164	4.4 acres	37.3
Heritage Park in Palo Alto	26	2.01 acres	12.9
Stanford Hills Park in Menlo Park	44	3.1 acres	14.2
Half Offset Housing Alternative			
Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks), Palo Alto	101	4.4 acres	23.0

In addition, the sensitivity analysis presented in **Appendix B** shows that if commuters are included in the analysis, the Half Offset Housing Alternative would exceed the screening criteria at the Pearson-Arastradero Preserve in Palo Alto.

The April 2017 parks and recreation analysis stated that when the visits to a park exceed the screening threshold, additional site specific analysis may be performed to determine whether the increase in visitors might require replacement of turf or other recreation facilities substantially in advance of their expected life cycles.

The guide for the potential for deterioration of natural turf, as referenced in the Draft EIR, is the Turf Management Operations and Maintenance Guide for the Mall in Washington, D.C., dated December 2012[1]. Page 16 of the Guide states that no recovery time is required for a minor event of less than 25 attendees (over a typical 2-panel acre of natural turf). A small event with 26 to 999 attendees requires three to five days of recovery time per event from March 15 to November 14. In Winter, from November 15 to March 14, only one such event is allowed per turf area.

There are turf areas at the following parks where the increase in visits from campus residents under the housing alternatives would exceed the screening threshold:

1. Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks), in Palo Alto (in both the Full Offset and Half Offset)
2. Heritage Park in Palo Alto (in the Full Offset)
3. Stanford Hills Park in Menlo Park (in the Full Offset)

[1] https://www.nps.gov/nationalmallplan/Documents/TurfMgmt_OandM_Ch1_2013.pdf

As none of these parks has a reservation system in place to ensure adequate recovery time for the turf areas, impacts to turf areas at these parks under the housing alternatives could be significant. Mitigation for increased or accelerated physical deterioration to the turf areas could take the form of a contribution toward one-time turf replacement at these parks.

Per Appendix E of Tab 16 of the 2018 General Use Permit Application[2] (page 16.73), there are no turf areas at the Baylands Nature Preserve and the Pearson-Arastradero Preserve in Palo Alto. The calculation of active areas at this park was based on the length and average width of trails, mostly paved trails. However, increased visits to the trail system would not necessarily result in accelerated deterioration of the trails. According to research by the National Park Service, human-powered trail activities effectively have a minimal degradation on unsurfaced trails.[3] Therefore, the potential degradation of paved trails by an increased number of visitors at the Pearson-Arastradero Preserve and the Baylands Nature Preserve is even more minimal.

The timing of the mitigations may be based on the occupancy of housing units that trigger the recreational impacts linked to the respective housing alternatives. From Stanford's technical analysis submitted with the Project application, the proposed Project (3,150 units) does not trigger the mitigation measures.

As shown in Table 5 above, the College Terrace Parks are triggered under the half alternative, therefore the timing of the mitigation for those parks are triggered before occupying new housing that is beyond the Project (i.e. beyond 3,150 units).

As shown in Table 5 above, Heritage Park and Stanford Hills Park are only triggered beyond the half-offset alternative, therefore the therefore the timing of the mitigation for those parks are triggered before occupying new housing that is beyond the half-offset alternative (i.e. beyond 4,425 units).

The amount of the one-time contribution may be determined by the County of Santa Clara based on an estimate from an independent contractor. The payment should not be used for any purpose other than turf replacement at the specified parks.

[2] The calculation of turf areas and active areas is documented on Pages 16.73 and 16.74 of Appendix REC of the Draft EIR, Volume III.

[3] Marion and Olive. (2006). Assessing and Understanding Trail Degradation: Results from Big South Fork National River and Recreational Area. Retrieved from California Department of Parks and Recreation: https://www.parks.ca.gov/pages/1324/files/f10602%20marion&olive.pdf. The report found that hiking and biking do not result in significant soil loss or cause significant erosion to unsurfaced trails. While the study compared horse, all-terrain vehicle (ATV) use, hiking, and biking, and found that trails used by horses and ATVs were significantly more degraded than those used for hiking and biking, the report concluded that the type of use was a substantially greater determinant of trail degradation than the amount of use (Page 34). The report also references a past study which concluded that hiking and mountain biking do not make a significant amount of sediment available for erosion compared to the control (Page 5).

APPENDIX A: CALCULATIONS FOR PROJECTED VISITS BY CAMPUS RESIDENTS

Note: Projected population increase includes dependents. The additional population increases projected for the housing alternatives do not include the population increase projected under the 2018 General Use Permit. The additional increases projected for each housing alternative must be added to the increase projected under the proposed 2018 General Use Permit to arrive at the total increase that would occur under each alternative.

PALO ALTO	**Rate of daily visits per visitor**		**Projected daily visits under remainder of 2000 GUP**				**Projected daily visits under 2018 GUP**		**Additional projected daily visits under Full Offset Alternative**		**Additional projected daily visits under Half Offset Alternative**	
	Residential population surveyed	Rate of visit per visitor	Projected population increase 2015-2018	Projected future visits 2015-2018	Projected population increase 2018-2020	Projected future visits 2018-2020 (EVGR)	Projected population increase	Projected future visits	Additional projected population increase	Additional projected future visits	Additional projected population increase	Additional projected future visits
Foothills Park / Open Space Preserve												
Undergraduates	823	**0.0020**	216	**0.4**	0	**0.0**	1700	**3.4**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0061**	220	**1.3**	2222	**13.6**	990	**6.0**	227	**1.4**	114	**0.7**
Faculty, Staff and Postdocs	154	**0.0216**	0	**0.0**	0	**0.0**	1414	**30.6**	6020	**130.3**	3011	**65.2**
				2		**14**		**41**		**132**		**66**
Baylands Nature Preserve												
Undergraduates	823	**0.0014**	216	**0.3**	0	**0.0**	1700	**2.3**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0041**	220	**0.9**	2222	**9.0**	990	**4.0**	227	**0.9**	114	**0.5**
Faculty, Staff and Postdocs	154	**0.0177**	0	**0.0**	0	**0.0**	1414	**25.1**	6020	**106.8**	3011	**53.4**
				2		**10**		**32**		**108**		**54**
Pearson-Arastradero Preserve												
Undergraduates	823	**0.0015**	216	**0.3**	0	**0.0**	1700	**2.5**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0060**	220	**1.3**	2222	**13.4**	990	**6.00**	227	**1.4**	114	**0.7**
Faculty, Staff and Postdocs	154	**0.0130**	0	**0.0**	0	**0.0**	1414	**18.4**	6020	**78.2**	3011	**39.1**
				2		**14**		**27**		**80**		**40**
Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, Werry)												
Undergraduates	823	**0.0014**	216	**0.3**	0	**0.0**	1700	**2.3**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0048**	220	**1.1**	2222	**10.7**	990	**4.8**	227	**1.1**	114	**0.5**
Faculty, Staff and Postdocs	154	**0.0208**	0	**0.0**	0	**0.0**	1414	**29.4**	6020	**125.1**	3011	**62.6**
				2		**11**		**37**		**127**		**64**

PALO ALTO, con't.	Rate of daily visits per visitor		Projected daily visits under remainder of 2000 GUP				Projected daily visits under 2018 GUP		Additional projected daily visits under Full Offset Alternative		Additional projected daily visits under Half Offset Alternative	
	Residential population surveyed	Rate of visit per visitor	Projected population increase 2015-2018	Projected future visits 2015-2018	Projected population increase 2018-2020	Projected future visits 2018-2020 (EVGR)	Projected population increase	Projected future visits	Additional projected population increase	Additional projected future visits	Additional projected population increase	Additional projected future visits
Mayfield (Stanford-Palo Alto) playing fields												
Undergraduates	823	**0.0012**	216	**0.3**	0	**0.0**	1700	**2.1**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0027**	220	**0.6**	2222	**6.0**	990	**2.7**	227	**0.6**	114	**0.3**
Faculty, Staff and Postdocs	154	**0.0078**	0	**0.0**	0	**0.0**	1414	**11.0**	6020	**46.9**	3011	**23.5**
				1		**7**		**16**		**48**		**24**
El Camino Park												
Undergraduates	823	**0.0015**	216	**0.3**	0	**0.0**	1700	**2.6**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0028**	220	**0.6**	2222	**6.2**	990	**2.8**	227	**0.6**	114	**0.3**
Faculty, Staff and Postdocs	154	**0.0069**	0	**0.0**	0	**0.0**	1414	**9.8**	6020	**41.7**	3011	**20.9**
				1		**7**		**16**		**43**		**22**
Baylands Athletic Center fields												
Undergraduates	823	**0.0009**	216	**0.2**	0	**0.0**	1700	**1.5**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0007**	220	**0.1**	2222	**1.5**	990	**0.7**	227	**0.2**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0030**	0	**0.0**	0	**0.0**	1414	**4.3**	6020	**18.2**	3011	**9.1**
				1		**2**		**7**		**19**		**10**
Heritage Park												
Undergraduates	823	**0.0006**	216	**0.1**	0	**0.0**	1700	**1.0**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0011**	220	**0.5**	2222	**2.5**	990	**1.1**	227	**0.3**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0030**	0	**0.0**	0	**0.0**	1414	**4.3**	6020	**18.2**	3011	**9.1**
				1		**3**		**7**		**19**		**10**
Rinconada Pool												
Undergraduates	823	**0.0003**	216	**0.1**	0	**0.0**	1700	**0.6**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0017**	220	**0.4**	2222	**3.7**	990	**1.6**	227	**0.4**	114	**0.2**
Faculty, Staff and Postdocs	154	**0.0017**	0	**0.0**	0	**0.0**	1414	**2.5**	6020	**10.4**	3011	**5.2**
				1		**4**		**5**		**11**		**6**

PALO ALTO, con't.	Rate of daily visits per visitor		Projected daily visits under remainder of 2000 GUP				Projected daily visits under 2018 GUP		Additional projected daily visits under Full Offset Alternative		Additional projected daily visits under Half Offset Alternative	
	Residential population surveyed	Rate of visit per visitor	Projected population increase 2015-2018	Projected future visits 2015-2018	Projected population increase 2018-2020	Projected future visits 2018-2020 (EVGR)	Projected population increase	Projected future visits	Additional projected population increase	Additional projected future visits	Additional projected population increase	Additional projected future visits
Mitchell Park												
Undergraduates	823	**0.0001**	216	**0.0**	0	**0.0**	1700	**0.1**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0017**	220	**0.4**	2222	**3.7**	990	**1.6**	227	**0.4**	114	**0.2**
Faculty, Staff and Postdocs	154	**0.0013**	0	**0.0**	0	**0.0**	1414	**1.8**	6020	**7.8**	3011	**3.9**
				1		**4**		**4**		**9**		**5**
Peers Park												
Undergraduates	823	**0.0002**	216	**0.0**	0	**0.0**	1700	**0.3**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0005**	220	**0.1**	2222	**1.0**	990	**0.5**	227	**0.1**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0030**	0	**0.0**	0	**0.0**	1414	**4.3**	6020	**18.2**	3011	**9.1**
				1		**2**		**6**		**19**		**10**
Lawn Bowling Green												
Undergraduates	823	**0.0004**	216	**0.1**	0	**0.0**	1700	**0.7**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0011**	220	**0.2**	2222	**2.3**	990	**1.0**	227	**0.2**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0000**	0	**0.0**	0	**0.0**	1414	**0.0**	6020	**0.0**	3011	**0.0**
				1		**3**		**2**		**1**		**1**
Avenidas Senior Center												
Undergraduates	823	**0.0002**	216	**0.0**	0	**0.0**	1700	**0.3**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0005**	220	**0.1**	2222	**1.2**	990	**0.5**	227	**0.1**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0004**	0	**0.0**	0	**0.0**	1414	**0.6**	6020	**2.6**	3011	**1.3**
				1		**2**		**2**		**3**		**2**
Cubberley Community Center												
Undergraduates	823	**0.0000**	216	**0.0**	0	**0.0**	1700	**0.0**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0010**	220	**0.2**	2222	**2.2**	990	**1.0**	227	**0.2**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0022**	0	**0.0**	0	**0.0**	1414	**3.1**	6020	**13.0**	3011	**6.5**
				1		**3**		**5**		**14**		**7**

MENLO PARK	Rate of daily visits per visitor		Projected daily visits under remainder of 2000 GUP				Projected daily visits under 2018 GUP		Additional projected daily visits under Full Offset Alternative		Additional projected daily visits under Half Offset Alternative	
	Residential population surveyed	Rate of visit per visitor	Projected population increase 2015-2018	Projected future visits 2015-2018	Projected population increase 2018-2020	Projected future visits 2018-2020 (EVGR)	Projected population increase	Projected future visits	Additional projected population increase	Additional projected future visits	Additional projected population increase	Additional projected future visits
Bedwell Bayfront Park												
Undergraduates	823	**0.0000**	216	**0.0**	0	**0.0**	1700	**0.0**	0	**0**	0	**0.0**
Graduates and dependents	885	**0.0009**	220	**0.2**	2222	**2.0**	990	**0.9**	227	**0.2**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0000**	0	**0.0**	0	**0.0**	1414	**0.0**	6020	**0**	3011	**0.0**
				1		**3**		**1**		**1**		**1**
Civic Center recreational facilities (Burgess Park, Arrillaga Gym, etc.)												
Undergraduates	823	**0.0011**	216	**0.2**	0	**0.0**	1700	**1.8**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0030**	220	**0.7**	2222	**6.7**	990	**3.0**	227	**0.7**	114	**0.3**
Faculty, Staff and Postdocs	154	**0.0061**	0	**0.0**	0	**0.0**	1414	**8.6**	6020	**36.5**	3011	**18.2**
				1		**7**		**14**		**38**		**19**
Stanford Hills Park												
Undergraduates	823	**0.0014**	216	**0.3**	0	**0.0**	1700	**2.3**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0017**	220	**0.4**	2222	**3.7**	990	**1.6**	227	**0.4**	114	**0.2**
Faculty, Staff and Postdocs	154	**0.0052**	0	**0.0**	0	**0.0**	1414	**7.4**	6020	**31.3**	3011	**15.6**
				1		**4**		**12**		**32**		**16**
Sharon Park												
Undergraduates	823	**0.0002**	216	**0.1**	0	**0.0**	1700	**0.4**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0025**	220	**0.5**	2222	**5.5**	990	**2.5**	227	**0.6**	114	**0.3**
Faculty, Staff and Postdocs	154	**0.0009**	0	**0.0**	0	**0.0**	1414	**1.2**	6020	**5.2**	3011	**2.6**
				1		**6**		**5**		**6**		**3**

MENLO PARK, con't.	Rate of daily visits per visitor		Projected daily visits under remainder of 2000 GUP				Projected daily visits under 2018 GUP		Additional projected daily visits under Full Offset Alternative		Additional projected daily visits under Half Offset Alternative	
	Residential population surveyed	Rate of visit per visitor	Projected population increase 2015-2018	Projected future visits 2015-2018	Projected population increase 2018-2020	Projected future visits 2018-2020 (EVGR)	Projected population increase	Projected future visits	Additional projected population increase	Additional projected future visits	Additional projected population increase	Additional projected future visits
Sharon Hills Park												
Undergraduates	823	**0.0009**	216	**0.2**	0	**0.0**	1700	**1.5**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0020**	220	**0.4**	2222	**4.4**	990	**1.9**	227	**0.4**	114	**0.2**
Faculty, Staff and Postdocs	154	**0.0009**	0	**0.0**	0	**0.0**	1414	**1.2**	6020	**5.2**	3011	**2.6**
				1		**5**		**5**		**6**		**3**
Nealon Park												
Undergraduates	823	**0.0007**	216	**0.2**	0	**0.0**	1700	**1.2**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0014**	220	**0.3**	2222	**3.0**	990	**1.3**	227	**0.3**	114	**0.2**
Faculty, Staff and Postdocs	154	**0.0004**	0	**0.0**	0	**0.0**	1414	**0.6**	6020	**2.6**	3011	**1.3**
				1		**4**		**4**		**3**		**2**
Jack W. Lyle Park												
Undergraduates	823	**0.0005**	216	**0.1**	0	**0.0**	1700	**0.8**	0	**0.0**	0	**0.0**
Graduates and dependents	885	**0.0007**	220	**0.1**	2222	**1.5**	990	**0.7**	227	**0.2**	114	**0.1**
Faculty, Staff and Postdocs	154	**0.0004**	0	**0.0**	0	**0.0**	1414	**0.6**	6020	**2.6**	3011	**1.3**
				1		**2**		**3**		**3**		**2**

APPENDIX B: SENSITIVITY ANALYSIS – CALCULATIONS FOR FACULTY, STAFF AND STUDENT COMMUTERS, AND OTHER POPULATION SEGMENT COMMUTERS

To repeat the technical analysis conducted for the Draft EIR, a sensitivity analysis that identifies park visits by the commuter populations associated with the Full and Half Offset alternatives is also included.

There were no commuting undergraduates that resulted in visits to these offsite parks. The total for projected daily visits was calculated by adding the sum of future daily visits projected for graduates, faculty, staff and postdocs (rounded up to the nearest digit), and projected daily visits for Other Workers (also rounded up to the nearest digit). As Other Workers were not surveyed, the rate of visit for commuting Other Workers is assumed to be the same as that for commuting faculty, staff, and postdocs.

Table B1: Commuter Population

Affiliation	Growth in Commuter Population under proposed 2018 General Use Permit	Growth in Commuter Population under Full Offset Housing Alternative	Growth in Commuter Population under Half Offset Housing Alternative
Undergraduate	0	0	0
Graduate Students	282	72	177
Postdocs, Faculty, Staff, Other Workers	4,712	2,370	3,541
Total	**4,994**	**2,442**	**3,718**

Table B2: Sensitivity Analysis for Commuter Population under Full Offset Housing Alternative

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Additional Growth in Daily Visits by Campus Residents under Full Offset Alternative	Sensitivity Analysis: Additional Growth in Daily Visits by Commuter Population under Full Offset Alternative	Sensitivity Analysis: Daily Visits per Acre by Campus Residents plus Commuter Population under Full Offset Alternative **
Palo Alto						
Parks – Regional/District						
1	Foothills Park/Open Space Preserve	Total 1,400; Active 26.7	41	132	12	0.1; 6.9
2	Baylands Nature Preserve	Total 1,940; Active 9.2	32	108	11	0.1; 16.4
3	Pearson-Arastradero Preserve	Total 622; Active 6.2	27	80	10	0.2; 18.9
Park and Recreation Facilities – Neighborhood						
4	Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks)	4.4	37	127	3	38.0
5	Mayfield (Stanford-Palo Alto) playing fields	5.9	16	48	5	11.7
6	El Camino Park	12.2	16	43	4	5.2
7	Baylands Athletic Center fields	10.0	7	19	3	2.9
8	Heritage Park	2.01	7	19	3	14.4
9	Rinconada Pool	NA	5	11	3	NA
10	Mitchell Park	21.4	4	9	3	0.7
11	Peers Park	4.7	6	19	2	5.7
12	Lawn Bowling Green	1.9	2	1	2	2.6
13	Avenidas Senior Center	NA	2	3	2	NA
14	Cubberley Community Center	NA	5	14	0	NA
Menlo Park						
Parks – Regional/District						
15	Bedwell Bayfront Park	Total 160; Active 7.0	1	1	2	0.0; 0.6

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Additional Growth in Daily Visits by Campus Residents under Full Offset Alternative	Sensitivity Analysis: Additional Growth in Daily Visits by Commuter Population under Full Offset Alternative	Sensitivity Analysis: Daily Visits per Acre by Campus Residents plus Commuter Population under Full Offset Alternative **
Park and Recreation Facilities – Neighborhood						
16	Civic Center recreation facilities	9.3	14	38	15	7.2
17	Stanford Hills Park	3.1	12	32	5	15.8
18	Sharon Park	9.8	5	6	5	1.6
19	Sharon Hills Park	11.5	5	6	4	1.3
20	Nealon Park	9.0	4	3	5	1.3
21	Jack W. Lyle Park	4.6	3	3	4	2.2

** Resulting daily visits per acre is calculated based on the total of growth in daily visits under the housing alternative, which includes the growth in campus residents under the proposed project plus the additional growth assumed for the Full Offset Housing Alternative.

Table B3: Sensitivity Analysis for Commuter Population under Half Offset Housing Alternative

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Additional Growth in Daily Visits under Half Offset Alternative	Sensitivity Analysis: Additional Growth in Daily Visits by Commuter Population under Half Offset Alternative	Sensitivity Analysis: Daily Visits per Acre by Campus Residents plus Commuter Population under Half Offset Alternative **
Palo Alto						
Parks – Regional/District						
1	Foothills Park/Open Space Preserve	Total 1,400; Active 26.7	41	66	18	0.1; 4.7
2	Baylands Nature Preserve	Total 1,940; Active 9.2	32	54	16	0.1; 11.1
3	Pearson-Arastradero Preserve	Total 622; Active 6.2	27	40	15	0.1; 13.2
Park and Recreation Facilities – Neighborhood						

		Acres	Growth in Daily Visits under proposed 2018 General Use Permit	Additional Growth in Daily Visits under Half Offset Alternative	Sensitivity Analysis: Additional Growth in Daily Visits by Commuter Population under Half Offset Alternative	Sensitivity Analysis: Daily Visits per Acre by Campus Residents plus Commuter Population under Half Offset Alternative **
4	Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, and Werry Parks)	4.4	37	64	4	23.9
5	Mayfield (Stanford-Palo Alto) playing fields	5.9	16	24	7	8.0
6	El Camino Park	12.2	16	22	5	3.5
7	Baylands Athletic Center fields	10.0	7	10	4	2.1
8	Heritage Park	2.01	7	10	3	10.0
9	Rinconada Pool	NA	5	6	4	NA
10	Mitchell Park	21.4	4	5	3	0.6
11	Peers Park	4.7	6	10	2	3.8
12	Lawn Bowling Green	1.9	2	1	2	2.6
13	Avenidas Senior Center	NA	2	2	2	NA
14	Cubberley Community Center	NA	5	7	0	NA
Menlo Park						
Parks – Regional/District						
15	Bedwell Bayfront Park	Total 160; Active 7.0	1	2	2	0.0; 0.6
Park and Recreation Facilities – Neighborhood						
16	Civic Center recreation facilities	9.3	14	19	22	5.9
17	Stanford Hills Park	3.1	12	16	8	11.6
18	Sharon Park	9.8	5	3	5	1.6
19	Sharon Hills Park	11.5	5	3	5	1.1
20	Nealon Park	9.0	4	2	8	1.6
21	Jack W. Lyle Park	4.6	3	2	5	2.2

** Resulting daily visits per acre is calculated based on the total of growth in daily visits under the housing alternative, which includes the growth in campus residents under the proposed project plus the additional growth assumed for the Half Offset Housing Alternative.

No additional regional/district parks exceed the screening threshold per the sensitivity analysis for the Full Offset Housing Alternative. Under the Half Offset Housing Alternative, only one additional regional/district park (Pearson-Arastradero Preserve) would exceed the screening threshold when the sensitivity analysis for commuters is applied.

Table B4: Projected daily visits by Commuters under Half and Full Offset Alternatives

PALO ALTO	**Rate of daily visits per visitor**		**Projected daily visits by Commuters under Full Offset Alternative**			**Projected daily visits by Commuters under Half Offset Alternative**		
	Commuter pop surveyed	Rate of visit per visitor	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)
Foothills Park / Open Space Preserve								
Graduate Commuters	378	**0.0035**	72	0.3	9	177	0.6	14
Fac, Staff and Postdoc Comm.	3163	**0.0046**	1906	8.7		2772	12.6	
Other Pop. Segment Comm.	0	**0.0046**	464	2.1	3	769	3.5	4
				12	**12**		**18**	**18**
Baylands Nature Preserve								
Graduate Commuters	378	**0.0028**	72	0.2	9	177	0.5	12
Fac, Staff and Postdoc Comm.	3163	**0.0041**	1906	7.9		2772	11.5	
Other Pop. Segment Comm.	0	**0.0041**	464	1.9	2	769	3.2	4
				11	**11**		**16**	**16**
Pearson-Arastradero Preserve								
Graduate Commuters	378	**0.0037**	72	0.3	8	177	0.7	12
Fac, Staff and Postdoc Comm.	3163	**0.0038**	1906	7.2		2772	10.5	
Other Pop. Segment Comm.	0	**0.0038**	464	1.8	2	769	2.9	3
				10	**10**		**15**	**15**
Neighborhood parks in College Terrace (Cameron, Mayfield, Weisshaar, Werry)								
Graduate Commuters	378	**0.0002**	72	0.0	2	177	0.0	3
Fac, Staff and Postdoc Comm.	3163	**0.0009**	1906	1.6		2772	2.4	
Other Pop. Segment Comm.	0	**0.0009**	464	0.4	1	769	0.7	1
				3	**3**		**4**	**4**

PALO ALTO, con't	Rate of daily visits per visitor		Projected daily visits by Commuters under Full Offset Alternative			Projected daily visits by Commuters under Half Offset Alternative		
	Commuter pop surveyed	Rate of visit per visitor	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)
Mayfield (Stanford-Palo Alto) playing fields								
Graduate Commuters	378	**0.0000**	72	0.0	4	177	0.0	5
Fac, Staff and Postdoc Comm.	3163	**0.0016**	1906	3.1		2772	4.5	
Other Pop. Segment Comm.	0	**0.0016**	464	0.8	1	769	1.2	2
				5	**5**		**7**	**7**
El Camino Park								
Graduate Commuters	378	**0.0004**	72	0.0	3	177	0.1	4
Fac, Staff and Postdoc Comm.	3163	**0.0012**	1906	2.3		2772	3.4	
Other Pop. Segment Comm.	0	**0.0012**	464	0.6	1	769	0.9	1
				4	**4**		**5**	**5**
Baylands Athletic Center fields								
Graduate Commuters	378	**0.0002**	72	0.0	2	177	0.0	3
Fac, Staff and Postdoc Comm.	3163	**0.0010**	1906	1.9		2772	2.7	
Other Pop. Segment Comm.	0	**0.0010**	464	0.5	1	769	0.8	1
				3	**3**		**4**	**4**
Heritage Park								
Graduate Commuters	378	**0.0004**	72	0.0	2	177	0.1	2
Fac, Staff and Postdoc Comm.	3163	**0.0006**	1906	1.1		2772	1.6	
Other Pop. Segment Comm.	0	**0.0006**	464	0.3	1	769	0.4	1
				3	**3**		**3**	**3**
Rinconada Pool								
Graduate Commuters	378	**0.0002**	72	0.0	2	177	0.0	3
Fac, Staff and Postdoc Comm.	3163	**0.0010**	1906	1.9		2772	2.7	
Other Pop. Segment Comm.	0	**0.0010**	464	0.5	1	769	0.8	1
				3	**3**		**4**	**4**

PALO ALTO, con't	Rate of daily visits per visitor		Projected daily visits by Commuters under Full Offset Alternative			Projected daily visits by Commuters under Half Offset Alternative		
	Commuter pop surveyed	Rate of visit per visitor	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)
Mitchell Park								
Graduate Commuters	378	**0.0007**	72	0.1	2	177	0.1	2
Fac, Staff and Postdoc Comm.	3163	**0.0005**	1906	1.0		2772	1.5	
Other Pop. Segment Comm.	0	**0.0005**	464	0.3	1	769	0.4	1
				3	**3**		**3**	**3**
Peers Park								
Graduate Commuters	378	**0.0002**	72	0.0	1	177	0.0	1
Fac, Staff and Postdoc Comm.	3163	**0.0001**	1906	0.2		2772	0.2	
Other Pop. Segment Comm.	0	**0.0001**	464	0.0	1	769	0.1	1
				2	**2**		**2**	**2**
Lawn Bowling Green								
Graduate Commuters	378	**0.0000**	72	0.0	1	177	0.0	1
Fac, Staff and Postdoc Comm.	3163	**0.0002**	1906	0.4		2772	0.6	
Other Pop. Segment Comm.	0	**0.0002**	464	0.1	1	769	0.2	1
				2	**2**		**2**	**2**
Avenidas Senior Center								
Graduate Commuters	378	**0.0000**	72	0.0	1	177	0.0	1
Fac, Staff and Postdoc Comm.	3163	**0.0002**	1906	0.3		2772	0.5	
Other Pop. Segment Comm.	0	**0.0002**	464	0.1	1	769	0.1	1
				2	**2**		**2**	**2**
Cubberley Community Center								
Graduate Commuters	378	**0.0000**	72	0.0	0	177	0.0	0
Fac, Staff and Postdoc Comm.	3163	**0.0000**	1906	0.0		2772	0.0	
Other Pop. Segment Comm.	0	**0.0000**	464	0.0	0	769	0.0	0
				0	**0**		**0**	**0**

MENLO PARK	Rate of daily visits per visitor		Projected daily visits by Commuters under Full Offset Alternative			Projected daily visits by Commuters under Half Offset Alternative		
	Commuter pop surveyed	Rate of visit per visitor	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)
Bedwell Bayfront Park								
Graduate Commuters	378	**0.0000**	72	0.0	1	177	0.0	1
Fac, Staff and Postdoc Comm.	3163	**0.0003**	1906	0.6		2772	0.9	
Other Pop. Segment Comm.	0	**0.0003**	464	0.2	1	769	0.3	1
				2	**2**		**2**	**2**
Civic Center recreational facilities (Burgess Park, Arrillaga Gym, etc.)								
Graduate Commuters	378	**0.0016**	72	0.1	12	177	0.3	17
Fac, Staff and Postdoc Comm.	3163	**0.0059**	1906	11.3		2772	16.5	
Other Pop. Segment Comm.	0	**0.0059**	464	2.8	3	769	4.6	5
				15	**15**		**22**	**22**
Stanford Hills Park								
Graduate Commuters	378	**0.0023**	72	0.2	4	177	0.4	6
Fac, Staff and Postdoc Comm.	3163	**0.0019**	1906	3.5		2772	5.1	
Other Pop. Segment Comm.	0	**0.0019**	464	0.9	1	769	1.4	2
				5	**5**		**8**	**8**
Sharon Park								
Graduate Commuters	378	**0.0016**	72	0.1	4	177	0.3	4
Fac, Staff and Postdoc Comm.	3163	**0.0018**	1906	3.5		2772	5.1	
Other Pop. Segment Comm.	0	**0.0018**	464	0.9	1	769	1.4	1
				5	**5**		**8**	**5**

MENLO PARK, con't	Rate of daily visits per visitor		Projected daily visits by Commuters under Full Offset Alternative			Projected daily visits by Commuters under Half Offset Alternative		
	Commuter pop surveyed	Rate of visit per visitor	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)	Projected Commuter Pop increase	Projected future visits	Projected future visits (subtotals)
Sharon Hills Park								
Graduate Commuters	378	**0.0009**	72	0.1	3	177	0.2	4
Fac, Staff and Postdoc Comm.	3163	**0.0013**	1906	2.5		2772	3.6	
Other Pop. Segment Comm.	0	**0.0013**	464	0.6	1	769	1.0	1
				4	**4**		5	**5**
Nealon Park								
Graduate Commuters	378	**0.0005**	72	0.0	4	177	0.1	6
Fac, Staff and Postdoc Comm.	3163	**0.0018**	1906	3.5		2772	5.0	
Other Pop. Segment Comm.	0	**0.0018**	464	0.8	1	769	1.4	2
				5	**5**		8	**8**
Jack W. Lyle Park								
Graduate Commuters	378	**0.0000**	72	0.0	3	177	0.0	4
Fac, Staff and Postdoc Comm.	3163	**0.0012**	1906	2.4		2772	3.4	
Other Pop. Segment Comm.	0	**0.0012**	464	0.6	1	769	1.0	1
				4	**4**		5	**5**

APPENDIX ALT-SCH

2018 General Use Permit EIR: Housing Alternatives Student Generation Analysis

ESA

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memorandum

date	March 28, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Jennifer Brown - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Housing Alternatives Student Generation Analysis**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Housing Alternatives Student Generation Analysis* memo on March 16, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Stanford on March 28 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor numerical and editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Housing Alternatives Student Generation Analysis* memo is appropriate for use as reference in the EIR.

memorandum

date March 28, 2018

to Steve Piasecki, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University; Lesley Lowe, Stanford University

subject 2018 General Use Permit EIR: Housing Alternatives Student Generation Analysis *Revised*

This technical report presents estimates for student generation resulting from each of the two housing alternatives that the County has elected to study in response to Draft EIR comments. The report also provides data to assess whether the number of students generated by the two alternatives could result in the need to construct a new school.

The technical data in this memo follow the methodologies established in the 2018 General Use Permit application (November 21, 2016) and the corresponding Draft Environmental Impact Report prepared by the County and its consultant (October 2017). See **Exhibit 1** for data responding to Palo Alto Unified School District's comments regarding the student generation rate used in the Draft EIR.

Housing Alternative Descriptions

The two housing offset alternatives that the County of Santa Clara has chosen to study in response to comments on the 2018 General Use Permit Draft EIR would provide housing within the Academic Growth Boundary at the following levels:

- Full Offset Housing Alternative: Adds to the proposed project 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- Half Offset Housing Alternative: Adds to the proposed project 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

Public School Student Generation

The housing alternatives would increase the residential population on campus, including school-age children, compared to the proposed project. The Draft EIR used student generation rates based on children per new multi-family faculty/staff household to estimate the number of school-age children that would be generated as a result of increased campus population under the proposed 2018 General Use Permit. Rates of 0.23 for elementary school, 0.12 for middle school, and 0.15 for high school were used, for a total student generation

rate of 0.50. These student generation rates used are consistent with the moderate student generation rates used by PAUSD's demographer, DecisionInsite, in its 2016 Residential Research Summary Report (PAUSD, 2016c).[1] Additional housing assumed under the Full Offset and Half Offset Alternatives would be multi-family units, similar to that analyzed under the proposed 2018 General Use Permit project, and therefore, the multi-family student generation rate would remain applicable.

Table 1 summarizes the estimated enrollment in PAUSD schools based on the proposed faculty/staff housing units from the proposed 2018 General Use Permit and each of the two housing alternatives. The Draft EIR estimated that the proposed 2018 General Use Permit would generate a total of 275 new PAUSD school-aged students (127 elementary school students; 66 middle school students; 82 high school students). Application of the same student generation rates to the alternatives results in an estimated generation of a total of 1,446 school-age students for the Full Offset Housing Alternative and a total of 861 school-aged students for the Half-Housing Offset Alternative.

Table 1: PAUSD Student Yield Under Housing Alternatives

Housing Alternative	Units	Yield Rate	PAUSD Students
Full Offset Alternative Units	2,342	0.50	1,171
Proposed 2018 GUP Units	550	0.50	275
Total Student Yield for Full Offset Alternative	2,892	0.50	1,446
Half Offset Alternative Units	1,171	0.50	586
Proposed 2018 GUP Units	550	0.50	275
Total Student Yield for Half Offset Alternative	1,721	0.50	861

As shown in **Tables 2 and 3**, the addition of 1,446 and 861 school-age students to the PAUSD for the two housing alternatives would be distributed over various grade levels and schools. Since buildout of either of the housing alternatives would occur incrementally over an approximate 17-year span, the school-age students generated by either housing alternative that would be added to PAUSD schools would also occur incrementally over this span.

Table 2: Full Offset Alternative PAUSD Student Yield Rate by Grade Level

Housing type	Units	Yield Rate	PAUSD Students
Elementary School	2,892	0.23	665
Middle School	2,892	0.12	347
High School	2,892	0.15	434
Total PAUSD Students	2,892	0.50	1,446

NOTES:

Student generation rates from PAUSD, *Residential Research Summary,* Fall 2016 prepared by DecisionInsite, November 2016.

[1] These rates are also consistent with the student generation rates used by the City of Palo Alto for multifamily housing in its Comprehensive Plan Update Supplement to the Draft EIR.

Table 3: Half Offset Alternative PAUSD Student Yield Rate by Grade Level

Housing type	Units	Yield Rate	PAUSD Students
Elementary School	1,721	0.23	396
Middle School	1,721	0.12	207
High School	1,721	0.15	258
Total PAUSD Students	1,721	0.50	861

NOTES:
Student generation rates from PAUSD, *Residential Research Summary,* Fall 2016 prepared by DecisionInsite, November 2016.

PAUSD Capacity Options

As described in Section 5.13 of the Draft EIR (starting on page 5.13-5), in the 2016/17 academic year, PAUSD middle school enrollment slightly exceeded PAUSD middle school capacity, whereas PAUSD elementary and high school enrollment were within PAUSD capacity. However, PAUSD projected in its 2016 demographic report a decline in elementary and middle school student enrollment through its planning horizon of 2026/27. Also, while PAUSD projected a near-term increase in its high school enrollment until 2020, it projected a decline in its high school enrollment thereafter through 2026/27 (PAUSD, 2016a,b,c). This projected decline in its enrollment could serve to lessen the effect of school-age children generated under the two housing alternatives such that sufficient capacity could be provided in the existing PAUSD schools.

PAUSD has provided comments on the Draft EIR indicating its latest 2018 moderate growth projections now show a slight increase in school enrollment over five years. The five-year increase assumes occupancy of 1,019 new residential units within the district.[2] It is not clear that this near-term increase in enrollment will occur, but even if school enrollment does increase such that more school capacity is needed, PAUSD would have multiple options to explore before building a new school. In addition to reactivating existing school sites owned by the District, such as Cubberley, Greendell and Garfield, the District also has several school properties currently leased to private school providers, such as Athena Academy, Pinewood School and the Ventura Site. PAUSD could also take advantage of schools that may be operating below capacity by redrawing lines designating which neighborhoods attend a given school or by adding modular classrooms. In October 2017, District representatives noted that there are currently 32 classrooms — the equivalent of two elementary schools — across all elementary campuses not being used as academic classrooms (Palo Alto Online, 2017). [3] Given the number of existing school sites owned by the District that are not presently used as public schools as well as the number of empty classrooms at existing elementary schools, construction of a new school appears to be speculative even with the increases in student generation that could occur under the two housing alternatives.

It should be noted that pursuant to California Government Code Sections 65995.5 through 65997, and related impact fees established by the PAUSD, school impact fees are charged for new residential and commercial

[2] See PAUSD 2018; Annual Enrollment Projection Report, DecisionInsite, submitted January 10, 2018. Note that in the Residential Research Summary attached to the Enrollment Projection Report, the authors acknowledge that over half of these units would not typically be included in enrollment projections. The Residential Research Summary states the demographers typically are interested only in active residential projects, meaning those that are currently under construction, have active entitlements, or are proposed for approval. However, in this case, the demographers included "possible projects" spread across the district in years 2021 and 2022. The authors state: "These supplementary projects are speculative in nature and their estimates were provided to Decisionsite by district staff." (Residential Research Summary, p. 1). Based on the tables appended to the Residential Research Survey, it appears that 541 of the assumed new housing units fit within this category.

[3] https://www.paloaltoonline.com/news/2017/10/11/board-majority-supports-elementary-improvements-but-others-have-questions,

development. Pursuant to Government Code section 65997, payment of school development fees is considered, for the purposes of CEQA, to mitigate in full any impacts to school facilities associated with a project.

Attachment
Exhibit 1: Stanford Student Yield Rate White Paper

References
PAUSD 2016a; Palo Alto Unified School District Enrollment Projections 2017-18 to 2026-27, presented at PAUSD Regular Board Meeting, December 13, 2016.

PAUSD 2016b; Annual Enrollment Projection Report, DecisionInsite, submitted November 23, 2016.

PAUSD 2016c; Residential Research Summary, Fall 2016, DecisionInsite, submitted November 29, 2016.

PAUSD 2018; Annual Enrollment Projection Report, DecisionInsite, submitted January 10, 2018.

Palo Alto Online, 2017. Board majority supports elementary school improvements, but others have questions. https://www.paloaltoonline.com/news/2017/10/11/board-majority-supports-elementary-improvements-but-others-have-questions.

APPENDIX ALT-SOL

2018 General Use Permit EIR: Solid Waste for Housing Alternatives

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memorandum

date	March 28, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Jennifer Brown - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Solid Waste for Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Solid Waste for Housing Alternatives* memo, prepared on March 16, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda responding to ESA peer review comments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Solid Waste for Housing Alternatives* memo is appropriate for use as reference in the EIR.

memorandum

date March 16, 2018

to Steve Piasecki, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University

subject 2018 General Use Permit EIR: Solid Waste for Housing Alternatives

This technical report presents estimates for solid waste resulting from each of the two housing alternatives that the County has elected to study in response to Draft EIR comments.

Housing Alternative Descriptions
The two housing offset alternatives that the County of Santa Clara has chosen to study in response to comments on the 2018 General Use Permit Draft EIR would provide housing within the Academic Growth Boundary at the following levels:

- Full Offset Housing Alternative: Adds to the proposed project 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- Half Offset Housing Alternative: Adds to the proposed project 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

Solid Waste Demand Analysis
During the analysis for the additional solid waste demand of the two housing alternatives that the County has elected to study in response to comments on the Draft EIR for the 2018 General Use Permit, Stanford discovered two errors in the Draft EIR forecast methodology that essentially offset each other. The methodology created waste generation rates by dividing total waste by the number of students, faculty, and on- and off-campus staff as shown in **Table 1**. Landfill and recycling tonnages used to develop the per capita rate are presented in **Attachment A**.

Table 1: Draft EIR Landfill Generation Rate

	FY2015-16 (tons)	2015 Population [1]	Per capita rate (tons/person)
Total waste discharge	24,685	33,463	0.74
Landfill waste	8,945	33,463	0.27
Recyclables	15,740	33,463	0.47

[1] This population amount includes off-campus staff and does not include faculty members

The population number used in the Draft EIR to calculate the solid waste generation rates:

- Should not have included off-campus staff because the 2018 General Use Permit would not increase off-campus staff – off-campus staff are those staff who work in sites outside the core campus area in other jurisdictions not covered by the 2018 General Use Permit
- Should have included family members living on campus

Table 2 shows the corrected population amount, which creates the same waste generation rates as used in the Draft EIR.

Table 2: **Correct Generation Rate, Removing Off-Campus Staff and Adding Family Members**

	FY2015-16 (tons)	2015 Population [1]	Per capita rate (tons/person)
Total waste discharge	24,685	33,478	0.74
Landfill waste	8,945	33,478	0.27
Recyclables	15,740	33,478	0.47

[1] Derived from Tab 5 of 2018 General Use Permit (30,943 student, faculty and on-campus staff + 1,064 graduate student family members + 1,471 faculty/staff family members)

Full Offset Housing Alternative – estimated landfill demand

The waste generated at Stanford under the Full Offset Housing Alternative would increase due to an additional 3,695 family members on campus:

- 17 non-Stanford graduate student spouses
- 705 post-doc family members
- 2,973 faculty/staff family members

Half Offset Housing Alternative – estimated landfill demand

The waste generated at Stanford under the Half Offset Housing Alternative would increase due to an additional 1,849 family members on campus:

- 9 non-Stanford graduate student spouses
- 353 post-doc family members
- 1,487 faculty/staff family members

Table 3 presents the demand estimates of the alternatives to the proposed 2018 General Use Permit.

Table 3: Solid Waste Generation under the Proposed Project and Alternatives

	2018 General Use Permit (annual tons)	Full Offset Housing Alternative (annual tons)	Half Offset Housing Alternative (annual tons)
Total discards	6,381	9,115	7,749
Landfill waste	2,328	3,326	2,827
Recyclables	4,053	5,789	4,922

Attachment A

2016
Stanford University's Monthly Recycling and Landfill Tonnages

2016			
		(Tons)	% of Total Discards
Basic Recyclables			
Category	**Type**		
Glass	Clear Glass	11.98	0.05%
	Green Glass	8.32	0.03%
	Brown Glass	4.82	0.02%
	Mixed Glass	312.23	1.26%
	Total Glass	**337.35**	**1.37%**
Metal	Aluminum Cans	8.97	0.04%
	Aluminum Foil	5.45	0.02%
	Aluminum Scrap	4.17	0.02%
	Appliances	0.00	0.00%
	Scrap Metal	9.24	0.04%
	Tin	228.29	0.92%
	Tin Cans	30.99	0.12%
	Copper/Brass	1.52	0.01%
	Total Metals	**288.03**	**1.17%**
Paper	Confidential Paper	14.78	0.06%
	Supermix/Office Pack	1030.57	4.17%
	OCC	1258.15	5.09%
	Total Paper	**2303.50**	**9.32%**
Plastic	Plastics #3-7 Mixed	3.91	0.02%
	Plastic Caging (Innovive)	100.14	0.41%
	PE #5	0.00	0.00%
	CHDPE #2	11.26	0.05%
	NHDPE #2	20.83	0.08%
	PET #1	34.84	0.14%
	Plastic Film	0.00	0.00%
	Total Plastic	**171.00**	**0.69%**
Total Basic Recyclables		**3099.88**	**12.55%**
Organics			
	Yard Waste (FL)	231.88	0.94%
	Brush	173.05	0.70%
	Yard Waste (RO)	322.70	1.31%
	Yard Waste Mixed	13.53	0.05%
	Wood Waste	84.83	0.34%
	Wood Mixed	27.72	0.11%
	Logs to Chips	465.57	1.88%
	Brush to Chips	1312.79	5.31%
	Grasscycling	1119.96	4.53%
	Animal Bedding (Innovive)	174.45	0.71%
	Stable Waste- Stanford Only	1456.00	5.89%
	Food/Yard Combined	2936.32	11.89%
Total Organics		**8318.80**	**33.68%**
Electronics			
	E-Scrap (SU)	152.58	0.62%
	E-Scrap (PSSI)	0.00	0.00%
	Monitors (PSSI)	5.40	0.02%
	E-Scrap (Misc)	0.00	0.00%
Total Electronic Scrap		**157.98**	**0.64%**
Construction and Demolition			
	Stucco	67.81	0.27%
	Concrete 1	436.13	1.77%
	Concrete 2	172.22	0.70%
	Concrete 3	611.38	2.47%
	Clean Fill	163.39	0.66%
	Dirt	121.43	0.49%
	Sheetrock	0.00	0.00%
	Sheetrock Mixed	3.31	0.01%
	Construction Reuse	64.80	0.26%
	Carpet	0.00	0.00%
	Construction and Demolition	2449.83	9.92%
	Construction and Demolition 2	0.00	0.00%
	Mixed Debris	10.69	0.04%
	Mixed Debris 2	0.00	0.00%
Total Construction and Demolition		**4100.99**	**16.60%**
Other Recovered Material			
	Mattresses	8.45	0.03%
	Shoes	0.00	0.00%
	Clothing/textiles reuse/recycling	55.52	0.22%
	Reuse Books BTB/RP	6.97	0.03%
	Food Donations	9.06	0.04%
	CD/Disks	0.00	0.00%
Total Other Recovered		**80.00**	**0.32%**
Total Recyclables Recovered		**15757.65**	**63.79%**
Trash			
	Landfill	8181.07	33.12%
	Mixed Constr. Landfill	567.42	2.30%
	Bulky Waste	196.44	0.80%
Total Landfilled		**8944.93**	**36.21%**
Total Discards		**24702.59**	**100.00%**
Diversion Rate		**64%**	
Campus Population			
Full-time equivalents students		19249	
FTE Faculty & Staff		14214	
Total Campus Population		33463	
Per Capita Trash Generated (Tons)		0.27	
Per Capita Trash Generated (Lbs)		534.62	
Misc			
Stable Waste - Other		483.00	
SW Hauled		158.40	
Compost Backhaul		174.00	
Tires		4.16	
Toner		0.00	

APPENDIX ALT-TIA

2018 General Use Permit: Housing Alternatives Transportation Impact Analysis

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Memorandum

To	ESA: Paul Mitchell	Pages	1
For	Santa Clara County: David Rader and Kavitha Kumar		
Subject	Peer Review of Stanford's 2018 General Use Permit (GUP) – Housing Alternative Analysis		
From	AECOM: Nichole Seow and Greg Gleichman		
Date	May 7, 2018		

AECOM, as a member of the ESA team, is tasked with conducting a peer review of each transportation-related document submitted as part of the Stanford 2018 General Use Permit (GUP) application to verify that the documents follow generally-acceptable transportation planning practice, address the appropriate study area, and were conducted using methodologies that are clear and replicable.[1] This peer review memo represents AECOM's review of the revised '*Stanford University 2018 General Use Permit Housing Alternatives Transportation Impact Analysis'* dated April 2018, '*Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard*' memo dated 4/23/2018 and '*Response to County Peer Review Comments on the Stanford 2018 General Use Permit Housing Alternatives TIA*' memo dated 4/23/2018.

AECOM finds the information provided sufficient in clarifying and addressing the 8 comments listed in our memo dated April 19, 2018. In addition, ESA has confirmed that comments #6 and #7 have been adequately addressed as well. We therefore have no further questions on the documents listed above.

[1] This language is from the scope of work in the AECOM contract for this project.

STANFORD UNIVERSITY

2018 General Use Permit

Housing Alternatives Transportation Impact Analysis

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Stanford 2018 General Use Permit: Housing Alternatives Transportation Impact Analysis

Prepared for:
Stanford University

April 2018

SJ15-1585

FEHR PEERS

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1. INTRODUCTION

The purpose of this transportation impact analysis (TIA) is to address the impacts of two alternatives to the 2018 General Use Permit on the surrounding transportation system external to the Stanford University campus including the roadways, transit service, pedestrian facilities, and bicycle facilities.

This section provides a description of the two Housing Alternatives, a description of the analysis scenarios, and an overview of the report organization.

1.1 HOUSING ALTERNATIVES DESCRIPTION

In December 2000, the Santa Clara County Board of Supervisors approved the current Stanford University General Use Permit (the "2000 General Use Permit") that defined the conditions of Stanford's planned growth and development. The 2000 General Use Permit authorized specified quantities of new academic and academic support facilities and housing units (units and/or student beds) within the campus. Stanford is about to reach the 2000 General Use Permit development limits in terms of both the academic and academic support space, and housing units. Therefore, Stanford is applying for an updated general use permit (the proposed 2018 General Use Permit) to establish the conditions for the next increment of campus growth.

Stanford proposes the following as a part of the 2018 General Use Permit:

- Construction of up to 2,275,000 additional net new square feet of academic and academic support uses,

- Construction of up to 3,150 net new housing units/beds, and
- Establishment of an approximately 2,000 parking space reserve that would be constructed only upon specified further County approval.

The two Housing Alternatives would retain all of the above uses, and would add more housing, as defined below:

- Full Offset Housing Alternative: 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct);
- Half Offset Housing Alternative: 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct).

1.1.1 ADDITIONAL DOCUMENTATION

The Stanford 2018 General Use Permit transportation analysis is a three-part document. Each document is identified below along with a brief description of the content included in the document and how it is referenced throughout the rest of this Housing Alternatives TIA.

1. **Stanford 2018 General Use Permit: Transportation Impact Analysis Part 1**
   Referenced as: 2018 General Use Permit: TIA Part 1
   This document describes Stanford University's trip generation, distribution, mode choice, and transportation demand management programs. It is incorporated by reference into the Housing Alternatives TIA.
2. **Stanford 2018 General Use Permit: SB 743 Vehicle Miles Traveled Analysis**
   Referenced as: 2018 General Use Permit: VMT Report
   This document presents the impacts of the Project in terms of criteria proposed by the California Governor's Office of Planning and Research to implement California State Law Senate Bill 743. This is a separate analysis and not directly referenced in the Housing Alternatives TIA.
3. **Stanford 2018 General Use Permit: Transportation Impact Analysis Part 2**
   Referenced as: 2018 General Use Permit: TIA Part 2
   This document describes the regulatory setting, significance criteria and analysis methodology, Existing Conditions, Background (2018) Conditions, Cumulative (2035) Conditions, and all impacts for the proposed 2018 General Use Permit. This document is incorporated by reference in the Housing Alternatives TIA. In particular, the following chapters of TIA Part 2 can be referenced as needed by reviewers of this document; since they do not change for the purposes of evaluating the Housing Alternatives, they are not repeated in this document:
   Chapter 1, Section 1.2: Study Area
   Chapter 2: Regulatory Setting
   Chapter 3: Significance Criteria and Analysis Methods

Chapter 4: Existing Conditions

Chapter 5: Traffic Forecasting (except for the Housing Alternatives Trip Generation and Distribution, which is provided in Chapter 2 of this document)

The following chapters of TIA Part 2 contain the findings of the 2018 General Use Permit TIA analysis, and key results from these chapters is summarized in Chapters 3, 4 and 5 of this document, to facilitate a comparison of the Housing Alternatives' impacts to the impacts of the proposed 2018 General Use Permit.

Chapter 6: Background (2018) Conditions: No Project and With Project

Chapter 7: Cumulative (2035) Conditions: No Project and With Project[1]

Chapter 8: Transportation Impact Assessment

This study supplements the 2018 General Use Permit: Transportation Impact Analysis Part 2 by applying the same methodology to the two Housing Alternatives. Fehr & Peers also has prepared an SB 743 Vehicle Miles Traveled Analysis for the Housing Alternatives.

1.2 ANALYSIS SCENARIOS

This study addresses the Housing Alternatives' impacts on the roadway system and the adjacent bicycle, pedestrian, and transit networks. Only the topics required for the CEQA impact analysis, consistent with the Santa Clara County VTA Transportation Impact Analysis Guidelines, are included in this report; however, the Neighborhood Street Impacts analysis is also included to provide a comparison to the proposed Stanford 2018 General Use Permit Project analysis in TIA Part 2. Intersection and freeway operations were evaluated during the weekday peak hours within the morning (7:00 AM to 10:00 AM) and evening (4:00 PM to 7:00 PM) peak periods for the scenarios listed below. Intersection turning movement counts may be found in Appendix B of TIA Part 2. The exact peak hour within each peak period varies by study intersection, and each intersection's peak hour was evaluated in this analysis. For example, one intersection might have a peak hour of 7:15 AM to 8:15 AM and another might have a peak hour of 7:45 AM to 8:45 AM.

- ***Existing Conditions*** uses existing volumes obtained from new traffic counts and current roadway geometries.
- ***Background (2018) Conditions*** uses the VTA-C/CAG[2] 2020 travel demand forecasting model to determine local growth as assumed by fall 2018, and assumes completion of the existing 2000 General Use Permit academic and academic support development. Because the Escondido Village Graduate

[1] Note that the Cumulative (2035) No Project and With Project analysis results for the proposed 2018 General Use Permit have been updated to reflect the County's direction to assume that Page Mill Road between I-280 and Junipero Serra Boulevard/Foothill Expressway remains four lanes in 2035. These updated results are reported in this Housing Alternatives TIA, for comparison to the Housing Alternatives Cumulative (2035) conditions (which also reflect the four-lane assumption).

[2] C/CAG = San Mateo County City/County Association of Governments. C/CAG is the congestion management agency for San Mateo County.

Student Residences project will not be occupied by 2018, this project is not included in Background (2018) Conditions.

- ***Background (2018) with Full Offset Housing Alternatives Conditions*** adds the full buildout of the Full Offset Housing Alternative to the Background (2018) Condition. Herein referred to as "Background (2018) with Full Offset Housing Alternative".
- ***Background (2018) with Half Offset Housing Alternative Conditions*** adds the full buildout of the Half Offset Housing Alternative to the Background (2018) Condition. Herein referred to as "Background (2018) with Half Offset Housing Alternative".
- ***Cumulative (2035) Conditions*** uses the VTA-C/CAG 2040 travel demand forecasting model to determine future year volumes assumed in Year 2035, the estimated duration for the 2018 General Use Permit. The Cumulative (2035) Conditions scenario includes the Escondido Village Graduate Student Residences project because the project will be built and occupied prior to 2035.
- ***Cumulative (2035) with Full Offset Housing Alternative Conditions*** adds the full buildout of the Full Offset Housing Alternative to the Cumulative Condition. Herein referred to as "Cumulative (2035) with Full Offset Housing Alternative".
- ***Cumulative (2035) with Half Offset Housing Alternative Conditions*** adds the full buildout of the Half Offset Housing Alternative to the Cumulative Condition. Herein referred to as "Cumulative (2035) with Half Offset Housing Alternative".

1.3 REPORT ORGANIZATION

This report is divided into four additional chapters as described below:

- **Chapter 2 – Housing Alternatives Trip Generation and Distribution** presents the trip generation and distribution for the Full Offset and Half Offset Housing Alternatives
- **Chapter 3 – Background (2018) Conditions** presents the transportation operations with and without the Housing Alternatives under Background (2018) Conditions.
- **Chapter 4 – Cumulative (2035) Conditions** presents the transportation operations with and without the Housing Alternatives under Cumulative (2035) Conditions.
- **Chapter 5 –Transportation Impact Assessment** presents the transportation impacts of the Housing Alternatives based on the CEQA significance criteria for the study intersections, freeway segments, and neighborhood streets and provides mitigation measures to address the Housing Alternatives' impacts under Background (2018) and Cumulative (2035) Conditions. This chapter includes any potential secondary impacts to the transit service, bicycle, and pedestrian facilities. Any safety or emergency access impacts are also discussed.

2. HOUSING ALTERNATIVES TRIP GENERATION AND DISTRIBUTION

This chapter describes the trip generation estimates and trip distribution for the two Housing Alternatives. The Housing Alternatives include all development proposed for the 2018 General Use Permit, plus the following amounts of additional housing:

- Full Offset Housing Alternative: 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct);
- Half Offset Housing Alternative: 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct).

2.1 TRIP GENERATION

The trip generation was estimated for both Housing Alternatives using:

- The Stanford resident peak hour trip generation rates in the TIA Part 1, and
- Stanford commuter peak hour trip generation rates that were developed in February 2017, to respond to peer review comments during the review process for TIA Part 1.

Both of these sets of trip generation rates were previously peer-reviewed by the County's consultants, AECOM and ESA, in connection with preparation of the Draft EIR for the 2018 General Use Permit. The rates are presented in **Table 2-1**. It should be noted that the commuter trip generation rate is the average rate per Stanford commuter, which accounts for the fact that only a portion of the commuters drive to campus. The residential rates are the measured trip generation rates on a per-bed or per-unit basis at Stanford student and faculty/staff housing sites. Residential rates include trips by Stanford affiliates as well as spouses and other household members.

TABLE 2-1: TRIP GENERATION RATES

Trip Type	AM Peak Hour			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total
Commuter (trips/Stanford affiliate living off campus)	0.096	0.041	0.137	0.051	0.084	0.135
Student Resident (trips/bed)	0.028	0.037	0.065	0.077	0.066	0.143
Faculty/Staff Resident (trips/unit)	0.150	0.280	0.430	0.260	0.190	0.450

Source: Fehr & Peers, March 2018

The trip generation calculations for the Full Offset and Half Offset Housing Alternatives are included in **Appendix A**. **Table 2-2** presents the trip generation for the proposed Project, for reference, and **Table 2-3** summarizes the commute trips eliminated, residential trips added, and the net change, for each Housing Alternative.

Under the Full Offset Housing Alternative, 2,342 more faculty/staff units are assumed to be constructed on the campus, as compared to the proposed 2018 General Use Permit. These units would reduce the population that otherwise would commute to the campus under Project conditions by 2,342 individuals.[3] Therefore, the trip generation estimation process starts by subtracting from Project conditions the commuters who would no longer commute to campus by multiplying 2,342 by the commuter trip generation rate and showing that result as a negative number. The trips associated with 2,342 new faculty/staff housing units are then added to that number to generate a net change in faculty/staff trips compared to Project conditions. The same process was used for the 210 graduate students who are assumed to be housed in new graduate student beds (note that the number of graduate students assumed to occupy the new beds incorporates an assumption for two-student couples).

[3] The trip generation calculations are based on the following uniform assumptions for all multi-family housing units: (1) the trip generation rates associated with all new multi-family housing unit are the same as the surveyed trip rates per faculty/staff housing unit that were presented in the TIA Part 1; and (2) for purposes of deducting trips by commuters moving on to campus, the analysis conservatively assumes that each new multi-family housing unit would house one Stanford affiliate plus that affiliate's other household members.

Under the Half Offset Housing Alternative, 1,171 more faculty/staff units are assumed to be constructed on the campus, as compared to the proposed 2018 General Use Permit. We assume this would reduce the population that otherwise would commute to the campus under Project conditions by 1,171 individuals. Again, the trip generation estimation process starts by subtracting from Project conditions the commuters who would no longer commute to campus by multiplying 1,171 by the commuter trip generation rate and showing that result as a negative number. The trips associated with 1,171 new faculty/staff housing units are then added to that number to generate a net change in faculty/staff trips compared to Project conditions. The same process was used for the 105 graduate students who are assumed to be housed in new graduate student beds (incorporating a factor for two-student couples).

TABLE 2-2: 2018 GENERAL USE PERMIT VEHICLE TRIP GENERATION ESTIMATES

Generator	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Non-Residential Trips (Commuters, visitors, others)	598	178	776	257	502	759
Resident Trips	153	250	403	343	276	619
Total Trips	751	428	1,179	600	779	1,379

Source: TIA Part 2, Table 5-5 (condensed).

TABLE 2-3: HOUSING ALTERNATIVES TRIP GENERATION SUMMARY (COMPARED TO PROPOSED 2018 GENERAL USE PERMIT)

Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Full Offset Housing Alternative						
Commuter Trips Eliminated	(244)	(106)	(350)	(130)	(213)	(344)
Resident Trips Added	357	664	1,021	625	459	1,084
Net Change Compared to Project	113	558	671	495	246	740
Half Offset Housing Alternative						
Commuter Trips Eliminated	(122)	(53)	(175)	(65)	(107)	(172)
Resident Trips Added	179	332	510	313	229	542
Net Change Compared to Project	56	279	335	247	123	370

Source: Fehr & Peers, 2018.

Compared to the proposed 2018 General Use Permit, the Housing Alternatives would generate a net increase in trips entering and leaving campus during the peak hours, due to the higher vehicle trip generating characteristics of faculty/staff residential units as compared to Stanford commuters. These trips would be in addition to those of the proposed project. The faculty/staff residential units could house singles,

couples and families, generating the full range of housing-related trips by vehicle and other modes. These residential trips would have a different distribution than the commuter trips, as described below.

2.2 TRIP DISTRIBUTION

Figures 5-1 and 5-2 in TIA Part 2 present the commuter and resident trip distribution patterns used in the Stanford 2018 General Use Permit traffic impact analysis. The commuter distribution is based on Stanford off-campus resident locations, and the resident distribution is based on census data for the census tracts including the Stanford campus residential areas. A detailed description of the development of the trip distribution patterns is provided in TIA Part 1. These distribution assumptions have been peer-reviewed by the County's consultants, AECOM and ESA. These distribution patterns were used to distribute and assign the commuter trip reductions and residential bed/unit trip additions to the roadway network. The campus locations for the residential units that would be added to the proposed Project by the Housing Alternatives are listed below. These locations are reflected in the trip assignments.

Full Offset Housing Alternative Development District Allocations

- 550 additional faculty/staff units in Quarry Development District (for a total of 1,100 faculty/staff units in the Quarry Development District when added to the 550 units proposed by Stanford in its 2018 General Use Permit application)
- 666 faculty/staff units in DAPER Development District
- 666 faculty/staff units in West Campus Development District
- 207 additional graduate student beds and 460 faculty/staff units in East Campus Development District (for a total of 1,807 student beds and 460 faculty/staff units when added to the 1,600 student beds proposed by Stanford in its 2018 General Use Permit application)

Half Offset Housing Alternative Development District Allocations

- 550 additional faculty/staff units in Quarry Development District (for a total of 1,100 faculty/staff units in the Quarry Development District when added to the 550 units proposed by Stanford in its 2018 General Use Permit application)
- 242 faculty/staff units in DAPER Development District
- 242 faculty/staff units in West Campus Development District
- 104 additional graduate student beds and 137 faculty/staff units in East Campus Development District (for a total of 1,704 student beds and 460 faculty/staff units when added to the 1,600 student beds proposed by Stanford in its 2018 General Use Permit application)

Both Housing Alternatives would contribute more trips to the local area when compared to the proposed Project.

3. BACKGROUND (2018) CONDITIONS: NO PROJECT AND WITH HOUSING ALTERNATIVES

This section presents the operations of the surrounding transportation system under Background (2018) No Project and Background (2018) With Housing Alternatives Conditions. Background (2018) No Project Conditions are defined as conditions without the 2018 General Use Permit. Traffic volumes for Background (2018) No Project Conditions are based on forecasts from the VTA traffic model, including ABAG 2020 land use projections, traffic generated by approved development projects, and the completion of the 2000 General Use Permit (except for the Escondido Village Graduate Residences project), as described in Chapter 5 of TIA Part 2, as well as Chapter 2 of this Housing Alternatives TIA.

Background (2018) With Housing Alternatives Conditions are defined as Background (2018) No Project Conditions plus traffic generated by build-out of each Housing Alternative.

3.1 BACKGROUND (2018) INTERSECTION ANALYSIS

Level of service calculations were prepared using the TRAFFIX 8.0 software to evaluate signalized and unsignalized intersection operations under Background (2018) Conditions. The TRAFFIX 8.0 software uses the *2000 HCM* methodology and is consistent with VTA TIA guidelines. The intersection volumes are shown in **Appendix B** and results of the LOS analysis are summarized in **Table 3-1**. The corresponding LOS calculation sheets are included in **Appendix C** and peak hour signal warrant calculations for unsignalized intersections that are significantly impacted are provided in **Appendix D**.

The projected increases in critical delay and critical volume-to-capacity (V/C) ratios between the Background (2018) No Project, Background (2018) With 2018 General Use Permit and Background (2018) With Housing Alternatives Conditions are provided in **Table 3-1**. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. Housing Alternatives' impacts are identified by comparing Background (2018) No Project to Background (2018) With Housing Alternatives Conditions. Significant impacts are identified based on the impact criteria presented in Chapter 3 of TIA Part 2, which include changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratios for intersections operating unacceptably.

In the Background (2018) With Full Offset Housing Alternative analysis and in the Half Offset Housing Alternative analysis, significant impacts are identified at the same five intersections, in the same peak hours:

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #13: I-280 SB Off-Ramp/Page Mill Road (AM and PM peak hours)
- Intersection #17: Junipero Serra Blvd./Foothill Expwy./Page Mill Road (AM and PM peak hours)
- Intersection #30: Foothill Expressway/Arastradero Road (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (PM peak hour)

These same five intersections would experience significant impacts under the proposed 2018 General Use Permit. The TIA Part 2 identified one additional intersection with a significant impact under the proposed 2018 General Use Permit at Intersection #31, Foothill Expressway/ San Antonio Road. However, that result was due to a volume error that has since been corrected. Therefore, the Housing Alternatives would result in significant impacts at the same intersections as the proposed 2018 General Use Permit.

Generally, at the study intersections located closest to the campus, the Housing Alternatives would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Housing Alternatives would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Full Offset Alternative would add approximately 200 to 220 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 30 to 130 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard. The Half Offset Alternative would add approximately 110 peak hour trips to the same El Camino Real intersections and between 10 to 60 peak hour trips to other bordering intersections. Overall, the Housing Alternatives would not reduce significant effects of the proposed 2018 General Use Permit under 2018 conditions.

At times, intersections may show a reduction in average delay with the addition of Housing Alternatives traffic, which is counter-intuitive. However, the average delay values in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement that has a low delay under

existing conditions.[4] Conversely, relatively small volume increases to movements with high delays can substantially increase the weighted average delay.

Mitigation measures to address these impacts are presented in Chapter 5.

[4] For example, if there is one movement with 10 vehicles and a delay of 100 seconds and another movement with 400 vehicles and 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 400 vehicles) / 410 vehicles = 12.2 seconds per vehicle. Now if 100 vehicles are added to the movement with 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 500 vehicles) / 510 vehicles = 11.8 seconds per vehicle. The weighted average delay improves, even though more vehicles are added.

TABLE 3-1: BACKGROUND (2018) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
1	I-280 NB On-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM PM	10.4 12.5	B+ B	10.2 13.5	B+ B	0.015 0.032	-0.2 1.1	10.1 13.5	B+ B	0.026 0.031	-0.3 1.1	10.2 13.5	B+ B	0.021 0.032	-0.2 1.1
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM PM	**119.6** 21.2	**F** C+	**137.4** 21.4	**F** C+	**0.038** 0.021	**18.9** 0.2	**136.9** 22.1	**F** C+	**0.037** 0.035	**18.4** 0.9	**137.5** 21.8	**F** C+	**0.038** 0.029	**19.0** 0.6
3	Addison Wesley / Sand Hill Rd	Menlo Park	LOS D	AM PM	32.4 21.0	C- C+	42.4 21.7	D C+	0.037 0.032	15.7 1.3	40.6 21.6	D C+	0.032 0.031	13.2 1.3	41.7 21.7	D C+	0.035 0.032	14.7 1.3
4	Saga Ln / Sand Hill Rd	Menlo Park	LOS D	AM PM	15.0 21.7	B C+	15.3 21.2	B C+	0.036 0.031	0.6 -0.5	15.3 21.1	B C+	0.031 0.030	0.5 -0.5	15.3 21.2	B C+	0.034 0.031	0.5 -0.5
5	Sharon Park Dr / Sand Hill Rd	Menlo Park	LOS D	AM PM	16.7 16.6	B B	16.8 16.3	B B	0.036 0.032	0.4 -0.1	16.7 16.3	B B	0.031 0.031	0.3 -0.1	16.7 16.3	B B	0.034 0.032	0.3 -0.1
6	Alameda de las Pulgas / Santa Cruz Ave	San Mateo County	LOS D	AM PM	16.1 16.9	B B	16.0 16.8	B B	0.000 0.000	0.0 0.0	16.0 16.8	B B	0.000 0.000	0.0 0.0	16.0 16.8	B B	0.000 0.000	0.0 0.0
7	Santa Cruz Ave / Sand Hill Rd	Menlo Park	LOS D	AM PM	48.9 48.1	D D	49.8 49.0	D D	0.031 0.038	1.4 1.7	50.7 49.1	D D	0.050 0.036	3.8 1.5	50.3 49.1	D D	0.041 0.037	2.6 1.6
8	Oak Ave / Sand Hill Rd	Menlo Park	LOS D	AM PM	10.6 3.9	B+ A	10.5 3.9	B+ A	0.025 0.024	0.0 0.1	10.4 3.9	B+ A	0.029 0.032	0.0 0.1	10.5 3.9	B+ A	0.028 0.029	0 0.1
9	Stock Farm Rd / Sand Hill Rd	Palo Alto	LOS D	AM PM	23.3 28.2	C C	24.3 29.2	C C	0.028 0.027	1.6 1.2	23.5 28.7	C C	0.030 0.032	0.9 0.8	23.9 28.9	C C	0.030 0.031	1.3 1.0
10	Pasteur Dr / Sand Hill Rd	Palo Alto	LOS D	AM PM	20.9 27.3	C+ C	20.9 27.7	C+ C	0.009 0.017	0.3 0.7	20.7 27.5	C+ C	0.020 0.028	0.3 0.5	20.8 27.6	C+ C	0.015 0.023	0.3 0.6
11	Arboretum Rd / Sand Hill Rd	Palo Alto	LOS D	AM PM	18.5 27.3	B- C	19.3 27.8	B- C	0.013 0.017	1.3 0.9	20.4 28.5	C+ C	0.033 0.033	2.8 2.0	20.2 28.3	C+ C	0.026 0.027	2.6 1.7
12	El Camino Real / Sand Hill Rd	Palo Alto (SC CMP)	LOS E	AM PM	39.0 34.1	D C-	38.9 34.3	D+ C-	0.012 0.016	-0.1 0.3	39.3 34.4	D C-	0.017 0.016	0.4 0.3	39.0 34.3	D C-	0.014 0.015	0.1 0.3
13	I-280 SB Ramps / Page Mill Rd*	Santa Clara County	LOS E (warrant)	AM PM	**151.7** **85.9**	**F** **F**	**153.3** **88.3**	**F** **F**	N/A	N/A	**154.0** **89.2**	**F** **F**	N/A	N/A	**153.5** **88.6**	**F** **F**	N/A	N/A
14	I-280 NB Ramps / Page Mill Rd*	Santa Clara County	LOS E (warrant)	AM PM	40.5 14.8	E B	41.5 14.9	E B	N/A	N/A	41.6 15.0	E B	N/A	N/A	41.5 14.9	E B	N/A	N/A
15	Deer Creek Rd / Page Mill Rd	Santa Clara County	LOS E	AM PM	14.5 13.5	B B	15.4 13.7	B B	0.026 0.021	1.4 -0.3	15.4 13.7	B B	0.027 0.034	1.5 -0.4	15.4 13.7	B B	0.026 0.026	1.4 -0.3
16	Coyote Hill Rd / Page Mill Rd	Santa Clara County	LOS E	AM PM	7.5 9.0	A A	8.0 9.4	A A	0.014 0.021	0.0 -0.2	8.0 9.5	A A	0.028 0.033	0.0 -0.2	8.0 9.4	A A	0.020 0.026	0.0 -0.2
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM PM	**97.2** **97.0**	**F** **F**	**101.5** **109.9**	**F** **F**	**0.029** **0.063**	**7.2** **19.3**	**110.6** **113.0**	**F** **F**	**0.067** **0.079**	**24.9** **21.2**	**104.7** **111.0**	**F** **F**	**0.043** **0.070**	**13.1** **20.4**
18	Peter Coutts / Page Mill Rd	Santa Clara County	LOS E	AM PM	20.9 29.7	C+ C	21.3 29.8	C+ C	0.020 0.015	0.6 0.0	22.1 30.6	C+ C	0.036 0.030	1.6 0.7	21.7 30.2	C+ C	0.029 0.024	1.1 0.3
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM PM	63.0 47.6	E D	65.7 48.2	E D	0.013 0.017	0.6 -0.1	69.1 59.5	E E+	0.025 0.133	1.2 16	67.2 48.5	E D	0.020 0.023	1.0 -0.3

TABLE 3-1: BACKGROUND (2018) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM PM	61.2 66.2	E E	66.1 68.8	E E	0.047 0.021	6.5 2.7	71.0 72.0	E E	0.090 0.041	18.2 8.9	68.7 70.3	E E	0.063 0.019	11.8 5.4
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM PM	63.6 58.5	E E+	64.2 58.9	E E+	0.009 0.012	1.0 0.5	64.8 59.3	E E+	0.013 0.017	1.7 0.8	64.4 59.1	E E+	0.011 0.014	1.2 0.6
22	Oregon Expy / West Bayshore Rd	Santa Clara County	LOS E	AM PM	20.7 18.9	C+ B-	20.7 19.1	C+ B-	0.003 0.008	0.1 0.2	20.8 19.3	C+ B-	0.011 0.017	0.2 0.7	20.7 19.2	C+ B-	0.007 0.012	0.1 0.4
23	I-280 SB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM PM	40.2 16.1	E C	41.0 16.2	E C	N/A	N/A	40.6 16.2	E C	N/A	N/A	40.8 16.2	E C	N/A	N/A
24	I-280 NB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM PM	27.2 26.8	D D	28.5 29.9	D D	N/A	N/A	29.0 29.9	D D	N/A	N/A	28.8 29.9	D D	N/A	N/A
25	Junipero Serra Blvd / Alpine Rd	Menlo Park	LOS D	AM PM	43.8 48.8	D D	46.2 50.9	D D	0.049 0.048	3.0 2.4	46.3 50.9	D D	0.046 0.053	2.8 2.6	46.1 50.8	D D	0.046 0.048	2.8 2.4
26	Junipero Serra Blvd / Campus Drive West	Santa Clara County	LOS E	AM PM	28.7 40.7	C D	30.5 45.4	C D	0.009 0.052	1.2 5.9	32.2 44.3	C- D	0.042 0.041	4.9 4.1	31.3 44.6	C D	0.025 0.045	3.0 4.9
27	Junipero Serra Blvd / Campus Drive East	Santa Clara County	LOS E	AM PM	14.1 16.3	B B	14.5 17.9	B B	0.020 0.036	0.8 2.8	14.7 17.9	B B	0.041 0.051	1.3 2.3	14.5 17.8	B B	0.028 0.042	0.8 2.5
28	Junipero Serra Blvd / Stanford Ave	Santa Clara County	LOS E	AM PM	19.6 21.1	B- C+	21.0 25.1	C+ C	0.061 0.076	1.8 4.4	22.7 26.3	C+ C	0.094 0.117	3.9 6.2	21.5 25.3	C+ C	0.071 0.090	2.4 4.9
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	AM PM	35.0 34.9	C- C-	35.7 35.1	D+ D+	0.006 0.015	-0.3 0.2	35.8 35.3	D+ D+	0.009 0.013	-0.3 0.2	35.7 35.2	D+ D+	0.007 0.014	-0.3 0.2
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	AM PM	71.8 **92.3**	E **F**	74.7 **95.8**	E **F**	0.016 **0.150**	4.6 **-1.0**	73.8 **95.1**	E **F**	0.015 **0.148**	3.2 **-2.2**	74.3 **95.4**	E **F**	0.015 **0.149**	3.9 **-1.8**
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	AM PM	18.7 75.8	B- E-	19.2 78.5	B- E-	0.016 0.022	0.6 4.7	19.0 77.7	B- E-	0.012 0.017	0.4 3.1	19.1 78.0	B- E-	0.014 0.019	0.5 4.1
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	AM PM	74.6 **88.9**	E **F**	79.0 **89.9**	E- **F**	0.014 **0.004**	9.5 **1.3**	77.8 **89.6**	E- **F**	0.011 **0.003**	7.0 **0.7**	78.3 **89.8**	E- **F**	0.012 **0.003**	8.1 **1.1**
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	AM PM	62.6 71.9	E E	64.0 73.2	E E	0.015 0.010	1.9 2.3	63.6 73.3	E E	0.011 0.009	1.5 2.3	63.8 73.2	E E	0.013 0.010	1.7 2.3
34	Bowdoin St / Stanford Ave*	Palo Alto	LOS E (warrant)	AM PM	14.4 18.5	B C	18.4 27.6	C D	N/A	N/A	20.1 35.9	C E	N/A	N/A	18.6 29.7	C D	N/A	N/A
35	Arboretum Rd / Quarry Rd	Palo Alto	LOS D	AM PM	43.6 41.5	D D	44.1 42.1	D D	0.040 0.039	1.2 1.4	45.1 43.3	D D	0.079 0.075	3.3 3.1	45.0 43.2	D D	0.077 0.074	3.1 3.0
36	Arboretum Rd / Palm Dr	Palo Alto	LOS D	AM PM	29.9 28.6	C C	31.9 29.4	C C	0.085 0.044	3.3 1.3	32.9 30.3	C- C	0.098 0.070	4.8 2.4	33.0 30.2	C- C	0.101 0.064	4.8 2.1
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	AM PM	17.2 29.9	B C	17.0 29.8	B C	0.011 0.015	-0.1 0.1	17.0 29.8	B C	0.009 0.013	-0.1 0.1	17.0 29.8	B C	0.010 0.014	-0.1 0.1
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	AM PM	42.5 42.0	D D	42.4 42.2	D D	0.017 0.015	0.4 0.5	42.3 42.1	D D	0.013 0.014	0.2 0.4	42.3 42.2	D D	0.015 0.015	0.3 0.5

TABLE 3-1: BACKGROUND (2018) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
39	El Camino Real / Oak Grove Ave	Menlo Park	LOS D	AM PM	31.3 35.6	C D+	31.0 35.4	C D+	0.018 0.017	-0.3 -0.1	31.0 35.4	C D+	0.014 0.015	-0.2 -0.1	31.0 35.4	C D+	0.016 0.016	-0.3 -0.1
40	El Camino Real / Santa Cruz Ave	Menlo Park	LOS D	AM PM	14.0 23.0	B C	13.8 22.7	B C+	0.018 0.016	-0.3 -0.4	13.8 22.6	B C+	0.014 0.025	-0.2 -0.3	13.8 22.7	B C+	0.016 0.015	-0.3 -0.3
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	AM PM	43.7 47.0	D D	43.9 47.2	D D	0.022 0.020	0.6 0.7	43.9 47.4	D D	0.019 0.021	0.6 0.9	43.9 47.3	D D	0.021 0.021	0.6 0.8
42	El Camino Real / Roble Ave	Menlo Park	LOS D	AM PM	14.4 14.7	B B	14.1 14.3	B B	0.014 0.013	-0.3 -0.3	14.1 14.3	B B	0.013 0.013	-0.3 -0.3	14.1 14.3	B B	0.013 0.013	-0.3 -0.3
43	El Camino Real / Middle Ave	Menlo Park	LOS D	AM PM	27.2 27.5	C C	27.0 27.2	C C	0.014 0.009	-0.3 -0.2	27.0 27.3	C C	0.013 0.012	-0.2 -0.2	27.0 27.2	C C	0.013 0.010	-0.3 -0.2
44	El Camino Real / Cambridge Ave	Menlo Park	LOS D	AM PM	13.6 19.6	B B-	13.4 19.5	B B-	0.014 0.009	-0.3 -0.2	13.4 19.5	B B-	0.013 0.012	-0.2 -0.2	13.4 19.5	B B-	0.013 0.010	-0.2 -0.2
45	El Camino Real / Quarry Rd	Palo Alto	LOS D	AM PM	14.3 33.2	B C-	15.8 34.2	B C-	0.029 0.031	1.6 1.6	16.5 34.9	B C-	0.036 0.051	2.4 2.6	16.6 34.9	B C-	0.037 0.048	2.4 2.6
46	El Camino Real (SB) / University Ave	Palo Alto (SC CMP)	LOS E	AM PM	21.1 20.3	C+ C+	20.7 20.0	C+ C+	0.028 0.030	-0.2 -0.3	20.9 20.0	C+ C+	0.028 0.042	-0.3 0.1	20.8 20.0	C+ B-	0.030 0.036	-0.2 -0.2
47	El Camino Real (NB) / University Ave	Palo Alto (SC CMP)	LOS E	AM PM	19.5 26.3	B- C	20.0 26.4	B- C	0.030 0.033	0.4 0.8	20.4 26.3	C+ C	0.043 0.053	1.3 0.5	20.0 26.3	C+ C	0.035 0.043	0.6 0.6
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	AM PM	45.9 51.1	D D-	47.5 54.9	D D-	0.047 0.059	2.0 7.0	47.6 58.5	D E+	0.063 0.099	2.3 14.6	47.7 56.6	D E+	0.060 0.079	2.3 10.3
49	El Camino Real / Churchill Ave	Palo Alto	LOS D	AM PM	24.7 26.6	C C	24.4 26.4	C C	0.017 0.018	-0.1 -0.1	24.2 26.4	C C	0.038 0.043	-0.2 0.1	24.3 26.3	C C	0.027 0.032	-0.2 0.0
50	El Camino Real / Serra St	Palo Alto	LOS D	AM PM	24.5 28.0	C C	27.8 33.2	C C-	0.082 0.112	5.4 8.0	33.3 38.4	C- D+	0.181 0.220	11.5 16.7	29.6 34.6	C C-	0.118 0.149	7.2 10.4
51	El Camino Real / Stanford Ave	Palo Alto	LOS D	AM PM	33.0 31.9	C- C	33.8 33.1	C- C-	0.060 0.054	11.5 2.0	33.8 33.8	C- C-	0.101 0.083	11.3 3.2	33.6 33.3	C- C-	0.078 0.066	11.2 2.3
52	El Camino Real / California Ave	Palo Alto	LOS D	AM PM	24.0 28.8	C C	22.8 27.9	C+ C	0.029 0.031	-0.9 -0.7	22.3 27.6	C+ C	0.038 0.046	-1.1 -1.0	22.5 27.7	C+ C	0.033 0.039	-1.0 -0.9
53	El Camino Real / Arastradero Rd - Charleston Rd	Palo Alto (SC CMP)	LOS E	AM PM	47.8 55.6	D E+	48.3 56.3	D E+	0.020 0.007	0.9 0.4	48.8 56.4	D E+	0.029 0.008	1.8 0.4	48.4 56.3	D E+	0.022 0.007	1.1 0.4
54	El Camino Real / San Antonio Rd	Mountain View (SC CMP)	LOS E	AM PM	53.4 53.6	D- D-	53.4 53.5	D- D-	0.008 0.007	0.0 -0.1	53.3 53.5	D- D-	0.007 0.007	0.0 -0.1	53.3 53.5	D- D-	0.007 0.007	0.0 -0.1
55	Alma St / Lytton Ave	Palo Alto	LOS D	AM PM	20.8 18.0	C+ B	21.8 18.6	C+ B-	0.016 0.015	1.5 0.8	22.1 19.2	C+ B-	0.026 0.032	2.0 1.7	22.0 18.9	C+ B-	0.022 0.024	1.8 1.4
56	Alma St / Hamilton Ave	Palo Alto	LOS D	AM PM	6.9 14.9	A B	7.1 15.3	A B	0.008 0.012	0.2 0.8	7.2 16.0	A B	0.014 0.028	0.4 2.1	7.2 15.7	A B	0.012 0.021	0.3 1.6
57	Alma St / Churchill Ave	Palo Alto	LOS D	AM PM	28.2 48.3	C D	28.3 48.3	C D	0.005 0.005	0.1 0.0	28.5 48.5	C D	0.007 0.010	0.3 0.4	28.4 48.5	C D	0.007 0.008	0.2 0.3

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ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
58	Alma St / Charleston Rd	Palo Alto	LOS D	AM PM	**55.2** 55.0	**E+** D-	**55.7** **55.9**	**E+** **E+**	**0.010** **0.017**	**0.5** **1.1**	**56.3** **56.5**	**E+** **E+**	**0.017** **0.024**	**1.3** **1.6**	**55.9** **56.1**	**E+** **E+**	**0.012** **0.019**	**0.8** **1.2**
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	AM PM	29.2 53.9	C D-	30.1 54.4	C D-	0.012 0.005	1.4 0.8	30.1 54.4	C D-	0.012 0.005	1.4 0.9	30.2 54.4	C D-	0.012 0.005	1.5 0.8
60	Middlefield Rd / Ravenswood Ave	Menlo Park	LOS D	AM PM	34.3 40.4	C- D	35.0 41.2	C- D	0.012 0.012	0.8 0.9	35.2 41.4	D+ D	0.014 0.017	1.1 1.1	35.1 41.4	D+ D	0.013 0.015	0.9 1.1
61	Middlefield Rd / Ringwood Ave	Menlo Park	LOS D	AM PM	38.0 50.6	D+ D	38.1 50.7	D+ D	0.004 0.005	0.2 0.2	38.4 51	D+ D-	0.009 0.011	0.6 0.6	38.3 50.9	D+ D	0.006 0.008	0.4 0.4
62	Middlefield Rd / Willow Rd	Menlo Park	LOS D	AM PM	47.9 47.3	D D	48.0 47.5	D D	0.007 0.006	5.3 0.2	48.0 47.6	D D	0.006 0.009	5.3 0.2	48 47.6	D D	0.007 0.008	5.3 0.2
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	AM PM	38.0 45.9	D+ D	38.3 46.5	D+ D	0.018 0.016	0.4 0.6	38.4 46.5	D+ D	0.018 0.017	0.4 0.6	38.4 46.6	D+ D	0.018 0.018	0.4 0.7
64	Middlefield Rd / University Ave	Palo Alto	LOS D	AM PM	30.0 35.6	C D+	30.3 36.1	C D+	0.019 0.031	0.3 0.9	30.4 36.0	C D+	0.017 0.031	0.3 0.9	30.4 36.1	C D+	0.019 0.031	0.3 0.9
65	Middlefield Rd / Hamilton Ave	Palo Alto	LOS D	AM PM	11.5 11.6	B+ B+	11.5 11.6	B+ B+	0.009 0.007	0.0 0.0	11.5 11.7	B+ B+	0.007 0.009	0.0 0.1	11.4 11.6	B+ B+	0.008 0.008	0 0
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	AM PM	33.7 39.6	C- D	34.1 40.1	C- D	0.030 0.025	0.7 0.5	34.2 40.2	C- D	0.029 0.024	0.8 0.6	34.1 40.2	C- D	0.029 0.026	0.7 0.6
67	St. Francis Drive / Embarcadero Road	Palo Alto	LOS D	AM PM	23.6 17.5	C B	23.4 17.3	C B	0.015 0.014	0.0 -0.1	23.4 17.3	C B	0.013 0.013	0.0 -0.1	23.4 17.3	C B	0.014 0.014	0 -0.1
68	E. Bayshore Rd / Embarcadero Rd	Palo Alto	LOS D	AM PM	51.3 **57.6**	D- **E+**	51.6 **58.1**	D- **E+**	0.007 **0.005**	0.4 **0.6**	51.9 **58.5**	D- **E+**	0.008 **0.010**	0.7 **1.2**	51.7 **58.3**	D- **E+**	0.007 **0.007**	0.5 **0.9**
69	Middlefield Rd / Charleston Rd	Palo Alto	LOS D	AM PM	50.5 52.6	D D-	50.6 52.7	D D-	0.004 0.006	0.0 0.2	50.7 53.0	D D-	0.007 0.012	0.1 0.7	50.6 52.8	D D-	0.006 0.008	0.1 0.4
70	US 101 SB Ramps / Marsh Rd	Menlo Park	LOS D	AM PM	32.6 33.9	C- C-	32.6 33.9	C- C-	0.000 0.000	0.0 0.0	32.6 33.8	C- C-	0.000 0.000	0.0 0.0	32.6 33.9	C- C-	0.000 0.000	0.0 0.0
71	US 101 NB Ramps / Marsh Rd	Menlo Park	LOS D	AM PM	18.2 20.7	B- C+	18.2 20.7	B- C+	0.000 0.000	0.0 0.0	18.5 21.4	B- C+	0.014 0.017	0.5 1.2	18.2 20.7	B- C+	0.000 0.000	0.0 0.0
72	Bay Rd / Willow Rd	Menlo Park	LOS D	AM PM	18.8 10.7	B- B+	18.8 10.7	B- B+	0.008 0.006	0.1 0.0	18.9 10.7	B- B+	0.008 0.008	0.1 0.1	18.9 10.7	B- B+	0.008 0.007	0.1 0.1
73	Newbridge St / Willow Rd	Menlo Park	LOS D	AM PM	43.5 44.1	D D	43.4 44.1	D D	0.005 0.004	0.0 0.2	43.4 44.2	D D	0.006 0.006	0.0 0.3	43.4 44.1	D D	0.006 0.006	0.0 0.3
74	O'Brien Dr / Willow Rd	Menlo Park	LOS D	AM PM	12.0 14.5	B+ B	11.9 14.5	B+ B	0.003 0.005	0.0 0.0	11.9 14.4	B+ B	0.005 0.005	0.0 0.0	11.9 14.4	B+ B	0.005 0.005	0.0 0.0
75	Hamilton Ave / Willow Rd	Menlo Park	LOS D	AM PM	40.9 45.3	D D	41.5 45.5	D D	0.005 0.003	1.0 0.3	41.6 45.6	D D	0.006 0.006	1.1 0.5	41.6 45.6	D D	0.006 0.005	1.1 0.4
76	Bayfront Expy / Willow Rd	Menlo Park (SM CMP)	LOS F	AM PM	40.3 57.8	D E+	40.3 58.0	D E+	0.000 0.004	0.0 0.2	40.3 58.0	D E+	0.000 0.004	0.0 0.2	40.3 58.0	D E+	0.000 0.004	0.0 0.2

TABLE 3-1: BACKGROUND (2018) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
77	Woodland Ave / University Ave	East Palo Alto	LOS D	AM	54.5	D-	54.8	D-	0.000	0.0	54.9	D-	0.000	0.0	54.8	D-	0.000	0.0
				PM	**60.1**	**E**	**60.3**	**E**	**0.000**	**0.0**	**60.3**	**E**	**0.000**	**0.0**	**60.3**	**E**	**0.000**	**0.0**
78	US 101 SB Ramps / University Ave	East Palo Alto	LOS D	AM	29.4	C	29.4	C	0.003	0.1	29.5	C	0.006	0.2	29.4	C	0.004	0.1
				PM	25.5	C	25.5	C	0.006	0.1	25.5	C	0.007	0.1	25.5	C	0.006	0.1
79	Donohoe St / University Ave	East Palo Alto	LOS D	AM	**72.4**	**E**	**73.2**	**E**	**0.005**	**1.3**	**73.1**	**E**	**0.005**	**1.2**	**73.1**	**E**	**0.004**	**1.1**
				PM	44.3	D	44.3	D	0.004	0.1	44.3	D	0.005	0.1	44.3	D	0.004	0.1
80	University Ave / Bay Rd	East Palo Alto	LOS D	AM	48.6	D	48.7	D	0.005	0.2	48.7	D	0.005	0.1	48.7	D	0.004	0.1
				PM	50.1	D	50.6	D	0.009	0.9	50.9	D	0.014	1.5	50.7	D	0.011	1.1
81	University Ave / Bayfront Expy	Menlo Park (SM CMP)	LOS F	AM	23.6	C	23.7	C	0.008	0.2	23.7	C	0.009	0.3	23.7	C	0.009	0.3
				PM	94.4	F	96.9	F	0.007	3.1	97.5	F	0.009	3.9	97.1	F	0.008	3.4
82	Town & Country Driveway / Embarcadero Rd	Palo Alto	LOS D	AM	28.9	C	28.1	C	0.031	-0.6	28.1	C	0.028	-0.5	28.1	C	0.030	-0.6
				PM	28.4	C	28.0	C	0.021	-0.3	27.9	C	0.03	-0.3	27.9	C	0.026	-0.3
83	Charleston Rd / San Antonio Rd	Palo Alto (SC CMP)	LOS E	AM	61.6	E	61.8	E	0.001	0.3	61.9	E	0.002	0.6	61.8	E	0.001	0.4
				PM	62.5	E	62.7	E	0.002	0.4	62.8	E	0.002	0.4	62.7	E	0.002	0.4
84	US 101 SB Ramps / Willow Rd	Menlo Park	LOS D	AM	11.4	B+	11.5	B+	0.002	0.2	11.4	B+	0.002	0.1	11.4	B+	0.002	0.2
				PM	13.0	B	13.0	B	0.000	0.0	13.0	B	0	0.0	13.0	B	0.000	0.0
85	US 101 NB Ramps / Willow Rd	Menlo Park	LOS D	AM	21.1	C+	21.2	C+	0.000	0.0	27.4	C	0.187	18.6	21.2	C+	0.000	0.0
				PM	23.5	C	23.5	C	0.002	0.1	29.8	C	0.145	14.7	23.5	C	0.004	0.1
86	Central Expy / Rengstorff Ave	Santa Clara County (SC CMP)	LOS E	AM	**175.3**	**F**	**177.4**	**F**	**0.010**	**3.1**	**177.1**	**F**	**0.008**	**2.7**	**177.3**	**F**	**0.009**	**2.9**
				PM	**83.9**	**F**	**86.1**	**F**	**0.008**	**1.3**	**86.0**	**F**	**0.009**	**1.1**	**86.2**	**F**	**0.009**	**1.4**
87	Central Expy / Shoreline Blvd (N)	Santa Clara County (SC CMP)	LOS E	AM	3.6	A	3.6	A	0.003	0.0	3.6	A	0.006	-0.1	3.6	A	0.005	0.0
				PM	7.0	A	6.9	A	0.007	-0.1	6.9	A	0.007	-0.1	6.9	A	0.007	-0.1
88	Central Expy / Shoreline Blvd (S)	Santa Clara County (SC CMP)	LOS E	AM	12.0	B+	11.9	B+	0.003	-0.1	11.9	B+	0.006	-0.3	11.9	B+	0.004	-0.2
				PM	7.6	A	7.5	A	0.005	0.0	7.5	A	0.007	0.0	7.5	A	0.006	0.0
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	AM	**122.6**	**F**	**125.1**	**F**	**0.007**	**4.1**	**124.8**	**F**	**0.006**	**3.7**	**125.0**	**F**	**0.006**	**3.9**
				PM	**94.4**	**F**	**97.1**	**F**	**0.006**	**3.3**	**97.7**	**F**	**0.008**	**4.4**	**97.4**	**F**	**0.006**	**3.7**
90	Foothill Expy / Edith Ave	Santa Clara County	LOS E	AM	28.9	C	29.2	C	0.016	0.6	29.1	C	0.012	0.4	29.1	C	0.014	0.5
				PM	39.0	D+	43.2	D	0.288	22.9	41.2	D	0.009	-0.2	42.7	D	0.287	22.0
91	Foothill Expy / Main St	Santa Clara County (SC CMP)	LOS E	AM	23.0	C+	23.2	C	0.016	0.5	23.1	C	0.012	0.4	23.2	C	0.014	0.4
				PM	24.3	C	24.4	C	0.009	-0.4	24.4	C	0.009	-0.4	24.5	C	0.009	-0.4
92	University Ave / O'Brien Dr	Menlo Park	LOS D	AM	9.2	A	9.2	A	0.005	0.0	9.1	A	0.005	0.0	9.2	A	0.005	0.0
				PM	12.7	B	12.7	B	0.006	0.0	12.7	B	0.008	0.0	12.7	B	0.006	0.0
Additional Intersections																		
93	University Ave / Adams Dr*	Menlo Park	LOS E (warrant)	AM	76.3	F[10]	79.8	F[10]	N/A	N/A	81.1	F[10]	N/A	N/A	80.2	F[10]	N/A	N/A
				PM	30.7	D	31.9	D			32.6	D			32.1	D		
94	University Ave / Runnymede St	East Palo Alto	LOS D	AM	15.3	B	15.3	B	0.005	0.0	15.3	B	0.005	0.0	15.3	B	0.005	0.0
				PM	19.9	B-	19.8	B-	0.005	0.0	19.8	B-	0.006	-0.1	19.8	B-	0.005	0.0

TABLE 3-1: BACKGROUND (2018) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Background (2018) No Project		Background (2018) With Proposed 2018 General Use Permit[4]				Background (2018) With Full Offset Housing Alternative				Background (2018) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
95	University Avenue / Bell Street	East Palo Alto	LOS D	AM	14.8	B	14.7	B	0.005	0.0	14.7	B	0.005	0.0	14.7	B	0.005	0.0
				PM	18.2	B-	18.1	B-	0.005	-0.1	18.0	B-	0.006	-0.1	18.1	B-	0.005	-0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

*Indicates unsignalized intersection.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
   (SC CMP) – CMP intersection in Santa Clara County
   (SM CMP) – CMP intersection in San Mateo County
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Background (2018) With Proposed 2018 General Use Permit presents the results from TIA Part 2 as it was included in the Draft EIR. These results are provided for comparison purposes only.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
7. Change in critical volume to capacity ratio between Background (2018) and Background (2018) With Project and Background (2018) With Housing Alternatives Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
8. Change in average critical movement delay between Background (2018) and Background (2018) With Project and Background (2018 With Housing Alternatives Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
9. The US 101 / Willow Road interchange reconfiguration is estimated to be constructed by 2020, and is denoted by "N/A" under Existing and Background (2018) Conditions.
10. A signal warrant is not met for this intersection.

Source: Fehr & Peers, April 2018.

3.2 BACKGROUND (2018) FREEWAY SEGMENT ANALYSIS

The future operations of freeway mainline segments in Santa Clara County and San Mateo County are evaluated using V/C ratios, with the volume-to-capacity ratio greater than 1.0 indicating the vehicle demand exceeds capacity. Freeway volumes for the Background (2018) No Project and Background (2018) With Project and Background (2018) With Housing Alternatives cases were developed as described in Chapter 5 of TIA Part 2, as well as Chapter 2 of this TIA. As described in Chapter 3 of TIA Part 2, a Santa Clara County VTA freeway segment impact under Background (2018) with Housing Alternatives Conditions is determined to occur when:

- the addition of traffic causes a freeway segment volume-to-capacity ratio to exceed 1.0, or
- the Housing Alternative increases traffic demand on a freeway segment already operating at a V/C greater than or equal to 1.0 by an amount equal to one percent or more of the segment capacity.

Freeway segments in San Mateo County also abide by these impact criteria. Plus, an impact may occur if the Housing Alternative causes the freeway segment V/C ratio to increase by one (1.0) percent on a segment already operating at a V/C greater than or equal to 1.0.

Under Background (2018) With Full Offset Housing Alternative Conditions, six freeway segments would meet the significance criteria, which is two more than under Background (2018) With Project Conditions.

- Northbound State Route 85
    - South De Anza Boulevard to Stevens Creek Boulevard (AM and PM* peak hours);
    - Stevens Creek Boulevard to I-280 (AM peak hour);
- Southbound State Route 85
    - Stevens Creek Boulevard to South De Anza Boulevard (PM peak hour);
    - South De Anza Boulevard to Saratoga Avenue (PM peak hour)*;
- Northbound Interstate 280
    - Magdalena Avenue to El Monte Road (AM peak hour)*;
- Southbound Interstate 280
    - El Monte Road to Magdalena Avenue (PM peak hour).

* = Impact would not occur under Background (2018) With Project Conditions.

In addition, as shown above, the Full Offset Housing Alternative would extend the impact to Northbound State Route 85 from Stevens Creek Boulevard to South De Anza Boulevard to both the AM and PM peak hours, while the proposed 2018 General Use Permit would only result in a significant impact to this freeway segment in the AM peak hour.

Under Background (2018) With Half Offset Housing Alternative Conditions, six freeway segments would meet the significance criteria, which is two more than under Background (2018) With Project Conditions.

- Northbound State Route 85
    - South De Anza Boulevard to Stevens Creek Boulevard (AM peak hour);
    - Stevens Creek Boulevard to I-280 (AM peak hour);
- Southbound State Route 85
    - Stevens Creek Boulevard to South De Anza Boulevard (PM peak hour);
    - South De Anza Boulevard to Saratoga Avenue (PM peak hour)*;
- Northbound Interstate 280
    - Magdalena Avenue to El Monte Road (AM peak hour)*;
- Southbound Interstate 280
    - El Monte Road to Magdalena Avenue (PM peak hour).

* = Impact would not occur under Background (2018) With Project Conditions.

Appendix E includes the freeway V/C ratio calculations, levels of service, and impact assessment.

Compared to the proposed 2018 General Use Permit Conditions, both Housing Alternatives would add two new freeway segments that meet the significance criteria. In addition, the Full Offset Housing Alternative would extend the impact to Northbound State Route 85 from Stevens Creek Boulevard to South De Anza Boulevard to both the AM and PM peak hours, while the proposed 2018 General Use Permit would only result in a significant impact to this freeway segment in the AM peak hour. Overall, the Housing Alternatives would not reduce the significant impacts of the proposed 2018 General Use Permit. See Chapter 5: Transportation Impact Assessment, for further discussion on freeway segment impacts and mitigations.

3.3 BACKGROUND (2018) TRANSIT DELAY ANALYSIS

The Housing Alternatives would add traffic along major transit corridors throughout the Cities of Palo Alto and Menlo Park, which could affect operations of VTA and SamTrans bus routes. The bus routes evaluated along with the methodology for estimating this delay is described in Chapter 3, Section 6 (Transit Service Analysis Methods) in the TIA Part 2. The additional delay to transit service in the area due to implementation of the Housing Alternatives is shown in **Table 3-2**. **Appendix F** contains the calculation summary for each transit route.

Based on the delay assessment, the Housing Alternatives would not add substantial delays relative to the total route travel time to any of the transit routes assessed. For the Background (2018) With Full Offset Housing Alternative scenario, the additional delay would be less than 30 seconds on all but three of the routes and less than 60 seconds on all but two of the routes. For the Background (2018) With Half Offset Housing Alternative scenario, the additional delay would be less than 30 seconds on all but one of the routes and less than 60 seconds on all of the routes. The longest-delay result, 91 seconds on the Dumbarton

Express 1 eastbound in the PM for the Background With (2018) Full Offset Housing Alternative conditions, constitutes three percent of the total travel time on that route.

The above results can be compared to the Background (2018) With Project analysis, in which the Project traffic would add delays of less than 25 seconds on all routes, as shown in Table 3-2.

TABLE 3-2: BACKGROUND (2018) WITH HOUSING ALTERNATIVES TRANSIT ROUTE DELAY[1]

Route		Direction	Peak Hour	Additional Route Average Delay with Housing Alternatives (seconds)[2]		
				Proposed 2018 General Use Permit[3]	Full Offset Housing Alternative	Half Offset Housing Alternative
22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	Eastbound	AM PM	< 5.0 14.3	6.0 28.2	< 5.0 17.9
		Westbound	AM PM	10.9 7.0	12.9 10.6	12.1 6.6
35	Downtown Mountain View to Stanford Shopping Center	Northbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
		Southbound	AM PM	< 5.0 < 5.0	< 5.0 5.1	< 5.0 < 5.0
89	California Avenue Caltrain Station to Palo Alto Veterans Hospital	Northbound	AM PM	< 5.0 < 5.0	< 5.0 22.1	< 5.0 < 5.0
		Southbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
102	South San Jose to Palo Alto	Northbound	AM	< 5.0	< 5.0	< 5.0
		Southbound	PM	7.1	24.3	13.0
104	Penitencia Creek Transit Center to Palo Alto	Eastbound	PM	< 5.0	71.3	< 5.0
		Westbound	AM	14.4	50.5	29.9
522	Palo Alto Transit Center to Eastridge Transit Center	Eastbound	AM PM	< 5.0 16.0	< 5.0 31.6	< 5.0 20.6
		Westbound	AM PM	10.9 7.0	12.9 10.6	12.1 6.6
281	Onetta Harris Center to Stanford Shopping Center	Eastbound	AM PM	5.1 < 5.0	5.3 5.7	< 5.0 5.5
		Westbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
ECR	Daly City BART to Palo Alto Transit Center	Northbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
		Southbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
DB	Dumbarton Express - Union City BART to Stanford Oval	Eastbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0

TABLE 3-2: BACKGROUND (2018) WITH HOUSING ALTERNATIVES TRANSIT ROUTE DELAY[1]

Route		Direction	Peak Hour	Additional Route Average Delay with Housing Alternatives (seconds)[2]		
				Proposed 2018 General Use Permit[3]	Full Offset Housing Alternative	Half Offset Housing Alternative
		Westbound	AM PM	< 5.0 < 5.0	13.2 13.6	< 5.0 < 5.0
DB1	Dumbarton Express 1 - Union City BART to Stanford Research Park	Eastbound	AM PM	< 5.0 9.3	18.7 91.0	< 5.0 10.1
		Westbound	AM PM	20.8 13.3	65.3 49.6	36.4 26.0
U	Fremont BART to Stanford Oval	Eastbound	PM	12.3	24.9	18.9
		Westbound	AM	< 5.0	18.6	< 5.0
E	University Avenue Caltrain Station to Baylands Business Parks	Eastbound	AM PM	< 5.0 5.3	< 5.0 6.6	< 5.0 6.2
		Westbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
C	University Avenue/Downtown to South Palo Alto at Charleston Road	Eastbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
		Westbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0

Note:

1. Transit delay is calculated by summing each transit route movements through the study intersections. Some movements may experience large increases or decreases in delay as a result of the analysis software (Traffix 8.0) redistributing green time for each phase.

2. The Project was not considered to have a measureable change in overall transit delay if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in signal timing, critical movement changes, etc.).

3. Background (2018) With Proposed 2018 General Use Permit presents the results from TIA Part 2 as it was included in the Draft EIR. These results are provided for comparison purposes only.

Source: Fehr & Peers, April 2018.

3.4 BACKGROUND (2018) BICYCLE AND PEDESTRIAN QUALITY OF SERVICE ANALYSIS

Pedestrian and bicycle QOS analysis is presented in Chapter 5, as the analysis depends on the traffic mitigation measures proposed.

4. CUMULATIVE (2035) CONDITIONS: NO PROJECT AND WITH HOUSING ALTERNATIVES

This section presents the operations of the surrounding transportation system under Cumulative (2035) No Project and Cumulative (2035) With Housing Alternatives Conditions. Cumulative (2035) No Project Conditions are defined as conditions without the 2018 General Use Permit. Traffic volumes for Cumulative (2035) No Project Conditions are based on forecasts from the VTA traffic model, including ABAG 2040 land use projections, traffic generated by approved development projects, and the completion of the 2000 General Use Permit (including the Escondido Village Graduate Residences project), as described in Chapter 5 of TIA Part 2, and Chapter 2 of this Housing Alternatives TIA. A list of planned transportation improvements within the study area may be found in Appendix I of TIA Part 2.

Cumulative (2035) With Housing Alternatives Conditions are defined as Cumulative (2035) No Project Conditions plus traffic generated by each Housing Alternative.

4.1 CUMULATIVE (2035) INTERSECTION ANALYSIS

Level of service calculations were conducted using the TRAFFIX 8.0 software to evaluate signalized and unsignalized intersection operations under Cumulative (2035) No Project and Cumulative (2035) With Housing Alternatives Conditions. The TRAFFIX 8.0 software uses the *2000 HCM* methodology, per the VTA TIA Guidelines. The intersection volumes are shown in **Appendix B** and results of the LOS analysis are

summarized in **Table 4-1**. The corresponding LOS calculation sheets are included in **Appendix C** and the peak hour signal warrants for intersections that are significantly impacted are provided in **Appendix D**.

The results for Existing Conditions are included in **Table 4-1** for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios between the Cumulative (2035) No Project and Cumulative (2035) With Proposed 2018 General Use Permit and Cumulative (2035) With Housing Alternatives Conditions.

The results for the Cumulative (2035) No Project and Cumulative (2035) With Proposed 2018 General Use Permit conditions have been updated since publication of TIA Part 2 and the Draft Environmental Impact Report to correct the assumed lane configuration on Page Mill Road under Cumulative (2035) Conditions. Modeling conducted for TIA Part 2 used a 6-lane configuration that VTA included in its 2040 traffic model. Subsequently, VTA staff indicated that inclusion of the 6-lane configuration had been an error on the part of VTA. The updated results are based on modeling that assumes the existing 4-lane configuration for Page Mill Road. The updated modeling followed the same process outlined in TIA Part 2, Chapter 5, and is described in the Fehr & Peers memorandum *Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard* (March 22, 2018).

Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. Housing Alternatives impacts are identified by comparing Cumulative (2035) No Project with Cumulative (2035) With Housing Alternatives Conditions. Significant impacts are identified based on the impact criteria stated earlier, which include changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

As shown in **Table 4-1**, in the Cumulative (2035) With Full Offset Housing Alternative analysis, significant impacts are identified at 23 intersections:

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #17: Junipero Serra Blvd./Foothill Expressway/Page Mill Road (AM and PM peak hours)
- Intersection #19: Hanover Street/Page Mill Road (AM peak hour)
- Intersection #20: El Camino Real/Page Mill Road/Oregon Expressway (AM and PM peak hours)
- Intersection #21: Middlefield Road/Oregon Expressway (AM peak hour)
- Intersection #29: Foothill Expressway/Hillview Avenue (AM peak hour)
- Intersection #30: Foothill Expressway/Arastradero Road (AM and PM peak hours)
- Intersection #31: Foothill Expressway/San Antonio Road (PM peak hour)
- Intersection #32: Foothill Expressway/El Monte Avenue (AM peak hour)
- Intersection #33: Foothill Expressway/Springer Road-Magdalena Avenue (AM peak hour)

- Intersection #34: Bowdoin Street/Stanford Avenue (PM peak hour)*
- Intersection #37: El Camino Real/Encinal Avenue (PM peak hour)
- Intersection #38: El Camino Real/Valparaiso Avenue (PM peak hour)
- Intersection #41: El Camino Real/Ravenswood Road (PM peak hour)
- Intersection #48: El Camino Real/Embarcadero Road (PM peak hour)
- Intersection #56: Alma Street/ Hamilton Avenue (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (AM* and PM peak hours)
- Intersection #59: Middlefield Road/Marsh Road (AM peak hour)
- Intersection #63: Middlefield Road/ Lytton Avenue (PM peak hour)
- Intersection #66: Middlefield Road/Embarcadero Road (AM and PM peak hours)
- Intersection #69: Middlefield Road/ Charleston Road (PM peak hour)*
- Intersection #89: Central Expressway/Castro Street-Moffett Boulevard (PM peak hour)**
- Intersection #90: Foothill Expressway/Edith Avenue (PM peak hour)

* = Impact would not occur under Cumulative (2035) With Project conditions.
** = Impact occurs in the AM peak hour under Cumulative (2035) With Project conditions.

The Full Offset Housing Alternative would make a cumulatively considerable contribution to significant impacts at two more intersections than the proposed 2018 General Use Permit: Intersections #34 (Bowdoin Street/Stanford Avenue) and #69 (Middlefield Road/Charleston Road). In addition, the Full Offset Housing Alternative would make a cumulatively considerable contribution to both AM and PM peak hour significant impacts at Intersection #58 (Alma Street/ Charleston Road), while the proposed 2018 General Use Permit would make a cumulatively considerable contribution only in the PM peak hour. At Intersection #89 (Central Expressway. Castro Street-Moffett Boulevard) the Full Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the PM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in the AM peak hour. At Intersection #33 (Foothill Expressway/ Springer Road- Magdalena Avenue), the Full Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the AM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in both peak hours.

Generally, at the study intersections located closest to the campus, the Full Offset Housing Alternative would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Full Offset Housing Alternative would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Full Offset Alternative would add approximately 200 to 220 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 30 to 130 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard.

Overall, the Full Offset Housing Alternative would not reduce significant effects of the proposed 2018 General Use Permit under Cumulative (2035) conditions.

In the Cumulative (2035) With Half Offset Housing Alternative analysis, significant impacts are identified at 21 intersections:

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #17: Junipero Serra Blvd./Foothill Expressway/Page Mill Road (AM and PM peak hours)
- Intersection #19: Hanover Street/Page Mill Road (AM peak hour)
- Intersection #20: El Camino Real/Page Mill Road/Oregon Expressway (AM and PM peak hours)
- Intersection #21: Middlefield Road/Oregon Expressway (AM peak hour)
- Intersection #29: Foothill Expressway/Hillview Avenue (AM peak hour)
- Intersection #30: Foothill Expressway/Arastradero Road (AM and PM peak hours)
- Intersection #31: Foothill Expressway/San Antonio Road (PM peak hour)
- Intersection #32: Foothill Expressway/El Monte Avenue (AM peak hour)
- Intersection #33: Foothill Expressway/Springer Road-Magdalena Avenue (AM peak hour)
- Intersection #37: El Camino Real/Encinal Avenue (PM peak hour)
- Intersection #38: El Camino Real/Valparaiso Avenue (PM peak hour)
- Intersection #41: El Camino Real/Ravenswood Road (PM peak hour)
- Intersection #48: El Camino Real/Embarcadero Road (PM peak hour)
- Intersection #56: Alma Street/Hamilton Avenue (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (AM* and PM peak hours)
- Intersection #59: Middlefield Road/Marsh Road (AM peak hour)
- Intersection #63: Middlefield Road/Lytton Avenue (PM peak hour)
- Intersection #66: Middlefield Road/Embarcadero Road (AM and PM peak hours)
- Intersection #89: Central Expressway/Castro Street-Moffett Boulevard (PM peak hour)**
- Intersection #90: Foothill Expressway/Edith Avenue (PM peak hour)

* = Impact would not occur under Cumulative (2035) With Project conditions.
** = Impact occurs in the AM peak hour under Cumulative (2035) With Project conditions.

The Half Offset Housing Alternative would make a cumulatively considerable contribution to both AM and PM peak hour significant impacts at Intersection #58 (Alma Street/ Charleston Road), while the proposed 2018 General Use Permit would make a cumulatively considerable contribution only in the PM peak hour. At Intersection #89 (Central Expressway. Castro Street-Moffett Boulevard) the Half Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the PM peak

hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in the AM peak hour. At Intersection #33 (Foothill Expressway/ Springer Road- Magdalena Avenue), the Half Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the AM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in both peak hours.

Generally, at the study intersections located closest to the campus, the Half Offset Housing Alternative would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Half Offset Housing Alternative would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Half Offset Alternative would add approximately 110 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 10 to 60 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard. Overall, the Half Offset Housing Alternative would not reduce significant effects of the proposed 2018 General Use Permit under Cumulative (2035) conditions. Mitigation measures to address these impacts are presented in Chapter 5.

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
1	I-280 NB On-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM PM	10.3 12.6	B+ B	10.1 13.7	B+ B	0.015 0.032	-0.2 1.2	10.1 13.7	B+ B	0.026 0.031	-0.3 1.1	10.1 13.7	B+ B	0.021 0.032	-0.2 1.2
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM PM	**136.9** 18.4	**F** B-	**155.2** 18.6	**F** B-	**0.038** 0.021	**19.2** 0.2	**154.7** 19.4	**F** B-	**0.037** 0.035	**18.8** 1.1	**155.1** 19.0	**F** B-	**0.038** 0.029	**19.2** 0.6
3	Addison Wesley / Sand Hill Rd	Menlo Park	LOS D	AM PM	37.9 21.5	D+ C+	49.6 22.3	D C+	0.037 0.032	18.3 1.4	47.5 22.2	D C+	0.031 0.031	15.4 1.3	48.6 22.2	D C+	0.034 0.032	17.0 1.4
4	Saga Ln / Sand Hill Rd	Menlo Park	LOS D	AM PM	19.4 30.1	B- C	19.6 29.8	B- C	0.036 0.031	0.5 -0.2	19.7 29.6	B- C	0.030 0.030	0.4 -0.2	19.7 29.7	B- C	0.033 0.031	0.4 -0.2
5	Sharon Park Dr / Sand Hill Rd	Menlo Park	LOS D	AM PM	17.4 18.9	B B-	17.4 18.6	B B-	0.036 0.032	0.3 0.0	17.3 18.6	B B-	0.030 0.031	0.3 0.0	17.3 18.6	B B-	0.033 0.032	0.3 0.0
6	Alameda de las Pulgas / Santa Cruz Ave	San Mateo County	LOS D	AM PM	13.3 14.6	B B	13.3 14.5	B B	0.000 0.000	0.0 0.0	13.3 14.5	B B	0.000 0.000	0.0 0.0	13.3 14.5	B B	0.000 0.000	0.0 0.0
7	Santa Cruz Ave / Sand Hill Rd	Menlo Park	LOS D	AM PM	51.3 46.2	D- D	52.8 47.2	D- D	0.030 0.038	2.1 1.7	53.9 47.4	D- D	0.039 0.035	3.5 1.4	53.3 47.3	D- D	0.035 0.037	2.8 1.5
8	Oak Ave / Sand Hill Rd	Menlo Park	LOS D	AM PM	10.5 3.9	B+ A	10.5 3.9	B+ A	0.025 0.024	0.1 0.1	10.4 3.9	B+ A	0.029 0.032	0.1 0.2	10.4 3.9	B+ A	0.028 0.029	0.1 0.2
9	Stock Farm Rd / Sand Hill Rd	Palo Alto	LOS D	AM PM	24.3 29.4	C C	25.4 30.3	C C	0.028 0.022	1.7 0.9	24.7 29.5	C C	0.030 0.011	1.2 2.2	25.0 29.7	C C	0.029 0.009	1.4 2.4
10	Pasteur Dr / Sand Hill Rd	Palo Alto	LOS D	AM PM	20.7 26.8	C+ C	20.8 27.4	C+ C	0.009 0.017	0.4 0.7	20.6 27.1	C+ C	0.020 0.028	0.4 0.6	20.6 27.2	C+ C	0.015 0.023	0.3 0.6
11	Arboretum Rd / Sand Hill Rd	Palo Alto	LOS D	AM PM	25.3 31.7	C C	26.0 32.3	C C-	0.013 0.012	1.3 0.9	27.3 33.3	C C-	0.033 0.021	3.4 1.7	27.0 33.0	C C-	0.026 0.017	2.9 1.4
12	El Camino Real / Sand Hill Rd	Palo Alto (SC CMP)	LOS E	AM PM	43.8 39.8	D D	43.6 40.3	D D	0.019 0.013	-3.1 0.6	43.8 40.5	D D	0.024 0.022	-2.7 1.3	43.7 40.4	D D	0.021 0.017	-2.9 0.9
13	I-280 SB Ramps / Page Mill Rd**	Santa Clara County	LOS E (warrant)	AM PM	37.0 44.6	D+ D	37.2 45.0	D+ D	0.003 0.003	0.3 0.2	37.3 44.7	D+ D	0.003 0.000	0.3 0.0	37.3 44.7	D+ D	0.003 0.001	0.3 0.1
14	I-280 NB Ramps / Page Mill Rd**	Santa Clara County	LOS E (warrant)	AM PM	15.2 12.4	B B	14.5 12.5	B B	0.005 0.004	0.6 0.7	15.2 12.7	B B	0.005 0.007	0.6 1.2	15.3 12.6	B B	0.005 0.005	0.6 0.9
15	Deer Creek Rd / Page Mill Rd	Santa Clara County	LOS E	AM PM	17.5 11.5	B B+	19.1 11.8	B- B+	0.026 0.021	2.7 0.1	19.1 11.9	B- B+	0.028 0.033	2.8 0.2	19.1 11.9	B- B+	0.026 0.026	2.7 0.1
16	Coyote Hill Rd / Page Mill Rd	Santa Clara County	LOS E	AM PM	8.9 8.5	A A	9.8 8.9	A A	0.014 0.021	0.0 -0.1	9.8 9.0	A A	0.028 0.033	0.0 -0.2	9.8 8.9	A A	0.020 0.026	0.0 -0.1
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM PM	**180.4** **162.9**	**F** **F**	**186.9** **175.2**	**F** **F**	**0.028** **0.044**	**4.5** **27.8**	**196.8** **178.3**	**F** **F**	**0.067** **0.053**	**19.5** **30.6**	**191.0** **176.4**	**F** **F**	**0.043** **0.049**	**9.8** **29.0**
18	Peter Coutts / Page Mill Rd	Santa Clara County	LOS E	AM PM	22.3 30.5	C+ C	22.9 30.8	C+ C	0.020 0.015	0.8 0.0	23.7 31.7	C C	0.035 0.030	1.7 0.9	23.3 31.2	C C	0.029 0.024	1.3 0.4
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM PM	**85.6** 51.9	**F** D-	**92.1** 52.8	**F** D-	**0.025** 0.018	**11.2** 0.6	**96.0** 62.4	**F** E	**0.053** 0.134	**17.8** 14.1	**94.3** 60.1	**F** E	**0.039** 0.128	**14.7** 11.5

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM PM	75.1 **83.1**	E- **F**	**84.9** **90.2**	**F** **F**	**0.047** **0.035**	**13.2** **11.0**	**91.6** **98.5**	**F** **F**	**0.105** **0.080**	**38.3** **26.1**	**88.1** **94.1**	**F** **F**	**0.077** **0.058**	**28.1** **18.4**
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM PM	**122.7** **101.5**	**F** **F**	**125.6** **103.6**	**F** **F**	**0.014** **0.012**	**4.7** **3.1**	**125.5** **103.2**	**F** **F**	**0.016** **0.018**	**4.3** **2.1**	**125.5** **103.5**	**F** **F**	**0.015** **0.014**	**4.5** **2.7**
22	Oregon Expy / West Bayshore Rd	Santa Clara County	LOS E	AM PM	23.4 20.8	C C+	23.4 21.0	C C+	0.003 0.008	0.0 0.1	23.5 21.2	C C+	0.012 0.017	0.1 0.6	23.5 21.1	C C+	0.007 0.012	0.1 0.4
23	I-280 SB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM PM	10.5 2.1	E C	42.7 16.9	E C	N/A	N/A	10.5 2.1	E C	N/A	N/A	42.6 16.8	E C	N/A	N/A
24	I-280 NB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM PM	26.7 29.1	D D	27.8 32.5	D D	N/A	N/A	28.3 32.6	D D	N/A	N/A	28.1 32.7	D D	N/A	N/A
25	Junipero Serra Blvd / Alpine Rd	Menlo Park	LOS D	AM PM	48.1 50.6	D D	51.6 52.8	D- D-	0.049 0.029	4.6 1.7	51.6 52.8	D- D-	0.046 0.030	4.3 1.7	51.4 52.7	D- D-	0.045 0.030	4.2 1.7
26	Junipero Serra Blvd / Campus Drive West	Santa Clara County	LOS E	AM PM	30.1 44.1	C D	32.5 50.3	C- D	0.009 0.043	1.5 8.6	34.5 49.9	C- D	0.041 0.037	6.7 6.7	33.4 49.7	C- D	0.025 0.036	4.0 6.8
27	Junipero Serra Blvd / Campus Drive East	Santa Clara County	LOS E	AM PM	14 17.8	B B	14.4 19.5	B B-	0.020 0.037	0.7 2.8	14.7 19.6	B B-	0.041 0.051	1.2 2.5	14.4 19.4	B B-	0.028 0.042	0.8 2.6
28	Junipero Serra Blvd / Stanford Ave	Santa Clara County	LOS E	AM PM	20.6 24.9	C+ C	22.4 29.9	C+ C	0.061 0.084	2.5 6.8	24.4 32.3	C C-	0.095 0.111	5.1 9.4	22.9 30.6	C+ C	0.071 0.093	3.3 7.5
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	AM PM	**124.6** 58.3	**F** E+	**135.0** 64.2	**F** E	**0.024** 0.015	**16.1** 9.0	**132.1** 63.3	**F** E	**0.036** 0.013	**11.2** 7.7	**133.5** 63.7	**F** E	**0.031** 0.014	**13.5** 8.3
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	AM PM	**194.5** **202.5**	**F** **F**	**201.2** **208.9**	**F** **F**	**0.016** **0.095**	**10.4** **18.2**	**200.5** **207.9**	**F** **F**	**0.015** **0.092**	**9.3** **15.9**	**200.8** **208.4**	**F** **F**	**0.015** **0.093**	**9.8** **17.0**
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	AM PM	38.8 **165.8**	D+ **F**	43.2 **171.0**	D **F**	0.016 **0.021**	6.7 **8.1**	42.0 **169.7**	D **F**	0.012 **0.017**	4.9 **6.5**	42.7 **170.4**	D **F**	0.014 **0.019**	5.8 **7.3**
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	AM PM	**142.6** **133.5**	**F** **F**	**149.3** **137.9**	**F** **F**	**0.014** 0.004	**13.5** 1.9	**147.6** **136.9**	**F** **F**	**0.011** 0.003	**10.3** 1.0	**148.5** **137.4**	**F** **F**	**0.013** 0.003	**11.9** 1.5
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	AM PM	**128.7** **151.5**	**F** **F**	**131.9** **154.4**	**F** **F**	**0.014** **0.010**	**4.8** **5.1**	**131.6** **154.7**	**F** **F**	**0.011** **0.009**	**4.3** **5.5**	**131.8** **154.5**	**F** **F**	**0.013** **0.009**	**4.7** **5.2**
34	Bowdoin St / Stanford Ave*	Palo Alto	LOS E (warrant)	AM PM	16.7 25.8	C D	22.8 43.2	C E	N/A	N/A	25.7 **55.4**	D **F**	N/A	N/A	23.1 46.2	C E	N/A	N/A
35	Arboretum Rd / Quarry Rd	Palo Alto	LOS D	AM PM	46.8 43.3	D D	47.5 44.2	D D	0.040 0.039	1.3 1.8	48.4 45.4	D D	0.079 0.074	3.3 3.6	48.4 45.4	D D	0.077 0.074	3.2 3.5
36	Arboretum Rd / Palm Dr	Palo Alto	LOS D	AM PM	31 31.1	C C	32.4 32.5	C- C-	0.080 0.049	2.1 2.5	32.9 33.7	C- C-	0.092 0.077	2.9 4.0	32.9 33.6	C- C-	0.096 0.070	3.0 3.6
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	AM PM	44.9 **89.9**	D **F**	45.4 **92.9**	D **F**	0.007 **0.015**	1.4 **5.5**	45.8 **92.5**	D **F**	0.010 **0.013**	2.2 **4.9**	45.6 **92.7**	D **F**	0.008 **0.014**	1.8 **5.2**
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	AM PM	53.5 **56.0**	D- **E+**	54.0 **57.4**	D- **E+**	0.017 **0.015**	1.9 **2.7**	54.0 **57.2**	D- **E+**	0.014 **0.014**	1.5 **2.4**	54.0 **57.3**	D- **E+**	0.016 **0.015**	1.7 **2.5**

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
39	El Camino Real / Oak Grove Ave	Menlo Park	LOS D	AM PM	34.4 39.0	C- D+	34.1 38.9	C- D+	0.018 0.017	-0.2 0.0	34.2 38.9	C- D+	0.015 0.015	-0.2 0.0	34.1 38.9	C- D+	0.016 0.016	-0.2 0.0
40	El Camino Real / Santa Cruz Ave	Menlo Park	LOS D	AM PM	26.8 35.5	C D+	26.5 35.5	C D+	0.018 0.010	-0.1 0.0	26.7 35.6	C D+	0.015 0.014	-0.1 0.0	26.7 35.5	C D+	0.016 0.011	-0.1 0.0
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	AM PM	48.0 **63.8**	D **E**	48.7 **65.8**	D **E**	0.008 **0.020**	1.0 **3.8**	48.9 **66.3**	D **E**	0.015 **0.021**	1.9 **4.1**	48.8 **66.1**	D **E**	0.012 **0.020**	1.4 **3.9**
42	El Camino Real / Roble Ave	Menlo Park	LOS D	AM PM	12.8 15.3	B B	12.7 15.2	B B	0.006 0.009	-0.1 -0.1	12.7 15.1	B B	0.010 0.012	-0.1 -0.2	12.7 15.1	B B	0.008 0.010	-0.1 -0.2
43	El Camino Real / Middle Ave	Menlo Park	LOS D	AM PM	25.1 28.5	C C	24.9 28.3	C C	0.014 0.009	-0.2 0.1	24.9 28.4	C C	0.013 0.012	-0.2 0.1	24.9 28.4	C C	0.013 0.010	-0.2 0.1
44	El Camino Real / Cambridge Ave	Menlo Park	LOS D	AM PM	15.2 24.8	B C	15.0 24.8	B C	0.014 0.009	-0.2 0.2	15.0 24.8	B C	0.013 0.012	-0.2 0.2	15.0 24.8	B C	0.013 0.010	-0.2 0.2
45	El Camino Real / Quarry Rd	Palo Alto	LOS D	AM PM	11.9 33	B+ C-	13.3 34.8	B C-	0.029 0.032	1.6 2.7	14.0 36.0	B D+	0.036 0.052	2.4 4.6	14.1 35.8	B D+	0.036 0.048	2.4 4.3
46	El Camino Real (SB) / University Ave	Palo Alto (SC CMP)	LOS E	AM PM	21 22.7	C+ C+	20.7 22.5	C+ C+	0.016 0.031	-0.1 0.0	20.6 22.6	C+ C+	0.034 0.043	-0.1 0.5	20.6 22.4	C+ C+	0.026 0.036	-0.2 0.2
47	El Camino Real (NB) / University Ave	Palo Alto (SC CMP)	LOS E	AM PM	27.3 25.2	C C	28.6 26.1	C C	0.008 0.016	0.5 0.7	28.6 26.6	C C	-0.003 0.005	-0.4 0.1	27.8 26.3	C C	-0.007 0.016	-1.6 0.6
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	AM PM	56.9 72.1	E+ E	60.4 **82.2**	E **F**	0.032 **0.059**	5.2 **20.0**	63.0 **90.1**	E **F**	0.065 **0.099**	11.8 **35.4**	62.1 **86.2**	E **F**	0.052 **0.078**	8.9 **27.4**
49	El Camino Real / Churchill Ave	Palo Alto	LOS D	AM PM	25.4 26.7	C C	25.4 26.6	C C	0.017 0.018	0.1 0.1	25.4 26.9	C C	0.039 0.043	0.4 0.5	25.4 26.7	C C	0.028 0.032	0.3 0.3
50	El Camino Real / Serra St	Palo Alto	LOS D	AM PM	24.6 29.3	C C	28.3 36.1	C D+	0.082 0.111	6.1 10.7	34.4 47.1	C- D	0.181 0.219	13.6 29.3	30.2 38.8	C D+	0.118 0.149	8.3 15.3
51	El Camino Real / Stanford Ave	Palo Alto	LOS D	AM PM	31.1 32.2	C C-	31.7 34.7	C C-	0.033 0.054	1.0 3.9	32.2 36.3	C- D+	0.074 0.082	1.6 6.4	31.7 35.2	C D+	0.051 0.065	1.0 4.7
52	El Camino Real / California Ave	Palo Alto	LOS D	AM PM	22.8 27.8	C+ C	22.1 27.5	C+ C	0.029 0.031	-0.4 0.0	21.8 27.5	C+ C	0.038 0.046	-0.6 0.0	22.0 27.5	C+ C	0.033 0.039	-0.5 0.0
53	El Camino Real / Arastradero Rd - Charleston Rd	Palo Alto (SC CMP)	LOS E	AM PM	67.1 68.7	E E	70.2 70.3	E E	0.020 0.019	5.5 3.8	71.6 70.8	E E	0.029 0.024	8.1 4.8	70.6 70.4	E E	0.023 0.021	6.3 4
54	El Camino Real / San Antonio Rd	Mountain View (SC CMP)	LOS E	AM PM	60.8 55.6	E E+	61.3 55.7	E E+	0.008 0.007	0.8 0.0	61.2 55.7	E E+	0.007 0.007	0.7 0.0	61.2 55.7	E E+	0.007 0.007	0.8 0.0
55	Alma St / Lytton Ave	Palo Alto	LOS D	AM PM	28.2 25.9	C C	30.9 27.1	C C	0.017 0.015	4.1 1.9	32.1 28.4	C- C	0.026 0.029	6.1 3.8	31.6 27.9	C C	0.022 0.023	5.3 3.0
56	Alma St / Hamilton Ave	Palo Alto	LOS D	AM PM	10.2 57.7	B+ E+	10.4 **60.0**	B+ **E**	0.007 **0.012**	0.3 **5.0**	10.6 **63.6**	B+ **E**	0.014 **0.028**	0.6 **11.9**	10.5 **62.0**	B+ **E**	0.012 **0.021**	0.4 **8.8**
57	Alma St / Churchill Ave	Palo Alto	LOS D	AM PM	32.4 **59.2**	C- **E+**	32.5 **59.8**	C- **E+**	0.005 **0.006**	0.2 **1.0**	32.8 **60.4**	C- **E**	0.007 **0.010**	0.6 **2.0**	32.7 **60.0**	C- **E**	0.006 **0.008**	0.4 **1.4**

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
58	Alma St / Charleston Rd	Palo Alto	LOS D	AM PM	**123.4** **121.5**	**F** **F**	**127.3** **126.7**	**F** **F**	**0.009** **0.017**	**3.9** **6.6**	**130.0** **129.4**	**F** **F**	**0.018** **0.024**	**6.9** **9.5**	**128.3** **127.6**	**F** **F**	**0.012** **0.019**	**5.1** **7.5**
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	AM PM	**76.9** **76.0**	**E-** **E-**	**79.7** **77.4**	**E-** **E-**	**0.012** **0.000**	**4.6** **0.0**	**79.7** **77.5**	**E-** **E-**	**0.012** **0.000**	**4.6** **0.0**	**79.8** **77.5**	**E-** **E-**	**0.012** **0.000**	**4.8** **0.0**
60	Middlefield Rd / Ravenswood Ave	Menlo Park	LOS D	AM PM	49.3 45.3	D D	51.0 46.7	D D	0.011 0.012	2.1 1.9	51.4 47.4	D- D	0.013 0.017	2.6 2.8	51.3 47.1	D- D	0.012 0.015	2.4 2.4
61	Middlefield Rd / Ringwood Ave	Menlo Park	LOS D	AM PM	43.2 52.6	D D-	43.4 52.9	D D-	0.004 0.006	0.2 0.4	43.6 53.3	D D-	0.010 0.012	0.6 0.8	43.5 53.1	D D-	0.007 0.009	0.4 0.6
62	Middlefield Rd / Willow Rd	Menlo Park	LOS D	AM PM	50.0 53.0	D D-	50.2 53.4	D D-	0.000 0.006	0.0 0.5	50.2 53.6	D D-	0.000 0.009	0.0 0.8	50.2 53.5	D D-	0.000 0.008	0.0 0.7
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	AM PM	49.2 **66.1**	D **E**	51.1 **70.1**	D- **E**	0.018 **0.017**	2.1 **4.4**	51.0 **70.1**	D **E**	0.017 **0.017**	2.0 **4.5**	51.1 **70.4**	D- **E**	0.018 **0.018**	2.2 **4.8**
64	Middlefield Rd / University Ave	Palo Alto	LOS D	AM PM	35.1 39.4	D+ D	35.6 40.8	D+ D	0.019 0.031	0.5 2.0	35.7 40.8	D+ D	0.018 0.031	0.5 2.0	35.6 40.8	D+ D	0.019 0.031	0.5 2.0
65	Middlefield Rd / Hamilton Ave	Palo Alto	LOS D	AM PM	10.5 10.8	B+ B+	10.6 10.9	B+ B+	0.005 0.007	0.1 0.1	10.5 11.0	B+ B+	0.005 0.010	0.0 0.2	10.5 10.9	B+ B+	0.005 0.008	0.0 0.1
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	AM PM	55.0 **68.1**	D- **E**	**59.4** **72.9**	**E+** **E**	**0.030** **0.025**	**5.8** **6.4**	**58.8** **72.8**	**E+** **E**	**0.029** **0.024**	**5.1** **6.2**	**59.2** **73.1**	**E+** **E**	**0.029** **0.026**	**5.6** **6.6**
67	Saint Francis Dr / Embarcadero Rd	Palo Alto	LOS D	AM PM	23.0 19.3	C+ B-	23.0 19.1	C+ B-	0.015 0.014	0.2 -0.1	23.0 19.1	C+ B-	0.013 0.013	0.2 -0.1	23.0 19.1	C+ B-	0.014 0.014	0.2 -0.1
68	E. Bayshore Rd / Embarcadero Rd	Palo Alto	LOS D	AM PM	**98.5** **77.7**	**F** **E-**	**99.0** **78.7**	**F** **E-**	**0.006** **0.004**	**0.5** **0.9**	**100.0** **79.3**	**F** **E-**	**0.009** **0.005**	**1.7** **1.4**	**99.4** **79.0**	**F** **E-**	**0.007** **0.005**	**1.0** **1.2**
69	Middlefield Rd / Charleston Rd	Palo Alto	LOS D	AM PM	**58.0** **67.7**	**E+** **E**	**58.3** **68.5**	**E+** **E**	**0.004** **0.007**	**0.4** **1.6**	**58.5** **69.8**	**E+** **E**	**0.004** **0.017**	**0.3** **4.1**	**58.3** **69.0**	**E+** **E**	**0.004** **0.010**	**0.3** **2.4**
70	US 101 SB Ramps / Marsh Rd	Menlo Park	LOS D	AM PM	**77.3** **78.0**	**E-** **E-**	**77.2** **77.9**	**E-** **E-**	**0.000** **0.000**	**0.0** **0.0**	**77.2** **77.9**	**E-** **E-**	**0.000** **0.000**	**0.0** **0.0**	**77.2** **77.9**	**E-** **E-**	**0.000** **0.000**	**0.0** **0.0**
71	US 101 NB Ramps / Marsh Rd	Menlo Park	LOS D	AM PM	23.2 41.1	C D	23.2 41.1	C D	0.000 0.000	0.0 0.0	24.9 46.0	C D	0.018 0.021	2.9 7.4	23.2 41.1	C D	0.000 0.000	0.0 0.0
72	Bay Rd / Willow Rd	Menlo Park	LOS D	AM PM	19.7 11.3	B- B+	19.7 11.3	B- B+	0.008 0.006	0.1 0.1	19.8 11.3	B- B+	0.007 0.008	0.1 0.1	19.8 11.3	B- B+	0.008 0.007	0.1 0.1
73	Newbridge St / Willow Rd	Menlo Park	LOS D	AM PM	42.7 53.6	D D-	42.7 53.9	D D-	0.005 0.004	0.1 0.6	42.7 54.1	D D-	0.006 0.006	0.1 1.0	42.7 54.0	D D-	0.006 0.006	0.1 0.9
74	O'Brien Dr / Willow Rd	Menlo Park	LOS D	AM PM	19.4 20.1	B- C+	19.4 20.0	B- C+	0.003 0.004	0.0 0.0	19.4 20.0	B- C+	0.005 0.005	0.1 0.0	19.4 20.0	B- C+	0.005 0.005	0.1 0.0
75	Hamilton Ave / Willow Rd	Menlo Park	LOS D	AM PM	41.3 40.9	D D	42.0 41.1	D D	0.005 0.004	1.2 0.3	42.0 41.2	D D	0.006 0.006	1.3 0.5	42.0 41.1	D D	0.006 0.005	1.3 0.4
76	Bayfront Expy / Willow Rd	Menlo Park (SM CMP)	LOS F	AM PM	51.1 64.9	D- E	51.1 65.3	D- E	0.000 0.004	0.0 0.6	51.0 65.4	D- E	0.000 0.004	0.0 0.7	51.0 65.4	D- E	0.000 0.004	0.0 0.7

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
77	Woodland Ave / University Ave	East Palo Alto	LOS D	AM PM	**71.7** **66.1**	**E** **E**	**72.7** **66.4**	**E** **E**	**0.000** **0.006**	**0.0** **0.9**	**72.9** **66.5**	**E** **E**	**0.000** **0.007**	**0.0** **1.0**	**72.7** **66.4**	**E** **E**	**0.000** **0.006**	**0.0** **0.9**
78	US 101 SB Ramps / University Ave	East Palo Alto	LOS D	AM PM	27.9 25.8	C C	28.0 25.8	C C	0.004 0.006	0.2 0.1	28.0 25.8	C C	0.006 0.007	0.2 0.1	28.0 25.8	C C	0.004 0.006	0.2 0.1
79	Donohoe St / University Ave	East Palo Alto	LOS D	AM PM	**76.3** 43.4	**E-** D	**77.1** 43.5	**E-** D	**0.005** 0.004	**1.3** 0.1	**77.0** 43.5	**E-** D	**0.005** 0.005	**1.2** 0.2	**77.0** 43.5	**E-** D	**0.004** 0.004	**1.2** 0.1
80	University Ave / Bay Rd	East Palo Alto	LOS D	AM PM	54.1 51.8	D- D-	54.4 52.4	D- D-	0.005 0.009	0.5 1.1	54.4 52.8	D- D-	0.005 0.013	0.4 1.7	54.3 52.5	D- D-	0.004 0.010	0.4 1.3
81	University Ave / Bayfront Expy	Menlo Park (SM CMP)	LOS F	AM PM	26.4 137.3	C F	26.6 140.0	C F	0.008 0.007	0.5 3.3	26.7 140.7	C F	0.010 0.009	0.6 4.3	26.7 140.3	C F	0.009 0.008	0.6 3.8
82	Town & Country Driveway / Embarcadero Rd	Palo Alto	LOS D	AM PM	27.8 28.3	C C	27.2 27.9	C C	0.031 0.021	-0.4 -0.3	27.2 27.8	C C	0.028 0.030	-0.3 -0.4	27.2 27.9	C C	0.030 0.026	-0.4 -0.3
83	Charleston Rd / San Antonio Rd	Palo Alto (SC CMP)	LOS E	AM PM	79.2 68.3	E- E	79.4 68.6	E- E	0.001 0.002	0.4 0.5	79.6 68.6	E- E	0.002 0.002	0.8 0.6	79.4 68.6	E- E	0.001 0.002	0.5 0.5
84	US 101 SB Ramps / Willow Rd	Menlo Park	LOS D	AM PM	11.1 12.8	B+ B	11.2 12.8	B+ B	0.003 0.000	0.2 0.0	11.1 12.8	B+ B	0.002 0.000	0.2 0.0	11.2 12.8	B+ B	0.002 0.000	0.2 0.0
85	US 101 NB Ramps / Willow Rd	Menlo Park	LOS D	AM PM	25 24.2	C C	25.1 24.2	C C	0.000 0.003	0.0 0.1	42.2 33.2	D C-	0.245 0.160	41.9 19.9	25.1 24.2	C C	0.000 0.004	0.0 0.1
86	Central Expy / Rengstorff Ave	Santa Clara County (SC CMP)	LOS E	AM PM	**447.1** **248.1**	**F** **F**	**449.7** **250.5**	**F** **F**	**0.010** **0.008**	**2.2** **2.6**	**449.8** **251.0**	**F** **F**	**0.009** **0.010**	**2.0** **3.0**	**449.8** **250.7**	**F** **F**	**0.010** **0.009**	**2.1** **2.8**
87	Central Expy / Shoreline Blvd (N)	Santa Clara County (SC CMP)	LOS E	AM PM	**224.5** **97.4**	**F** **F**	**223.6** **97.1**	**F** **F**	**0.004** **0.006**	**0.2** **-0.1**	**222.8** **96.6**	**F** **F**	**0.007** **0.007**	**-2.1** **-1.3**	**223.4** **96.7**	**F** **F**	**0.005** **0.006**	**-0.5** **-1.0**
88	Central Expy / Shoreline Blvd (S)	Santa Clara County (SC CMP)	LOS E	AM PM	11.2 7.5	B+ A	11.2 7.5	B+ A	0.003 0.005	-0.1 0.0	11.2 7.5	B+ A	0.006 0.007	-0.2 0.0	11.2 7.5	B+ A	0.004 0.006	-0.1 0.0
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	AM PM	**240.1** **222.1**	**F** **F**	**243.7** **225.7**	**F** **F**	**0.010** **0.009**	**5.2** **4.5**	**244.2** **226.1**	**F** **F**	**0.009** **0.011**	**4.7** **4.5**	**243.9** **225.8**	**F** **F**	**0.009** **0.010**	**4.8** **4.5**
90	Foothill Expy / Edith Ave	Santa Clara County	LOS E	AM PM	55.9 **105.5**	E+ **F**	61.5 **112.6**	E **F**	0.016 **0.015**	10.2 **11.8**	60.0 **111.1**	E+ **F**	0.012 **0.012**	7.4 **9.5**	60.8 **118.8**	E **F**	0.014 **0.013**	8.9 **10.6**
91	Foothill Expy / Main St	Santa Clara County (SC CMP)	LOS E	AM PM	44.6 54.8	D D-	49.9 55.8	D E+	0.016 0.009	8.5 -1.3	48.4 55.5	D E+	0.012 0.009	6.1 -1.3	49.2 55.7	D E+	0.014 0.009	7.4 -1.3
92	University Ave / O'Brien Dr	Menlo Park	LOS D	AM PM	9.1 13.4	A B	9.1 13.3	A B	0.005 0.006	0.0 0.0	9.1 13.3	A B	0.006 0.008	0.0 0.0	9.1 13.3	A B	0.005 0.006	0.0 0.0
Additional Intersections																		
93	University Ave / Adams Dr*	Menlo Park	LOS E (warrant)	AM PM	425.5 39.6	F[10] E	456.2 41.4	F[8] E	N/A	N/A	465.4 42.4	F[10] E	N/A	N/A	457.4 41.7	F[10] E	N/A	N/A
94	University Ave / Runnymede St	East Palo Alto	LOS D	AM PM	15.3 19.1	B B-	15.3 19.1	B B-	0.005 0.005	0.0 0.0	15.3 19.0	B B-	0.005 0.006	0.0 0.0	15.3 19.1	B B-	0.005 0.005	0.0 0.0

TABLE 4-1: CUMULATIVE (2035) NO PROJECT AND WITH HOUSING ALTERNATIVES INTERSECTION LEVELS OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Proposed 2018 General Use Permit[4]				Cumulative (2035) With Full Offset Housing Alternative				Cumulative (2035) With Half Offset Housing Alternative			
					Delay[5]	LOS[6]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]	Delay[5]	LOS[6]	Δ in Crit. V/C[7]	Δ in Crit. Delay[8]
95	University Avenue / Bell Street	East Palo Alto	LOS D	AM	14.8	B	14.7	B	0.005	0.0	14.7	B	0.005	0.0	14.7	B	0.005	0.0
				PM	17.3	B	17.2	B	0.005	0.0	17.2	B	0.006	0.0	17.2	B	0.005	0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service **Bold and highlighted text** indicates a significant impact.

*Indicates unsignalized intersection.

**Indicates intersection is ungsinalized under Existing and Background (2018) Conditions and signalized under Cumulative (2035) Conditions.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
   (SC CMP) – CMP intersection in Santa Clara County
   (SM CMP) – CMP intersection in San Mateo County
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Cumulative (2035) No Project and Cumulative (2035) With Proposed 2018 General Use Permit presents the results from the Page Mill Road Sensitivity Memorandum, which evaluated the effects of the TIA Part 2 project description on the surrounding transportation network assuming that Page Mill Road remained two lanes in each direction. These results are provided for comparison purposes only.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
7. Change in critical volume to capacity ratio between Cumulative (2035) and Cumulative (2035) With Project and Cumulative (2035) With Housing Alternatives Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
8. Change in average critical movement delay between Cumulative (2035) and Cumulative (2035) With Project and Cumulative (2035) With Housing Alternatives Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
9. The US 101 / Willow Road interchange reconfiguration is estimated to be constructed by 2020, and is denoted by "N/A" under Existing Conditions.
10. A signal warrant is not met for this intersection.

Source: Fehr & Peers, April 2018.

4.2 CUMULATIVE (2035) FREEWAY SEGMENT ANALYSIS

The future operations of freeway mainline segments in Santa Clara County and San Mateo County are evaluated using V/C ratios, with the volume-to-capacity ratio greater than 1.0 indicating the vehicle demand exceeds capacity. Freeway volumes for the Cumulative (2035) No Project and Cumulative (2035) With Housing Alternatives cases were developed as described in Chapter 5 of TIA Part 2 and Chapter 2 of this Housing Alternatives TIA. As described in Chapter 3 of TIA Part 2, a Santa Clara County VTA freeway segment impact under Cumulative (2035) with Housing Alternatives Conditions is determined to occur when:

- the addition of traffic causes a freeway segment volume-to-capacity ratio to exceed 1.0, or
- the Housing Alternative increases traffic demand on a freeway segment already operating at a V/C greater than or equal to 1.0 by an amount equal to one percent or more of the segment capacity.

Freeway segments in San Mateo County also abide by these impact criteria. Plus, an impact may occur if the Housing Alternatives causes the freeway segment V/C ratio to increase by one (1.0) percent on a segment already operating at a V/C greater than or equal to 1.0.

Under Cumulative (2035) With Full Offset Housing Alternative Conditions, 16 freeway segments would meet the significance criteria, which is three more than under Cumulative (2035) with Project Conditions.

- Northbound State Route 85
    - Saratoga Avenue to De Anza Boulevard (PM peak hour)*;
    - South De Anza Boulevard to Stevens Creek Boulevard (AM and PM* peak hours);
    - Stevens Creek Boulevard to I-280 (AM peak hour);
- Southbound State Route 85
    - Stevens Creek Boulevard to South De Anza Boulevard (AM* and PM peak hours);
    - De Anza Boulevard to Saratoga Avenue (PM peak hour)*;
- Northbound Interstate 280
    - Lawrence Expressway to Wolfe Road (PM peak hour)*;
    - Wolfe Road to De Anza Boulevard (AM peak hour);
    - State Route 85 to Foothill Expressway (AM and PM peak hours);
    - Foothill Expressway to Magdalena Avenue (AM peak hour);
    - Sand Hill Road to Woodside Road (PM peak hour);
- Southbound Interstate 280**
    - Woodside Road to Sand Hill Road (AM peak hour);
    - Magdalena Avenue to Foothill Expressway (PM peak hour);
    - Foothill Expressway to State Route 85 (AM* and PM peak hours);
    - State Route 85 to De Anza Boulevard (PM peak hour);
    - De Anza Boulevard to Wolfe Road (PM peak hour);

- Wolfe Road to Lawrence Expressway (PM peak hour)*.

* = Impact would not occur under Cumulative (2035) with Project Conditions.
** = Southbound I-280 AM impact between Sheep Camp Trail to Edgewood Road would not occur under either Housing Alternative.

As explained in Section 4.1 of this Housing Alternatives TIA, the results for the Cumulative (2035) No Project and Cumulative (2035) with Proposed 2018 General Use Permit Conditions have been updated since publication of TIA Part 2 and the Draft Environmental Impact Report to correct the assumed lane configuration on Page Mill Road under Cumulative (2035) Conditions. Modeling conducted for TIA Part 2 used a six-lane configuration that VTA included in its 2040 traffic model. Subsequently, VTA staff indicated that inclusion of the six-lane configuration had been an error on the part of VTA. The updated results are based on modeling that assumes the existing four-lane configuration for Page Mill Road. The updated modeling followed the same process outlined in TIA Part 2, Chapter 5, and is described in the Fehr & Peers memorandum *Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard* (March 22, 2018).

The revised assumption that Page Mill Road remains four lanes between I-280 and Junipero Serra Boulevard/Foothill Road in 2035,results in two additional freeway segments meeting the impact criteria under the proposed Project (the 2018 General Use Permit) compared to the number of freeway segments identified as meeting the criteria in TIA Part 2 and the Draft EIR[5]:

- I-280 Southbound, Woodside Road to Sand Hill Road, AM peak hour
- I-280 Southbound, SR 85 to De Anza Boulevard, PM peak hour

Compared to the proposed 2018 General Use Permit Conditions, the Full Offset Housing Alternative would add four new freeway segments that meet the significance criteria. However, one freeway segment that meets the criteria under the proposed 2018 General Use Permit would not meet the criteria under the Full Offset Housing Alternative (Southbound Interstate 280 from Sheep Camp Trail to Edgewood Road) due to the reduction in commuter trips traveling toward campus in the morning. In addition, the Full Offset Housing Alternative would extend impacts at three freeway segments to both the AM and PM peak hours, while the proposed 2018 General Use Permit would not result in a significant impact to those freeway segments in one of the two peak hours. Overall, the Full Offset Housing Alternative would not reduce the significant impacts of the proposed 2018 General Use Permit.

Under Cumulative (2035) With Half Offset Alternative Conditions, 13 segments would meet the significance criteria, which is the same as the number that would meet the criteria under Cumulative (2035) With Project Conditions.

[5] The Draft EIR concludes that impacts to freeway segments would be significant and unavoidable under Cumulative (2035) with Project conditions. The addition of two more freeway segments to the list presented in the Draft EIR does not change the Draft EIR's conclusion.

- Northbound State Route 85
    - South De Anza Boulevard to Stevens Creek Boulevard (AM peak hour);
    - Stevens Creek Boulevard to I-280 (AM Peak hour);
- Southbound State Route 85
    - Stevens Creek Boulevard to South De Anza Boulevard (PM peak hour);
    - De Anza Boulevard to Saratoga Avenue (PM peak hour)*;
- Northbound Interstate 280
    - Wolfe Road to De Anza Boulevard (AM peak hour);
    - State Route 85 to Foothill Expressway (AM and PM peak hours);
    - Foothill Expressway to Magdalena Avenue (AM peak hour);
    - Sand Hill Road to Woodside Road (PM peak hour);
- Southbound Interstate 280**
    - Woodside Road to Sand Hill Road (AM peak hour);
    - Magdalena Avenue to Foothill Expressway (PM peak hour);
    - Foothill Expressway to State Route 85 (AM* and PM peak hours);
    - State Route 85 to De Anza Boulevard (PM peak hour);
    - De Anza Boulevard to Wolfe Road (PM peak hour).

* = Impact would not occur under Cumulative (2035) With Project conditions
** = Southbound I-280 AM impact between Sheep Camp Trail to Edgewood Road would not occur under either Housing Alternative.

Compared to the proposed 2018 General Use Permit Conditions, the Half Offset Housing Alternative would add one new freeway segment that would meet the significance criteria. However, one freeway segment that would meet the significance criteria under the proposed 2018 General Use Permit would not meet the significance criteria under the Half Offset Housing Alternative (Southbound Interstate 280 from Sheep Camp Trail to Edgewood Road) due to the reduction in commuter trips traveling toward campus in the morning. In addition, the Half Offset Housing Alternative would extend impacts at one freeway segment to both the AM and PM peak hours, while the proposed 2018 General Use Permit would result in a significant impact to that freeway segment in only the PM peak hour. One freeway segment with a significant impact under the proposed 2018 General Use Permit would not have a significant impact under the Half Offset Housing Alternative (Southbound Interstate 280 from Camp Trail to Edgewood Road). Overall, the Half Offset Housing Alternative would not reduce the significant impacts of the proposed 2018 General Use Permit.

Appendix E includes the freeway V/C ratio calculations, levels of service, and impact assessment. See Chapter 5: Transportation Impact Assessment, for further discussion on freeway segment impacts and mitigations.

4.3 CUMULATIVE (2035) TRANSIT DELAY ANALYSIS

The Housing Alternatives would add traffic along major transit corridors throughout the Cities of Palo Alto and Menlo Park, which could affect operations of VTA and SamTrans bus routes. The bus routes evaluated

along with the methodology for estimating this delay are described in Chapter 3, Section 6 (Transit Service Analysis Methods) in the TIA Part 2. The additional delay to transit service in the area due to implementation of the Housing Alternatives can be found in **Table 4-2**. **Appendix F** contains the calculation summary for each transit route.

The Housing Alternatives would not substantially increase transit delay relative to the total route travel times, for the transit routes assessed. As shown in **Table 4-2** for the Cumulative (2035) With Full Offset Housing Alternative conditions, the traffic would increase the travel times by less than 30 seconds on all but seven routes and increase travel times by less than 60 seconds on all but four routes. For the Cumulative (2035) With Half Offset Housing Alternative conditions, the traffic would increase the travel times by less than 30 seconds on all but six routes and increase travel times by less than 60 seconds on all of the routes. Dumbarton Express 1 would experience a longer delay change, at 108.3 seconds in the westbound direction during the AM peak hour only and 86.6 seconds in the eastbound direction during the PM peak hour only, with the Full Offset Alternative. For both peak hours, this delay constitutes less than three percent of the total travel time on that route.

Next to the Dumbarton Expressway 1 route, VTA Routes 104, 22, and 522 would experience delays greater than 60 seconds during the PM peak hour for the Cumulative (2035) With Full Offset Housing Alternative. VTA is studying the implementation of a Bus Rapid Transit (BRT) system on El Camino Real that would extend into the study area with a terminus at the Palo Alto Downtown Transit Center. The BRT system would be an update of the existing 522 service. Therefore, delays for the future BRT service would be similar to the delay for the existing 522 service. Of the seven alternatives presented in the El Camino Real Bus Rapid Transit Draft Environmental Impact Report/Environmental Assessment (October 2014), only one would provide a dedicated BRT lane in Palo Alto extending from City of Mountain View city limits to Embarcadero Road. All other alternatives would require buses to operate within mixed-flow lanes or HOV lanes without signal modifications. Therefore, under the majority of the alternatives being considered, the delays to the future BRT service would be similar to the delays experienced by the existing 522 service.

The above results can be compared to the Cumulative (2035) With Project analysis, in which the Project traffic would add delays of less than 30 seconds on all but three routes, and less than 40 seconds on all routes, as shown in **Table 4-2**.

TABLE 4-2: CUMULATIVE (2035) WITH HOUSING ALTERNATIVES TRANSIT ROUTE DELAY[1]

Route		Direction	Peak Hour	Additional Route Average Delay with Housing Alternatives (seconds)[2]		
				Proposed 2018 General Use Permit[3]	Full Offset Housing Alternative	Half Offset Housing Alternative
22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	Eastbound	AM PM	12.2 35.8	23.6 72.4	16.3 48.8
		Westbound	AM PM	20.9 17.4	14.6 33.6	11.9 25.5
35	Downtown Mountain View to Stanford Shopping Center	Northbound	AM PM	11.8 22.0	14.3 27.0	14.2 24.7
		Southbound	AM PM	16.7 13.2	12.5 18.6	14.3 16.7
89	California Avenue Caltrain Station to Palo Alto Veterans Hospital	Northbound	AM PM	< 5.0 < 5.0	< 5.0 14.3	< 5.0 13.7
		Southbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
102	South San Jose to Palo Alto	Northbound	AM	< 5.0	< 5.0	< 5.0
		Southbound	PM	16.7	60.4	37.2
104	Penitencia Creek Transit Center to Palo Alto	Eastbound	PM	< 5.0	64.3	53.7
		Westbound	AM	26.3	82.3	52.2
522	Palo Alto Transit Center to Eastridge Transit Center	Eastbound	AM PM	9.1 34.1	17.7 68.0	11.7 46.0
		Westbound	AM PM	20.9 17.4	14.6 33.6	11.9 25.5
281	Onetta Harris Center to Stanford Shopping Center	Eastbound	AM PM	6.5 9.6	11.8 15.5	9.6 13.5
		Westbound	AM PM	< 5.0 < 5.0	< 5.0 < 5.0	< 5.0 < 5.0
ECR	Daly City BART to Palo Alto Transit Center	Northbound	AM PM	< 5.0 10.0	< 5.0 10.3	< 5.0 9.8
		Southbound	AM PM	< 5.0 < 5.0	5.5 9.3	< 5.0 7.4
DB	Dumbarton Express - Union City BART to Stanford Oval	Eastbound	AM PM	< 5.0 7.4	< 5.0 < 5.0	< 5.0 10.2
		Westbound	AM PM	22.6 9.2	48.6 26.3	25.7 11.9
DB1	Dumbarton Express 1 - Union City BART to Stanford Research Park	Eastbound	AM PM	< 5.0 8.6	44.4 86.6	< 5.0 59.2
		Westbound	AM PM	31.1 26.2	108.3 79.3	56.6 43.6

TABLE 4-2: CUMULATIVE (2035) WITH HOUSING ALTERNATIVES TRANSIT ROUTE DELAY[1]

Route		Direction	Peak Hour	Additional Route Average Delay with Housing Alternatives (seconds)[2]		
				Proposed 2018 General Use Permit[3]	Full Offset Housing Alternative	Half Offset Housing Alternative
U	Fremont BART to Stanford Oval	Eastbound	PM	29.4	49.4	40.6
		Westbound	AM	17.0	51.4	16.8
E	University Avenue Caltrain Station to Baylands Business Parks	Eastbound	AM PM	5.9 14.2	12.2 19.3	9.6 17.3
		Westbound	AM PM	11.8 < 5.0	< 5.0 < 5.0	6.3 < 5.0
C	University Avenue/Downtown to South Palo Alto at Charleston Road	Eastbound	AM PM	< 5.0 8.9	< 5.0 9.8	< 5.0 8.9
		Westbound	AM PM	29.1 6.3	29.7 10.0	29.3 8.0

Note:

1. Transit delay is calculated by summing each transit route movements through the study intersections. Some movements may experience large increases or decreases in delay as a result of the analysis software (Traffix 8.0) redistributing green time for each phase.

2. The Project was not considered to have a measureable change in overall transit delay if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in signal timing, critical movement changes, etc.).

3. Cumulative (2035) With Proposed 2018 General Use Permit presents the results from the Page Mill Road Sensitivity Memorandum, which evaluated the effects of the TIA Part 2 project description on the surrounding transportation network assuming that Page Mill Road remained two lanes in each direction. These results are provided for comparison purposes only.

Source: Fehr & Peers, April 2018.

4.4 CUMULATIVE (2035) BICYCLE AND PEDESTRIAN QUALITY OF SERVICE ANALYSIS

Pedestrian and bicycle QOS analysis is presented in Chapter 5, as the analysis depends on the traffic mitigation measures proposed.

5. TRANSPORTATION IMPACT ASSESSMENT

This chapter discusses the Housing Alternatives' impacts to the study intersections, freeway segments, neighborhood streets, transit, bicycle and pedestrian facilities, and safety and emergency access.

5.1 INTERSECTION IMPACTS AND MITIGATION MEASURES

For the proposed 2018 General Use Permit, Stanford intends to prevent significant impacts to intersection and freeway congestion by achieving the Stanford Community Plan's No Net New Commute Trips goal through the use of trip reduction efforts (both for Stanford and non-Stanford trips), infrastructure improvements that will serve and promote the use of non-auto modes, and funding contributions to programs that will reduce auto trips. It is Stanford's intent to avoid the need for intersection capacity improvements.

Stanford is not confident that the No Net New Commute Trips goal can be achieved under the Housing Alternatives. Prior to submitting its application for the 2018 General Use Permit, Stanford worked closely with transportation consultants at Arup and Fehr & Peers to evaluate whether it would be feasible to continue to achieve the No Net New Commute Trips standard. Arup developed a mode share model for Stanford's populations to better understand current Stanford commuters' preferences for selecting their transit modes, and to enable Stanford to plan its Transportation Demand Management (TDM) programs to meet the needs of a dynamic population in the future. The mode share model utilizes the extensive information that Stanford collects each year through its annual commute survey, including mode choice, age, gender, geography, and campus arrival/departure times. The mode share model is used to predict the

mode split outcomes of potential future TDM measures, both on their own and acting together as packages of improvements, with the assumption that Stanford commuters select a mode that provides the best combination of travel time, convenience and cost. This allows for predictions of specific numbers of commute trips that could be expected under various improvement scenarios, and a comparison with current TDM options and additional reductions needed to achieve the No Net New Commute Trips standard.

Stanford carefully vetted the modeling results internally to understand the feasibility and financial implications of expanding its TDM programs to achieve the No Net New Commute Trips standard under the 2018 General Use Permit. This process gave Stanford confidence that, barring unforeseen externalities, it would be able to achieve the standard.

Stanford has not tested whether it would be possible to achieve the No Net New Commute Trips standard under the Housing Alternatives. The Housing Alternatives trip generation analysis presented in Section 2 of this Housing Alternatives TIA concludes that the Alternatives would increase peak hour, peak direction trips. Specifically:

- Compared to the proposed 2018 General Use Permit, the Full Offset Housing Alternative would replace 244 morning peak hour inbound trips by commuters with 357 morning peak hour inbound trips by campus residents.
- Compared to the proposed 2018 General Use Permit, the Full Offset Housing Alternative would replace 213 evening peak hour outbound trips by commuters with 459 evening peak hour outbound trips by campus residents.
- Compared to the proposed 2018 General Use Permit, the Half Offset Housing Alternative would replace 122 morning peak hour inbound trips by commuters with 179 morning peak hour inbound trips by campus residents.
- Compared to the proposed 2018 General Use Permit, the Half Offset Housing Alternative would replace 107 evening peak hour outbound trips by commuters with 229 evening peak hour outbound trips by campus residents.

Stanford's mode share model does not focus on trips by residents. The model focuses on mode choices by Stanford affiliates who live off-campus, and commute to and from campus. This is because Stanford's TDM programs primarily are designed to enable off-campus residents to use modes other than single occupant vehicles to commute to work and classes. Stanford has not modeled or designed programs to reduce an increase in trips by campus residents at the magnitude that would occur under the Housing Alternatives.

Programs focused on commuters may not be effective in offsetting residence-based trips. For example, to encourage employees and students living off campus to use Caltrain, Stanford provides Go Passes. By providing the free Go Passes, and charging for on-campus parking, Stanford has motivated commuters to use transit to get to campus, which is evident in the 20 percent mode share for Caltrain. By contrast, spouses

and other non-Stanford affiliates living in campus housing may work at locations that do not provide Go Passes and/or that do not charge for parking.

Equally important, Stanford makes it seamless for commuters to use Caltrain and AC Transit buses by providing Marguerite shuttle service timed to meet the trains and buses as they arrive at the campus, with routes designed to move transit riders quickly and efficiently to and from campus buildings. Non-Stanford affiliates living in campus housing could easily reach Caltrain and bus lines, but may not have feasible ways to bridge the gaps between train and bus stations at their workplace end of the trip (i.e., the last mile service).

In addition, all campus residents, including Stanford affiliates, would travel between their residences and local and regional destinations for shopping, entertainment, and recreation. The trip generation analysis indicates that many of these types of trips could occur in the peak hour in the peak direction. Stanford's TDM programs can address some of these types of trips, but many of these types of trips cannot effectively be addressed through TDM measures.

A study on commuter behaviors conducted by the University of Denver found that commuters who work near transit have much stronger transit commute habits than those who live near transit. These findings are consistent with Stanford's concerns that TDM programs may not be as effective in getting a very large increase in residents out of their cars compared to commuters.[6]

Stanford also has expressed concerns that the large magnitude of increased peak hour trips (in both directions) and in all-day trips could have unforeseen consequences. The Housing Alternatives trip generation analysis presented in Section 2 of this Housing Alternatives TIA concludes that the Alternatives would increase total peak hour trips by a very large amount.

- Compared to the proposed 2018 General Use Permit, the Full Offset Housing Alternative would increase total PM peak hour trips by 740 trips. The Alternative would replace 344 peak hour commute trips with 1,084 peak hour residence-based trips.
- Compared to the proposed 2018 General Use Permit, the Half Offset Housing Alternative would increase total PM peak hour trips by 370 trips. The Alternative would replace 172 peak hour commute trips with 542 peak hour residence-based trips.

The 2018 General Use Permit: Housing Alternatives SB 743 Vehicle Miles Traveled Analysis concludes that the Full Offset Housing Alternative would increase total VMT by over 34 million miles per year compared to the proposed 2018 General Use Permit. That analysis accounts for trips throughout the day.

[6] The impact of transit station areas on the travel behaviors of workers in Denver, Colorado. October 2015. https://www.sciencedirect.com/science/article/pii/S0965856415002244.

Stanford provides many of its TDM programs regardless of travel direction and time of day. It may prove infeasible to scale the program to accommodate the magnitude of increased vehicle trips that would occur under the Housing Alternatives.

Like the TIA Part 2, this Traffic Impact Assessment conservatively assumes that Stanford does not achieve the No Net New Commute Trips goal, and does not expand its existing TDM programs. Under this assumption, intersection impacts were evaluated under Background (2018) with Housing Alternatives and Cumulative (2035) with Housing Alternatives Conditions. For each scenario (2018 and 2035), the evaluation is organized as follows:

- Intersections with significant impacts are listed, and impact statements for each intersection, along with proposed mitigation measures, are presented, grouped by jurisdiction.
- Where possible, feasible physical and/or operational mitigation measures have been identified and are presented. The acronym "LTS" is used if the mitigation measure reduces the impact to a less-than-significant level. Impacts that would remain significant and unavoidable after mitigation are designated "SU".
- For intersection impacts, the effect of the proposed mitigation measure on bicycle and pedestrian quality of service (QOS) is also described using StreetScore+.

5.1.1 TRAFFIC MITIGATION APPROACH

Sections 5.1.2 and 5.1.3 describe physical and operational improvements to address the 2018 General Use Permit's significant impacts on intersections in the traffic study area. These impacts are projected to occur if Stanford generates peak hour vehicle trips at the same rates as those of the current campus. However, Stanford intends to limit the trip growth under the 2018 General Use Permit as it has successfully done under the 2000 General Use Permit. Since 2001, Stanford has met its No Net New Commute Trips target every year, even as the campus facilities and populations grew. This is documented in the annual traffic monitoring reports prepared to implement the 2000 General Use Permit Conditions of Approval. The monitoring process considers both trips entering the campus cordon in the morning peak hour and exiting in the afternoon peak hour (as adjusted per the approved monitoring methodology), along with Stanford-provided trip reductions outside of campus. In the 2018 General Use Permit Application, Section 7.1, Stanford proposes a continuation of the No Net New Commute Trips goal. Stanford intends to enhance the mechanisms by which the University would contribute to vehicle trip reductions within the traffic impact area. The proposed program is summarized below.

As explained at the beginning of this Section 5.1, Stanford is not confident that the No Net New Commute Trips goal can be achieved under the Housing Alternatives. As a result, this Housing Alternatives TIA assumes that the additional housing contemplated by the Housing Alternatives would be located outside the cordons used to measure compliance with the No Net New Commute Trips standard, or the trips associated with the additional housing would be removed from campus cordon counts.

5.1.1.1 No Net New Commute Trips Goal

Stanford has stated in its application that it intends to continue to take all necessary steps to meet the No Net New Commute Trips goal established in the Stanford Community Plan. The goal is defined to mean no additional trips above a base level during the peak commute hour in the campus commute direction. Based on an extensive modeling analysis, Stanford is confident that, barring unforeseen circumstances, it will be able to achieve the No Net New Commute Trips standard under the 2018 General Use Permit.

Stanford is not confident that the No Net New Commute Trips can be achieved with the Housing Alternatives for the reasons provided at the beginning of this Section 5.1.

5.1.1.2 Travel Demand Management Program

Stanford plans to continue to mitigate the transportation impacts of its proposed 2018 General Use Permit development by implementing a TDM program designed to achieve the No Net New Commute Trips goal. Stanford's TDM program has contributed to a decrease in Stanford's commuter drive-alone rate from 72 percent in 2002 to 50 percent today. Under the proposed Project, Stanford will continue to monitor program effectiveness and adjust the specific services, incentives and disincentives over time to optimize the effectiveness of the programs.

Stanford is not confident that the No Net New Commute Trips can be achieved with the Housing Alternatives for the reasons provided at the beginning of this Section 5.1. This Housing Alternatives TIA assumes that the additional housing contemplated by the Housing Alternatives would be located outside the cordons used to measure compliance with the No Net New Commute Trips standard, or the trips associated with the additional housing would be removed from campus cordon counts.

5.1.1.3 Off-Campus Trip Reductions: Stanford-Provided Programs and Services, and Funding for Infrastructure Projects

Stanford proposes in its application to continue to recognize off-campus trip reductions efforts as specified by Stanford Community Plan policy C-8 and 2000 General Use Permit Condition G.8 with two minor modifications. First, Stanford proposes a clarification to the existing policy that reduction of an off-campus trips can be recognized as long as one terminus for the trip is within the local impact boundary. For example, if Stanford runs a shuttle to East Palo Alto and an East Palo Alto resident rides that shuttle to a business in Palo Alto, a vehicle trip will have been removed within the targeted geographic boundary.

Second, Stanford proposes that funding off-campus circulation infrastructure improvements may qualify for trip credits as long as the improvements would enhance safety or increase mobility for pedestrians, bicyclists or transit users within the local impact area. For example,

- funding roadway modifications to add transit vehicle lanes or bicycle lanes;

- adding signals to improve pedestrian or bicycle safety;
- providing transit signal pre-emption along major corridors;
- connecting gaps in the bicycle network;
- reducing non-local traffic in neighborhood areas through traffic calming measures; and
- other pedestrian, bicycle and transit-supportive projects envisioned in the Palo Alto Comprehensive Plan and ConnectMenlo, could qualify for trip credits under this approach if approved by the County.

Any proposal for such credits would be accompanied by evidence demonstrating how the project or program would remove vehicular trips from the local impact area.

5.1.1.4 Funding for Others' Off-Campus Trip Reduction Programs and Intersection Improvements

For the 2018 General Use Permit, Stanford proposes in its application that its first priority would be to take steps within its own control to reduce trips through trip reduction measures and trip credits, as described above. However, if Stanford cannot achieve the No Net New Commute Trips goal using those two means, Stanford would pay a per-trip fee that would be used by Santa Clara County to (a) fund other entities' trip reduction programs; or (b) apply such funds to intersection improvements identified in the TIA.

Payment would be made to an account managed by the County Planning Office that could be used to fund off-campus projects that encourage and improve use of alternative transportation modes or otherwise reduce peak period traffic. These projects could include transit improvements that directly or indirectly benefit the local impact area and community education and outreach regarding non-auto mode transportation options. This fund also could be used for transportation improvements that increase safety and mobility for pedestrians, bicyclists and transit users.

This Housing Alternatives TIA assumes that the incremental trips associated with the Housing Alternatives would be mitigated through fair share contributions to intersection improvements.

5.1.1.5 Funding Calculation

In its application, Stanford proposes that the amount of the payment for each exceeded trip be based upon the dollar amount that otherwise would be expended for intersection improvements required to mitigate the effects of development under the 2018 General Use Permit. Such a payment program is consistent with Stanford Community Plan implementation measure SCP-C (i)(9).

To calculate the annual payment on a per-trip basis, the total amount of Stanford's fair-share contribution to all intersection improvements would be divided by 17, to reflect the number of years that the 2018 General Use Permit is expected to be in effect. The resulting quotient would then be divided by the number

of peak hour, peak direction vehicle trips anticipated to occur absent the No Net New Commute Trips goal. That per-trip dollar amount times the number of trips exceeding the goal would constitute the payment necessary. In no event would Stanford be required to pay cumulatively over the time period of the 2018 General Use Permit more than the total amount of its fair-share contribution toward feasible improvements at impacted intersections and roadways.

As noted above, this Housing Alternatives TIA assumes that the additional housing contemplated by the Housing Alternatives would be located outside the cordons used to measure compliance with the No Net New Commute Trips standard, or the trips associated with the additional housing would be removed from campus cordon counts. This Housing Alternatives TIA assumes that the incremental trips associated with the Housing Alternatives would be mitigated through fair share contributions to intersection improvements.

5.1.2 BACKGROUND (2018) WITH HOUSING ALTERNATIVES CONDITIONS

Table 3-1 shows the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Background (2018) with Housing Alternatives Conditions. Based on the impact criteria listed in Chapter 3 of TIA Part 2, both Housing Alternatives would have significant impacts at the following five intersections:

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #13: I-280 SB Off-Ramp/Page Mill Road (AM and PM peak hours)
- Intersection #17: Junipero Serra Blvd./Foothill Expwy./Page Mill Road (AM and PM peak hours)
- Intersection #30: Foothill Expressway/Arastradero Road (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (PM peak hour)

These same five intersections would experience significant impacts under the proposed 2018 General Use Permit. The TIA Part 2 identified one additional intersection with a significant impact under the proposed 2018 General Use Permit at Intersection #31, Foothill Expressway/ San Antonio Road. However, that result was due to a volume error that has since been corrected. Therefore, the Housing Alternatives would result in significant impacts at the same intersections as the proposed 2018 General Use Permit.

Generally, at the study intersections located closest to the campus, the Housing Alternatives would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Housing Alternatives would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Full Offset Alternative would add approximately 200 to 220 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 30 to 130 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard. The Half Offset Alternative would add approximately 110 peak hour trips to the same El Camino Real intersections and

between 10 to 60 peak hour trips to other bordering intersections. Overall, the Housing Alternatives would not reduce significant effects of the proposed 2018 General Use Permit under 2018 conditions.

Where feasible physical capacity improvements or other operational improvements are possible, they have been identified, and are described below, along with the post-mitigation level of service and resulting impact level of significance. A bicycle and pedestrian QOS evaluation was performed for each mitigation location, to assess the impacts on bicycle and pedestrian conditions of the proposed mitigation, using the methodology described in Chapter 3 of TIA Part 2. These impacts are also described below. **Table 5-1** and **Table 5-2** summarize all of this information, for the five impacted locations, for the Full Offset and Half Offset Housing Alternatives, respectively. **Appendix G** contains the mitigation LOS calculations. **Appendix H** shows the bicycle and pedestrian StreetScore+ QOS results for each location.

5.1.2.1 Santa Clara County

I-280 Southbound Off-Ramp/Page Mill Road (Intersection #13) – The addition of Housing Alternatives traffic under Background (2018) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for an unsignalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an unacceptable LOS F during the AM and PM peak hours. It would continue to function at LOS F under Background (2018) No Project Conditions and Background (2018) With Housing Alternatives conditions while also meeting the criteria for a peak hour signal warrant. This intersection serves two major corridors, I-280 and Page Mill Road, which traverse the City of Palo Alto and connects to El Camino Real and US 101. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2018.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the installation of a traffic signal.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Installation of a traffic signal would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	Installation of a traffic signal would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle StreetScore+ QOS would remain at QOS 3.7.	The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle StreetScore+ QOS would remain at QOS 3.7.

Because this improvement requires additional funding that has not yet been identified, and depends on actions taken by Caltrans, Santa Clara County may find that this improvement would not be implemented

in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

Aside from large eastbound/westbound shoulders for bicyclists, there are no other bicycle or pedestrian facilities at this intersection. Depending on the ultimate design, additional bicycle facilities may be implemented at this intersection. However, as the intersection is currently striped, the mitigation measure would not adversely affect the existing bicycle facilities.

There is no pedestrian access at this intersection; therefore the proposed mitigation measure would have no effect on pedestrian quality of service as pedestrians are not allowed at the intersection.

It is noted that Santa Clara County's *Page Mill Expressway Corridor Study Report* describes improvements along the length of Page Mill Road from the I-280 Southbound Ramps to El Camino Real. The improvement concept at the I-280 Southbound Ramps intersection is a roundabout with a traffic signal at the I-280 Northbound Ramps intersection and a third eastbound and westbound through lane on Page Mill Road to the east of the I-280 Northbound Ramps intersection. The County will determine the ultimate improvement design and phasing for the corridor improvements. The Housing Alternative's fair-share funding contribution identified above may be applied toward a roundabout at the I-280 Southbound Ramps intersection if the County chooses, and the timing of this improvement will also be determined by the County.

Junipero Serra Boulevard-Foothill Expressway/Page Mill Road (Intersection #17) – The addition of traffic under Background (2018) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an unacceptable LOS F during the AM and PM peak hours. It would continue to function at LOS F under Background (2018) No Project Conditions and Background (2018) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors that connect to I-280 and also provides a parallel route to I-280. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2018.

The following physical improvements are capable of reducing this impact:

- For the proposed 2018 General Use Permit, the impact at this intersection would be reduced to a less-than-significant level under Cumulative (2035) Conditions with the following mitigation: Contribute fair share funding toward
    - (1) addition of a third through lane on Page Mill Road in the westbound direction (for a total of two left-turn lanes, three through lanes and a right turn lane (plus a bike lane));
    - (2) addition of a receiving lane to westbound Page Mill Road (resulting in three lanes from Junipero Serra Boulevard approximately to Old Page Mill Road); and
    - (3) installation of an overlap phase for northbound and southbound right-turning vehicles and widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.[7]
- For the Full Offset Housing Alternative, the impact at this intersection cannot be mitigated to a less-than-significant level with the mitigation proposed for the Project. Instead, the following mitigation would be needed: If such grade separation is approved and implemented, contribute fair share funding toward the grade separation project at this intersection identified in the *County Expressway Plan 2040*.
- For the Half Offset Housing Alternative, the impact at this intersection cannot be mitigated to a less-than-significant level with the mitigation proposed for the Project. Instead, the following additional mitigation would be needed to mitigate the impact to a less than significant level under Cumulative (2035) Conditions: Contribute fair share funding toward installation of an overlap phase for the westbound right-turn lane.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Installation of the grade separation project at this intersection would require significant acquisition of right-of-way. Modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings With the exception of construction-related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. Pedestrian QOS would improve from QOS 4 to QOS 2.5.	The new westbound improvements would require some right of way (10-12 feet) from the subdivision corner (northeast) and along the dish parcel for the receiving lane (northwest). Installation of an overlap phase for northbound, southbound, and westbound right-turning vehicles would be accommodated through the modification of the existing traffic signal, which requires no additional right-of-way. Widening the southbound approach to two lanes between Page Mill Road and Stanford Avenue will likely require the acquisition of additional right-of-way. This improvement would allow southbound right-turning vehicles additional queuing space so southbound through vehicles do not block the right-turn lane. With this mitigation, the impact would be reduced to a *less-than-significant* level under Cumulative (2035) Conditions, but would remain ***significant and unavoidable*** under Background (2018) conditions. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 and QOS 4, respectively.

Because these improvements have not undergone CEQA review, and would require additional funding that has not yet been identified, Santa Clara County may find that these improvements would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable.** In addition, the impact under the proposed 2018 General Use Permit and under the Half Offset Alternative would remain **significant and unavoidable** under Background (2018) Conditions because the mitigation, if implemented would not reduce congestion to a less-than-significant level in 2018. The mitigation measures identified for the proposed 2018 General Use Permit and Half Offset Alternative would, however, reduce the impact to a less-than-significant level if implemented by 2035.

Grade separation of Page Mill Road at Junipero Serra Boulevard was identified as a Tier 3 improvement in the *County Expressway Plan 2040*. The grade separation improvements were identified as mitigation for the Full Offset Housing Alternative in order to bring the intersection impact to a less-than-significant level. Right-turn lanes and high vehicle speeds would continue to cause uncomfortable situations for bicyclists at the intersection. However, the mitigation would cause pedestrian QOS to improve from QOS 4 to QOS 2.5. With the proposed mitigation, the pedestrian crossing distances at the northbound and southbound approaches would be reduced from the existing 6+ lanes to an estimated 2 to 3 lanes, providing more comfortable pedestrian crossing conditions at the intersection.

With the proposed Half Offset Housing Alternative mitigation, a second lane would be added traveling southbound between Stanford Avenue and Page Mill Road, aligning with the existing designated southbound right-turn lane at Page Mill Road, and would not impact the existing intersection configuration of the southbound approach. A third through lane would be added to the westbound approach and continued on the westbound receiving lanes, requiring additional right-of-way, and increasing the pedestrian crossing distance on the east and west legs of the intersection. In addition, the north/south bicycle crossing distances would increase slightly due to the additional through lane while maintaining but not exacerbating the current uncomfortable conditions for bicyclists and pedestrians at the intersection

It is noted that there is a Tier 1 improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* to widen Page Mill Road from just east of Junipero Serra Boulevard-Foothill Expressway to the I-280 ramps. The Tier 1 improvement is fully funded through Measure B but conservatively is not anticipated to be in place by 2035. This was evaluated as a potential mitigation measure and was determined not bring the impact to a less-than-significant level under 2018 Conditions.

Foothill Expressway/Arastradero Road (Intersection #30) – The addition of traffic under Background (2018) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the PM peak hour. Under Existing Conditions,

[7] The third improvement was identified as a mitigation measure in the Draft EIR. Two additional improvements have been added to ensure the impact is mitigated to a less-than-significant level under the assumption that Page Mill Road is four lanes, rather than six lanes as previously depicted in the VTA 2040 model.

this intersection functions at an unacceptable LOS F during the PM peak hour. It would continue to function at LOS F under Background (2018) No Project Conditions and Background (2018) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would decrease the average critical delay and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2018.

The following physical improvements are capable of reducing this impact:

- If such grade separation is approved and implemented, contribute fair-share funding toward a grade separation project as identified in the draft *Santa Clara County* Expressway Plan *2040*. The grade separation assumed for purposes of analysis includes a separated through-way for vehicles on Foothill Expressway.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construction this improvement. Due to the close proximity of the Miranda Avenue/Arastradero Road intersection, additional modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construction this improvement. Due to the close proximity of the Miranda Avenue/Arastradero Road intersection, additional modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
With the exception of construction-related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. Pedestrian QOS would improve from QOS 4 to QOS 2.5.	With the exception of construction-related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. Pedestrian QOS would improve from QOS 4 to QOS 2.5.

Because this improvement has not undergone CEQA review, may not be approved, and would require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

Right-turn lanes and high vehicle speeds would continue to cause uncomfortable situations for bicyclists at the intersection. With the proposed mitigation, the pedestrian crossing distances at the northbound and southbound approaches would be reduced from the existing 6+ lanes to an estimated 2 to 3 lanes, providing more comfortable pedestrian crossing conditions at the intersection.

5.1.2.2 City of Palo Alto

Alma Street/Charleston Road (Intersection #58) – The addition of Housing Alternatives traffic under Background (2018) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D. It would continue to function at LOS D in the PM peak hour under Background (2018) No Project Conditions, but would function at unacceptable LOS E in the PM peak hour under Background (2018) With Housing Alternatives Conditions. This intersection serves two major corridors serving the Cities of Palo Alto and Mountain View, including connections to US 101, El Camino Real and I-280. As such, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2018.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a designated northbound right-turn lane, the northbound approach would need to be widened and will likely require the acquisition of additional right-of-way. Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal. With this mitigation, the level of service would be improved and the impact would be reduced, but not to a less than significant level. Therefore, the impact would remain **significant and unavoidable**. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.3 and QOS 3.5, respectively.	To accommodate the construction of a designated northbound right-turn lane, the northbound approach would need to be widened and will likely require the acquisition of additional right-of-way. Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.3 and QOS 3.5, respectively.

Because the proposed improvement depends on the actions of the City of Palo Alto, and may require additional funding that has not yet been identified, Santa Clara County may find that these improvements would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable.** In addition, the impact under the Full Offset Housing Alternative would remain **significant and unavoidable** under Background (2018)

Conditions because the mitigation, if implemented would not reduce congestion to a less-than-significant level in 2018.

With the proposed mitigation, pedestrian crossing distances would increase slightly on the south leg of the intersection and remain unchanged on all other approaches while maintaining the current quality of service score at the intersection. Bicycle lanes on the eastbound and westbound approaches, and low right-turn speeds would remain, resulting in slightly better conditions compared to what bicyclists experience on the northbound and southbound approaches. The proposed mitigation measure would not conflict with the City of Palo Alto's proposed Class III facility along Alma Street as identified in the City of Palo Alto *Bicycle & Pedestrian Transportation Plan*. With a Class III facility, bicyclists travel in the vehicle lane and do not require a separated space as with a bicycle lane.

5.1.2.3 City of Menlo Park

I-280 Northbound Off-Ramp/Sand Hill Road (Intersection #2) – The addition of Housing Alternatives traffic under Background (2018) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the AM peak hour. It would function at an unacceptable LOS F in the AM peak hour under Background (2018) No Project Conditions and under Background (2018) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average delay on the eastbound through (local) approach by more than 0.8 seconds. The unacceptable LOS conditions in the AM peak hour are the result of a substantial increase in traffic growth at the Sand Hill Road interchange, along with Housing Alternatives traffic primarily entering the northbound ramps intersection from the west (i.e. from the southbound off-ramp).

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a second northbound right-turn lane as identified in the *ConnectMenlo Final Environmental Impact Report*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a second northbound right-turn lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle StreetScore+ QOS would remain at QOS 4.	To accommodate the construction of a second northbound right-turn lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle StreetScore+ QOS would remain at QOS 4.

Because this improvement depends on the actions of Caltrans and the City of Menlo Park, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

Aside from an eastbound bicycle lane, there are no other bicycle or pedestrian facilities at this intersection. The northbound right-turn lane from the off-ramp to Sand Hill Road is currently protected, meaning vehicles are not permitted to turn right on red. The addition of a second northbound right-turn lane would not conflict with eastbound bicyclists if the right-turn lanes were to remain protected. Therefore, the mitigation measure would not adversely affect the existing bicycle lanes on Sand Hill Road. The San Mateo County *Comprehensive Bicycle and Pedestrian Plan* identifies interchange improvements at I-280 and Sand Hill Road.

Pedestrians interested in walking across the interchange must do so on the northern bridge that carries westbound traffic. The proposed mitigation measure would have no effect on pedestrian quality of service as pedestrians are not allowed at the intersection.

5.1.2.4 City of East Palo Alto

No significant intersection impacts were identified in the City of East Palo Alto, under the Background (2018) With Housing Alternatives scenario.

5.1.2.5 Town of Atherton

No significant intersection impacts were identified in the Town of Atherton, under the Background (2018) With Housing Alternatives scenario.

TABLE 5-1: BACKGROUND (2018) WITH FULL OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Background (2018) No Project Conditions		Background (2018) With Full Offset Alternative Conditions				Background (2018) With Full Offset Alternative and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	AM PM	**119.6** 21.2	**F** C+	**136.9** 22.1	**F** C+	N/A	4	45.3 17.9	D B	N/A	4	LTS/SU	AM
13	I-280 SB Off-Ramp / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute a fair-share toward the installation of a signal.	AM PM	**151.7** **85.9**	**F** **F**	**154.0** **89.2**	**F** **F**	N/A	3.7	37.2 42.3	D+ D	N/A	3.7	LTS/SU	AM and PM
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward grade separation project (County Expressway Plan 2040).	AM PM	**97.2** **97.0**	**F** **F**	**110.6** **113.0**	**F** **F**	4	3.5	70.3 59.2	E E+	2.5	3.5	LTS/SU	AM and PM
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward a grade separation project (County Expressway Plan 2040).	AM PM	71.8 **92.3**	E **F**	73.8 **95.1**	E **F**	4	3.5	60.3 67.9	E E	2.5	3.5	LTS/SU	PM
58	Alma St / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward the addition of designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	AM PM	**55.2** 55.0	**E+** D-	**56.3** **56.5**	**E+** **E+**	3.3	3.5	**55.2** **55.4**	**E+** **E+**	3.3	3.5	SU	PM

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
6. Based on average pedestrian StreetScore+ Quality of Service of all intersection legs. See Appendix H for calculations.
7. Based on average bicycle StreetScore+ Quality of Service of all intersection legs. See Appendix H for calculations.
8. LTS = less-than-significant with mitigation; SU = significant and unavoidable; LTS/SU = less-than-significant with mitigation, but is either (1) located outside Santa Clara County where mitigation measures depend on funding and actions by other jurisdictions, or (2) located in Santa Clara County but depends on other funding for the mitigation to be constructed and thus the mitigation measure may not be implemented in a timely manner to avoid the impact. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

Source: Fehr & Peers, April 2018.

TABLE 5-2: BACKGROUND (2018) WITH HALF OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Background (2018) No Project Conditions		Background (2018) With Half Offset Alternative Conditions				Background (2018) With Half Offset and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	AM PM	**119.6** 21.2	**F** C+	**137.5** 21.8	**F** C+	N/A	4	46.0 17.6	D B	N/A	4	LTS/SU	AM
13	I-280 SB Off-Ramp / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute a fair-share toward the installation of a signal.	AM PM	**151.7** **85.9**	**F** **F**	**153.5** **88.6**	**F** **F**	N/A	3.7	37.2 42.3	D+ D	N/A	3.7	LTS/SU	AM and PM
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the installation of an overlap phase for northbound and southbound right-turning vehicles and the widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane. Contribute fair-share funding toward the installation of a third westbound through lane and associated receiving lane with a westbound right-turn overlap phase.	AM PM	**97.2** **97.0**	**F** **F**	**104.7** **111.0**	**F** **F**	4	3.5	**100.4** **98.6**	**F** **F**	4	3.5	SU	AM and PM
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward a grade separation project (County Expressway Plan 2040).	AM PM	71.8 **92.3**	E **F**	74.3 **95.4**	E **F**	4	3.5	60.3 67.9	E E	2.5	3.5	LTS/SU	PM
58	Alma St / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	AM PM	**55.2** 55.0	**E+** D-	**55.9** **56.1**	**E+** **E+**	3.3	3.5	54.8 55.0	D- D-	3.3	3.5	LTS/SU	PM

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
6. Based on average pedestrian StreetScore+ Quality of Service of all intersection legs. See Appendix H for calculations.
7. Based on average bicycle StreetScore+ Quality of Service of all intersection legs. See Appendix H for calculations.
8. LTS = less-than-significant with mitigation; SU = significant and unavoidable; LTS/SU = less-than-significant with mitigation, but is either (1) located outside Santa Clara County where mitigation measures depend on funding and actions by other jurisdictions, or (2) located in Santa Clara County but depends on other funding for the mitigation to be constructed and thus the mitigation measure may not be implemented in a timely manner to avoid the impact. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

Source: Fehr & Peers, April 2018.

5.1.3 CUMULATIVE (2035) WITH HOUSING ALTERNATIVES CONDITIONS

Table 4-1 shows the delays, LOS results, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Cumulative (2035) with Housing Alternatives Conditions. Based on the impact criteria listed in Chapter 3 of TIA Part 2, the Full Offset and Half Offset Housing Alternatives would have significant impacts at the following 23 and 21 intersections, respectively (asterisks indicate if an impact was identified under only one housing alternative):

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #17: Junipero Serra Blvd./Foothill Expressway/Page Mill Road (AM and PM peak hours)
- Intersection #19: Hanover Street/Page Mill Road (AM peak hour)
- Intersection #20: El Camino Real/Page Mill Road-Oregon Expressway (AM and PM peak hours)
- Intersection #21: Middlefield Road/Oregon Expressway (AM peak hour)
- Intersection #29: Foothill Expressway/Hillview Avenue (AM peak hour)
- Intersection #30: Foothill Expressway/Arastradero Road (AM and PM peak hours)
- Intersection #31: Foothill Expressway/San Antonio Road (PM peak hour)
- Intersection #32: Foothill Expressway/El Monte Avenue (AM peak hour)
- Intersection #33: Foothill Expressway/Springer Road-Magdalena Avenue (AM peak hour)
- Intersection #34: Bowdoin Street/Stanford Avenue (PM peak hour)*
- Intersection #37: El Camino Real/Encinal Avenue (PM peak hour)
- Intersection #38: El Camino Real/Valparaiso Avenue (PM peak hour)
- Intersection #41: El Camino Real/Ravenswood Road (PM peak hour)
- Intersection #48: El Camino Real/Embarcadero Road (PM peak hour)
- Intersection #56: Alma Street/Hamilton Avenue (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (AM and PM peak hours)
- Intersection #59: Middlefield Road/Marsh Road (AM peak hour)
- Intersection #63: Middlefield Road/Lytton Avenue (PM peak hour)
- Intersection #66: Middlefield Road/Embarcadero Road (AM and PM peak hours)
- Intersection #69: Middlefield Road/ Charleston Road (PM peak hour)*
- Intersection #89: Central Expressway/Castro Street-Moffett Boulevard (PM peak hour)
- Intersection #90: Foothill Expressway/Edith Avenue (PM peak hour)

*Full Offset Housing Alternative Impact ONLY

The Full Offset Housing Alternative would make a cumulatively considerable contribution to significant impacts at two more intersections than the proposed 2018 General Use Permit: Intersections #34 (Bowdoin

Street/ Stanford Avenue) and #69 (Middlefield Road/ Charleston Road). In addition, the Full Offset Alternative would make a cumulatively considerable contribution to both AM and PM peak hour significant impacts at Intersection #58 (Alma Street/ Charleston Road), while the proposed 2018 General Use Permit would make a cumulatively considerable contribution only in the PM peak hour. At Intersection #89 (Central Expressway/ Castro Street-Moffett Boulevard) the Full Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the PM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in the AM peak hour. At Intersection #33 (Foothill Expressway/ Springer Road- Magdalena Avenue), the Full Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the AM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in both peak hours.

Generally, at the study intersections located closest to the campus, the Full Offset Housing Alternative would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Full Offset Housing Alternative would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Full Offset Alternative would add approximately 200 to 220 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 30 to 130 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard. Overall, the Full Offset Housing Alternative would not reduce significant effects of the proposed 2018 General Use Permit under Cumulative (2035) conditions.

The Half Offset Alternative would make a cumulatively considerable contribution to both AM and PM peak hour significant impacts at Intersection #58 (Alma Street/ Charleston Road), while the proposed 2018 General Use Permit would make a cumulatively considerable contribution only in the PM peak hour. At Intersection #89 (Central Expressway. Castro Street-Moffett Boulevard) the Half Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the PM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in the AM peak hour. At Intersection #33 (Foothill Expressway/ Springer Road- Magdalena Avenue), the Half Offset Housing Alternative would make a cumulatively considerable contribution to a significant impact in the AM peak hour, while the proposed 2018 General Use Permit would make a cumulatively considerable contribution in both peak hours.

Generally, at the study intersections located closest to the campus, the Half Offset Housing Alternative would increase congestion compared to the proposed Project. At the study intersections located farther from the campus, the Half Offset Housing Alternative would reduce congestion by a small degree compared to the proposed Project because peak hour, peak direction residence-based trips are assumed to start and end at destinations closer to the Stanford campus as compared to peak hour, peak direction commute trips. When compared to the proposed Project, the Half Offset Alternative would add

approximately 110 peak hour trips to intersections directly adjacent to the campus along El Camino Real and between 10 to 60 peak hour trips to intersections that border the campus along Sand Hill Road and Junipero Serra Boulevard. Overall, the Half Offset Housing Alternative would not reduce significant effects of the proposed 2018 General Use Permit under Cumulative (2035) conditions.

Where feasible physical capacity improvements or other operational improvements are possible, they have been identified, and are described below, along with the post-mitigation level of service and resulting impact level of significance. A bicycle and pedestrian QOS evaluation was performed for each mitigation location, to assess the impacts on bicycle and pedestrian conditions of the proposed mitigation, using the methodology described in Chapter 3 of TIA Part 2. These impacts are also described below. **Table 5-3** and **Table 5-4** summarize all of this information, for the impacted locations for the Full Offset and Half Offset Alternatives, respectively. **Appendix G** contains the mitigation LOS calculations. **Appendix H** shows the bicycle and pedestrian StreetScore+ QOS results for each location.

5.1.3.1 Santa Clara County

Junipero Serra Boulevard-Foothill Expressway/Page Mill Road (Intersection #17) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an unacceptable LOS F during the AM and PM peak hours. This intersection would continue to function at LOS F under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors that connect to I-280, and provides a parallel route to I-280. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternatives to an already-congested intersection in 2035.

The following physical improvements are capable of reducing this impact:

- For the proposed 2018 General Use Permit, the impact at this intersection would be reduced to a less-than-significant level with the following mitigation: Contribute fair share funding toward
    - (1) addition of a third through lane on Page Mill Road in the westbound direction (for a total of two left-turn lanes, three through lanes and a right turn lane (plus a bike lane));
    - (2) addition of a receiving lane to westbound Page Mill Road (resulting in three lanes from Junipero Serra Boulevard approximately to Old Page Mill Road); and
    - (3) installation of an overlap phase for northbound and southbound right-turning vehicles and widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.[8]
- For the Full Offset Housing Alternative, the impact at this intersection cannot be mitigated to a less-than-significant level with the mitigation proposed for the Project. Instead, the following mitigation would be needed: Contribute fair share funding toward the grade separation project at this intersection identified in the *County Expressway Plan 2040*.
- For the Half Offset Housing Alternative, the impact at this intersection cannot be mitigated to a less-than-significant level with the mitigation proposed for the Project. Instead, the following additional mitigation would be needed to mitigate the impact: Contribute fair share funding toward installation of an overlap phase for the westbound right-turn lane.

Full Offset Mitigation Findings	Half Offset Mitigation Findings
Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construction this improvement. Modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings With the exception of construction-related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. Pedestrian QOS would improve from QOS 4 to QOS 2.5.	The new westbound improvements would require some right of way (10-12 feet) from the subdivision corner (northeast) and along the dish parcel for the receiving lane (northwest). Installation of an overlap phase for northbound, southbound, and westbound right-turning vehicles would be accommodated through the modification of the existing traffic signal, which requires no additional right-of-way. Widening the southbound approach to two lanes between Page Mill Road and Stanford Avenue will likely require the acquisition of additional right-of-way. This improvement would allow southbound right-turning vehicles additional queuing space so southbound through vehicles do not block the right-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 and QOS 4, respectively.

Because the provision of these improvements may require additional funding that has not yet been identified, Santa Clara County may find that the improvements would not be implemented in a timely

manner such that the Housing Alternative's impact is mitigated. Therefore, the impact would remain **significant and unavoidable.**

Grade separation of Page Mill Road at Junipero Serra Boulevard was identified as a Tier 3 improvement in the *County Expressway Plan 2040*. The grade separation improvements were identified as mitigation for the Full Offset Housing Alternative in order to bring the intersection impact to a less-than-significant level. Right-turn lanes and high vehicle speeds would continue to cause uncomfortable situations for bicyclists at the intersection. However, the mitigation would cause pedestrian QOS to improve from QOS 4 to QOS 2.5. With the proposed mitigation, the pedestrian crossing distances at the northbound and southbound approaches would be reduced from the existing 6+ lanes to an estimated 2 to 3 lanes, providing more comfortable pedestrian crossing conditions at the intersection.

With the proposed Half Offset Housing Alternative mitigation, a second lane would be added traveling southbound between Stanford Avenue and Page Mill Road, aligning with the existing designated southbound right-turn lane at Page Mill Road, and would not impact the existing intersection configuration of the southbound approach. A third through lane would be added to the westbound approach and continued on the westbound receiving lanes, requiring additional right-of-way, and increasing the pedestrian crossing distance on the east and west legs of the intersection. In addition, the north/south bicycle crossing distances would increase slightly due to the additional through lane while maintaining but not exacerbating the current uncomfortable conditions for bicyclists and pedestrians at the intersection.

It is noted that there is a Tier 1 improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* to widen Page Mill Road from just east of Junipero Serra Boulevard-Foothill Expressway to the I-280 ramps. The Tier 1 improvement is fully funded through Measure B but conservatively is not anticipated to be in place by 2035. This was evaluated as a potential mitigation measure and was determined not bring the impact to a less-than-significant level under 2035 Conditions.

Hanover Street/Page Mill Road (Intersection #19) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Page Mill Road serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on the local roadway

[8] The third improvement was identified as a mitigation measure in the Draft EIR. Two additional improvements have been added to ensure the impact is mitigated to a less-than-significant level under the assumption that Page Mill Road is four lanes, rather than six lanes as previously depicted in the VTA 2040 model.

network. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward installation of a second westbound left-turn lane, identified as an option in the *Page Mill Expressway Corridor Study Report*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a second westbound left-turn lane, the westbound approach would be widened from three to four lanes and may require the removal of the center median, reduction in lane width, and/or reduction in bicycle lane width at the intersection. The City of Palo Alto has adequate right-of-way to accommodate the dual westbound left-turn lanes and associated receiving lanes on Hanover Street. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	To accommodate the construction of a second westbound left-turn lane, the westbound approach would be widened from three to four lanes and may require the removal of the center median, reduction in lane width, and/or reduction in bicycle lane width at the intersection. The City of Palo Alto has adequate right-of-way to accommodate the dual westbound left-turn lanes and associated receiving lanes on Hanover Street. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 4 and QOS 3, respectively.	The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 4 and QOS 3, respectively.

However, because the provision of this improvement may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, limited bicycle infrastructure on the north/south approaches would remain as well as the intersection crossing distance, maintaining but not exacerbating the current uncomfortable conditions for bicyclists at the intersection. Pedestrian crossing distances would be unchanged (curb-to-curb) on all approaches. The proposed mitigation measure would not create additional conflicts for the City of Palo Alto's proposed Class I facility on the south side of Page Mill Road as identified in their *Bicycle and Pedestrian Transportation Plan*.

It is noted that there is a Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040*. The improvement is to convert the signal phasing to an eight-phase signal. This improvement is not anticipated to reduce the Housing Alternative's impact to a less-than-significant level. Therefore, it was not identified as a potential mitigation measure. The proposed mitigation measure does not conflict with the County's Tier 1 intersection improvement.

El Camino Real/Page Mill Road-Oregon Expressway (Intersection #20) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM and PM peak hours. It would continue to function at LOS E in the AM peak hour under Cumulative (2035) No Project Conditions, but it would function at unacceptable LOS F in the AM peak hour under Cumulative (2035) With Housing Alternatives Conditions. In addition, it would function at unacceptable LOS F in the PM hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions where Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors, one connecting to I-280 and US 101 and the other traversing the peninsula and south bay. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2035.

The following physical improvements are capable of reducing this impact:

- For the proposed 2018 General Use Permit, the impact at this intersection would be reduced to a less-than-significant level with the following mitigation: Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two extended left-turn lanes, two receiving lanes, and no on-street parking; and to the extension of the double left-turn lanes as identified in the *Page Mill Expressway Corridor Study Report*.
- For the Full Offset and Half Offset Housing Alternatives, the impact at this intersection would be reduced to a less-than-significant level with the following additional mitigation: Install a designated southbound right-turn lane with an overlap phase.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the reconfiguration of the east leg of the intersection, parking would need to be removed along the south side of Page Mill Road and the median island would need to be shifted further to the south to accommodate the additional westbound lane. Little to no right-of-way would be needed to accommodate this improvement; however, an easement on the north side of the roadway to preserve the sidewalk width would be needed, and the existing bus stop located on the southeast corner of the intersection on Oregon Expressway may need to be relocated or further addressed during design. To accommodate the southbound right-turn lane, parking would need to be removed and the eastbound U-turn movement would need to be restricted. This would limit the access to some of the parcels along Page Mill Road. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	To accommodate the reconfiguration of the east leg of the intersection, parking would need to be removed along the south side of Page Mill Road and the median island would need to be shifted further to the south to accommodate the additional westbound lane. Little to no right-of-way would be needed to accommodate this improvement; however, an easement on the north side of the roadway to preserve the sidewalk width would be needed, and the existing bus stop located on the southeast corner of the intersection on Oregon Expressway may need to be relocated or further addressed during design. To accommodate the southbound right-turn lane, parking would need to be removed and the eastbound U-turn movement would need to be restricted. This would limit the access to some of the parcels along Page Mill Road. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 4.	Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 4.

These improvements are identified in Santa Clara County's *Page Mill Corridor Expressway Plan*, and the extension of the double westbound left-turn lanes is identified as a Tier 1 improvement in the draft *Santa Clara County Expressway Plan 2040* along with enhanced pedestrian facilities on the southwest and southeast corners of the intersection. The Tier 1 improvements are fully funded through Measure B. However, because the provision of the remaining improvements may require additional funding that has not yet been identified and all improvements at this intersection would require approval from Caltrans, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable.**

With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions assuming the parking is removed next to the eastbound receiving lanes and along the southbound approach, with right-turn slip lanes and/or high vehicle turning speeds preserving uncomfortable environments at the intersection. The proposed mitigation measure would not conflict with the City of Palo Alto's *Bicycle and Pedestrian Transportation Plan* to implement a Class III facility on Oregon Expressway east of the intersection.

Middlefield Road/Oregon Expressway (Intersection #21) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Cumulative (2035) No Project Conditions and under Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more in the AM peak hour. This intersection serves two major corridors, one connecting to I-280, El Camino Real, and US 101, and the other traversing the City of Palo Alto and adjacent communities. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2035.

Due to the close proximity of the Oregon Avenue frontage road and the County's desire to preserve the shoulder striping along Oregon Expressway for use by bicyclists, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

Foothill Expressway/Hillview Avenue (Intersection #29) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

Due to the close proximity of the Miranda Avenue/Hillview Avenue intersection and lack of improvement identified in the Santa Clara *County Expressway Plan 2040* at this intersection, no feasible mitigation

measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle StreetScore+ QOS would not be affected.

Foothill Expressway/Arastradero Road (Intersection #30) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour and LOS F in the PM peak hour. It would function at unacceptable LOS F in the AM and PM peak hours under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would decrease the average critical delay in the PM peak hour and increase the average critical delay by more than four seconds in the AM peak hour and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors, one connecting to I-280, El Camino Real, and US 101, and the other connecting the Cities of Menlo Park, Palo Alto, Los Alto and Mountain View. As such, the intersection serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2035.

The following physical improvements are capable of reducing this impact:

- If such grade separation is approved and implemented, contribute fair-share funding toward grade separation as identified in the draft *Santa Clara County Expressway Plan 2040*. The grade separation assumed for purposes of analysis includes a separated throughway for vehicles on Foothill Expressway.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construct this improvement. Due to the close proximity of the Miranda Avenue/Arastradero Road intersection, additional modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construct this improvement. Due to the close proximity of the Miranda Avenue/Arastradero Road intersection, additional modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings With the exception of construction related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. However, the mitigation would cause pedestrian QOS to improve from QOS 4 to QOS 2.5.	Quality of Service Findings With the exception of construction related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. However, the mitigation would cause pedestrian QOS to improve from QOS 4 to QOS 2.5.

Because this Tier 3 improvement has not undergone CEQA review, may not be approved, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement

would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

Right-turn lanes and high vehicle speeds would continue to cause uncomfortable conditions for bicyclists at the intersection. With the proposed mitigation, the pedestrian crossing distances at the northbound and southbound approaches would be reduced from the existing 6+ lanes to an estimated three lanes, providing more favorable pedestrian crossing conditions at the intersection.

Foothill Expressway/San Antonio Road (Intersection #31) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the PM peak hour. It would continue to function at LOS E in the PM peak hour under Cumulative (2035) No Project Conditions, but would function at unacceptable LOS F in the PM peak hour under Cumulative (2035) With Housing Alternatives Conditions. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2018.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue as identified in the draft *Santa Clara County Expressway Plan 2040*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
A third receiving lane would be added on the south leg of Foothill Expressway as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the southbound right-turn lane from El Monte Avenue to San Antonio Road, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	A third receiving lane would be added on the south leg of Foothill Expressway as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the southbound right-turn lane from El Monte Avenue to San Antonio Road, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle QOS would remain unchanged at QOS 4.	The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle QOS would remain unchanged at QOS 4.

Because this improvement would require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, right-turn slip lanes and high vehicle turning speeds would remain, maintaining the current uncomfortable environments for bicyclists at the intersection. There is no pedestrian access at this intersection; therefore, the proposed mitigation measure would have no effect on pedestrian quality of service.

It is noted that the full Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* includes widening Foothill Expressway from four to six lanes between San Antonio Road and El Monte Avenue. The proposed mitigation implements the southbound widening.

Foothill Expressway/El Monte Avenue (Intersection #32) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at LOS F under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more in the AM peak hour. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the construction of a third northbound through lane at the intersection and associated receiving lane as identified in the draft *Santa Clara County Expressway Plan 2040*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a third northbound through lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. The receiving lanes on the north side of the intersection would also need to be widened as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the northbound right-turn lane from San Antonio Road to El Monte Avenue, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	To accommodate the construction of a third northbound through lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. The receiving lanes on the north side of the intersection would also need to be widened as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the northbound right-turn lane from San Antonio Road to El Monte Avenue, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian QOS would remain unchanged, at QOS 4 (for both).	The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian QOS would remain unchanged, at QOS 4 (for both).

The Tier 1 improvements are fully funded through Measure B. Because the remainder of these improvements would require additional funding that has not yet been identified, Santa Clara County may find that this improvement will not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The east/west bicycle and pedestrian crossing distances would increase slightly due to the additional through lane and continue to have right-turn slip lanes and high vehicle turning speeds, while maintaining the current quality of service score.

It is noted that the full Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* Includes widening Foothill Expressway from four to six lanes between San Antonio Road and El Monte Avenue. The proposed mitigation implements the northbound widening, but the southbound widening, although would increase the available storage capacity, would not reduce the Housing Alternative's AM peak hour impact to a less-than-significant level. Therefore, the southbound widening was not identified as a potential mitigation measure at this intersection.

Foothill Expressway/Springer Road–Magdalena Avenue (Intersection #33) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, it functions at an acceptable LOS E in the AM and PM

peak hours. It would function at unacceptable LOS F in the AM and PM peak hours under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the following improvements:
    - Convert to an eight-phase signal as identified in the draft *Santa Clara County Expressway Plan 2040*
    - Change the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane
    - Change the lane configuration for the west leg to have one left-turn lane, two through lanes, and one right-turn lane.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Converting the existing phasing to an eight-phase signal with the associated lane configuration changes above is identified as a Tier 2 improvement in the Santa Clara County *Expressway Plan 2040*. In order to accommodate an eight-phase signal, the eastbound and westbound left-turn movements would require designated left-turn lanes and may require the acquisition of additional right-of-way. The above mitigation measure would reduce the Housing Alternative's impact to a less-than-significant level while also incorporating the Tier 2 improvement. In order to accommodate this improvement, the center median on the west leg of the intersection would need to be shifted to incorporate a designated left-turn lane and remove one receiving lane from the west leg. The eastbound approach would require re-striping to change the shared left-turn/through lane to a designated left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.	Converting the existing phasing to an eight-phase signal with the associated lane configuration changes above is identified as a Tier 2 improvement in the Santa Clara County *Expressway Plan 2040*. In order to accommodate an eight-phase signal, the eastbound and westbound left-turn movements would require designated left-turn lanes and may require the acquisition of additional right-of-way. The above mitigation measure would reduce the Housing Alternative's impact to a less-than-significant level while also incorporating the Tier 2 improvement. In order to accommodate this improvement, the center median on the west leg of the intersection would need to be shifted to incorporate a designated left-turn lane and remove one receiving lane from the west leg. The eastbound approach would require re-striping to change the shared left-turn/through lane to a designated left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level.
Quality of Service Findings	Quality of Service Findings
The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.5 and QOS 4, respectively.	The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.5 and QOS 4, respectively.

However, because the provision of this improvement may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable.**

With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, with right-turn slip lanes and high vehicle turning speeds maintaining the current uncomfortable environment at the intersection. To construct the designated eastbound left-turn lane, the eastbound lanes will be narrowed and the center median may be reduced resulting in the same curb-to-curb width, but increasing the number of travel lanes. The proposed mitigation would not adversely affect the City of Los Alto's existing Class II bicycle facilities at the Foothill Expressway/Springer Road-Magdalena Avenue intersection.

It is noted that the full Tier 2 intersection improvement identified for this intersection in the draft Santa Clara County Expressway Plan 2040 includes converting to an eight-phase signal, operational/safety improvements at the County Club Drive intersection, and potentially adding a signal at the adjacent Berry Avenue intersection. The proposed mitigation implements the eight-phase signal and associated lane configuration changes at the intersection.

Central Expressway/Castro Street-Moffett Boulevard (Intersection #89) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at LOS F under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Central Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including US 101. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Close Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard, consistent with recommendations in the *Mountain View Transit Center Master Plan (May 2017)*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
This improvement will not require any additional right-of-way if implemented by the City of Mountain View. Given that this is the City's preferred improvement and would reduce the Housing Alternative's impact to a ***less-than-significant*** level, the closure of Castro Street is the identified mitigation measure at this intersection; if Castro Street is closed, Stanford would not need to contribute to any improvements at this intersection.	This improvement will not require any additional right-of-way if implemented by the City of Mountain View. Given that this is the City's preferred improvement and would reduce the Housing Alternative's impact to a ***less-than-significant*** level, the closure of Castro Street is the identified mitigation measure at this intersection; if Castro Street is closed, Stanford would not need to contribute to any improvements at this intersection.
Quality of Service Findings	Quality of Service Findings
The mitigation is anticipated to improve bicycle and pedestrian QOS; the bicycle QOS would shift from 3.3 to 1.7 and the pedestrian QOS would shift from 4 to 2.	The mitigation is anticipated to improve bicycle and pedestrian QOS; the bicycle QOS would shift from 3.3 to 1.7 and the pedestrian QOS would shift from 4 to 2.

It is noted that there is a Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040*. The improvement is to grade separate the train tracks from the intersection. Although this improvement would increase the available capacity at the intersection and would reduce the Housing Alternative's impact to a less-than-significant level, the City of Mountain View has approved plans to close Castro Street (the west leg) at the train tracks, which would change the current four-leg intersection to a T-intersection of Central Expressway and Moffett Boulevard. Because this improvement would require approval from the City of Mountain View, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the closure of Castro Street, pedestrian and bicycle crossings will be moved to a separated underground facility to cross Central Expressway and the Caltrain tracks with the exception of the east leg of the intersection where pedestrian crossings would still occur at grade. Northbound and southbound bicyclists would continue to travel on Central Expressway, but bicyclists traveling from Moffett Boulevard to Castro Street would use the underground crossing.

If the closure of Castro Street is not implemented in a timely manner and/or the City of Mountain View does not pursue the improvement, a second back-up mitigation measure is proposed. The following secondary physical improvements are capable of reducing this impact to a less than significant level:

- Int. #89 Mitigation Alternative: If the City of Mountain View does not close Castro Street, contribute fair-share funding toward the construction of a second southbound left-turn lane from Central Expressway to Moffett Boulevard.

To accommodate the construction of a second southbound left-turn lane, the Central Expressway center median would need to be reduced and/or removed, and the improvement would not require any additional right-of-way. Given the existing and proposed geometry, signal timings may also need to be adjusted to lead-lag lefts to account for potential truck turn conflicts. With this mitigation, the impact would be reduced to a less-than-significant level. Because this improvement would require approval from the City of Mountain View, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain significant and unavoidable.

Foothill Expressway/Edith Avenue (Intersection #90) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Santa Clara County signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

Due to the close proximity of the residential units and retail space near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

5.1.3.2 City of Palo Alto

Bowdoin Street/Stanford Avenue (Intersection #34) – The addition of Housing Alternatives traffic under Cumulative (2035) With Full Offset Housing Alternative Conditions would cause a significant impact based on the significance criteria for an unsignalized intersection during the PM peak hour. Under Existing Conditions, it functions at an acceptable LOS C in the PM peak hour. It would function at acceptable LOS D in the PM peak hour under Cumulative (2035) No Project Conditions, but would function at unacceptable LOS F and meet the CA MUTCD peak hour signal warrant in the PM peak hour under Cumulative (2035) With Full Offset Housing Alternative Conditions. This intersection serves as an access point to the Stanford campus, specifically the residential areas of Stanford's campus.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the construction of a traffic signal.

Full Offset Housing Alternative Mitigation Findings	Half Offset Mitigation Findings
Installation of a traffic signal would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on pedestrian QOS; the bicycle StreetScore+ QOS would improve from 1.5 to 1. The current bicycle StreetScore+ value would remain at QOS 2.	Not impacted under Half Offset Alternative. Quality of Service Findings N/A

However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, pedestrian crossing distances would remain unchanged (one lane in each direction) in all directions. A signal would provide protected crossing times for pedestrians, which increases their quality of service compared to an uncontrolled pedestrian crossing. Bicycle quality of service is estimated to remain high with the introduction of a signal. The Class II bicycle facilities would remain in place although design of this intersection will need to ensure that bicycle detection and other features are provided.

El Camino Real/Embarcadero Road (Intersection #48) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto / Santa Clara County CMP signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at acceptable LOS E in the PM peak hour under Cumulative (2035) No Project Conditions, but would function at unacceptable LOS F in the PM peak hour under Cumulative (2035) With Housing Alternatives Conditions. This intersection serves two major corridors, one connecting to US 101 and the other traversing the peninsula and south bay. The intersection serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested intersection in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a second northbound left-turn lane.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a second northbound left-turn lane, the northbound approach would be widened from four to five lanes by potentially reducing the lane widths, reducing the width of the center median, and/or removing on-street parking for the length of the additional left-turn pocket and taper. Right-of-way may be required to accommodate the second northbound left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 3.8 and QOS 4, respectively.	To accommodate the construction of a second northbound left-turn lane, the northbound approach would be widened from four to five lanes by potentially reducing the lane widths, reducing the width of the center median, and/or removing on-street parking for the length of the additional left-turn pocket and taper. Right-of-way may be required to accommodate the second northbound left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 3.8 and QOS 4, respectively.

However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto and Caltrans, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

The VTA El Camino Real Bus Rapid Transit (BRT) Project would upgrade the 522 Rapid Bus Route to have Bus Rapid Transit status. The geometric alternatives included in the draft Environmental Impact Report for the BRT Project do not include a separate bus lane through this intersection. Some alternatives studied include the creation of outboard bus lanes through the removal of parking on the south side of El Camino Real. Since there is no final design for this intersection and the BRT project completion data is uncertain, it is not possible to determine what, if any, effect of the mitigation would have on the BRT Project. However, the existing bus stop on the northeast corner on El Camino Real may block through traffic when boarding and alighting passengers if the proposed mitigation measure is built. This is typical for bus stops on El Camino Real and other major arterials.

With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, but would add an additional travel lane on the south leg of the intersection, with right-turn slip lanes and high vehicle turning speeds maintaining the current uncomfortable environment at the intersection. This proposed mitigation would not adversely affect the City of Palo Alto's proposed Class III facilities as identified in their *Bicycle and Pedestrian Transportation Plan*. It should be noted that the City is currently designing bicycle improvements at this intersection.

Alma Street/Hamilton Avenue (Intersection #56) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS B in the PM peak hour. It would function at unacceptable LOS E in the PM peak hours under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Alma Street provides a key north-south connection in Palo Alto and communities to the south, and given the limited capacity on parallel routes such as El Camino Real, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing on-street parking.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
By removing on-street parking, the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane would not require the acquisition of additional right-of-way, but would require the removal of potentially four on-street parking spaces on the north side of Hamilton Avenue. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 2.5 and QOS 2, respectively.	By removing on-street parking, the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane would not require the acquisition of additional right-of-way, but would require the removal of potentially four on-street parking spaces on the north side of Hamilton Avenue. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 2.5 and QOS 2, respectively.

However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, with a single right-turn lane in the westbound direction and low vehicle turning speeds, preserving a generally comfortable environment at the intersection. This proposed mitigation would not adversely affect the City of Palo Alto's proposed Class III facilities as identified in their *Bicycle and Pedestrian Transportation Plan*.

Alma Street/Charleston Road (Intersection #58) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors serving Palo Alto and Mountain View, including connections to US 101, El Camino Real and I-280. As such, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a designated right-turn lane and install an overlap phase for the northbound and southbound right-turn movements.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a designated northbound right-turn lane, the northbound approach would need to be widened and will likely require the acquisition of additional right-of-way. Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal. With this mitigation, the level of service would be improved and the impact would be reduced, but not to a less than significant level. Therefore, the impact would remain **significant and unavoidable**.	To accommodate the construction of a designated northbound right-turn lane, the northbound approach would need to be widened and will likely require the acquisition of additional right-of-way. Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal. With this mitigation, the level of service would be improved and the impact would be reduced, but not to a less than significant level. Therefore, the impact would remain **significant and unavoidable**.
Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.3 and QOS 3.5, respectively.	Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.3 and QOS 3.5, respectively.

However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**. In addition, this impact would be significant and unavoidable because the identified mitigation measure would not reduce the impact to a less-than-significant level.

With the proposed mitigation, pedestrian crossing distances would increase slightly on the south leg of the intersection and remain unchanged on all other approaches while maintaining the current quality of service score at the intersection. Bicycle lanes on the eastbound and westbound approaches, and low right-turn speeds would remain, resulting in slightly better conditions compared to what bicyclists experience on the northbound and southbound approaches. The proposed mitigation measure would not conflict with the City of Palo Alto's proposed Class III facility along Alma Street as identified in the City of Palo Alto *Bicycle & Pedestrian Transportation Plan*. With a Class III facility, bicyclists travel in the vehicle lane and do not require a separated space as with a bicycle lane.

Middlefield Road/Lytton Avenue (Intersection #63) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact under the Half Offset Alternative based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour under the Half Offset Alternative. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Half Offset Alternative Conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Middlefield Road provides a key north-south connection in Palo Alto and communities to the north and south, and given the limited capacity on parallel routes such as El Camino Real, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

Due to the close proximity of the residential units near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

It is noted that a mitigation was identified for this intersection in the *Menlo Park Facebook Campus Expansion Project FEIR (November 2016)*. The mitigation was to add a second eastbound left-turn lane. However, because of the inability to widen the roadway due to the close proximity of the residential units, it is considered infeasible.

Middlefield Road/Embarcadero Road (Intersection #66) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions causes a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS C and D in the AM and PM peak hours, respectively. It would function at unacceptable LOS E in the AM and PM peak hours under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives conditions. Housing Alternatives-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two key transportation corridors connecting to US 101 and El Camino Real, and connecting Palo Alto to communities to the north

and south. As such, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

Based on the close proximity of the residential units near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

Middlefield Road/Charleston Road (Intersection #69) – The addition of Housing Alternatives traffic under Cumulative (2035) With Full Offset Housing Alternative Conditions causes a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the AM and PM peak hours under Cumulative (2035) No Project Conditions and Cumulative (2035) With Full Offset Housing Alternative conditions. Full Offset Housing Alternative-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two key transportation corridors connecting to US 101 and El Camino Real, and connecting Palo Alto to communities to the north and south. As such, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from the Full Offset Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a designated eastbound right-turn lane with an overlap phase.

Full Offset Housing Alternative Mitigation Findings	Half Offset Mitigation Findings
Installation of a right-turn lane would require additional right-of-way on the southwest corner of the intersection. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle QOS; the pedestrian StreetScore+ QOS would decrease slightly from 2 to 2.5. The current bicycle StreetScore+ value would remain at QOS 3.	Not impacted under Half Offset Alternative. Quality of Service Findings N/A

However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, bicycle and pedestrian southbound crossing distances would increase by approximately 10-12 feet with the addition of a right-turn lane resulting in a slightly less comfortable walking environment when crossing this leg of the intersection. This proposed mitigation would not adversely affect the City of Palo Alto's proposed Class II (Enhanced Bikeway) facilities as identified in their *Bicycle and Pedestrian Transportation Plan*.

5.1.3.3 City of Menlo Park

I-280 Northbound Off-Ramp/Sand Hill Road (Intersection #2) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions causes a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Cumulative (2035) No Project Conditions and under Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average delay on the eastbound through (local) approach by more than 0.8 seconds. The poor AM peak hour conditions in 2035 are the result of a substantial increase in traffic growth at the Sand Hill Road interchange, along with Housing Alternatives traffic primarily entering the northbound ramps intersection from the west (i.e. from the southbound off-ramp).

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a second northbound right-turn lane as identified in the *ConnectMenlo Final Environmental Impact Report*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
To accommodate the construction of a second northbound right-turn lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and QOS; the bicycle StreetScore+ QOS would remain at QOS 4.	To accommodate the construction of a second northbound right-turn lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and QOS; the bicycle StreetScore+ QOS would remain at QOS 4.

Because this improvement depends on the actions of Caltrans and the City of Menlo Park, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, limited infrastructure to accommodate bicycle and pedestrian crossings, coupled with high vehicle speeds along Sand Hill Road, create an uncomfortable condition for bicyclists and pedestrians at the intersection. Aside from an eastbound bicycle lane, there are no other bicycle or pedestrian facilities at this intersection. The northbound right-turn lane from the off-ramp to Sand Hill Road is currently protected; meaning vehicles are not permitted to turn right on red. The addition of a second northbound right-turn lane would not conflict with eastbound bicyclists if the right-turn lanes were to remain protected.

Pedestrians interested in walking across the interchange must do so on the northern bridge that carries westbound traffic. The proposed mitigation measure would have no effect on pedestrian quality of service as pedestrians are not allowed at the intersection.

El Camino Real/Encinal Avenue (Intersection #37) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average delay on the westbound right-turn (critical) movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 2.8 and QOS 2.7, respectively.	By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 2.8 and QOS 2.7, respectively.

Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) on all approaches. Low right-turn speeds and short right-turn lanes would remain, maintaining better conditions for bicyclists traveling along the eastbound and westbound approaches, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach will not improve, bicyclists will no longer move left across the right-turn conflict area and RTOR will be reduced, because vehicles will no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) proposes Class II facilities on El Camino Real between Valparaiso Avenue and Alejandra Avenue while the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) proposed Class III facilities on El Camino Real at Encinal Avenue. The proposed mitigation measure could conflict with a Class II facility (bicycle lane) if only on-street parking is removed in order to add a third through lane. However, if the center median were narrowed, space for a bicycle lane could be provided. The proposed mitigation measure would not conflict with a Class III facility. The existing bus stop on the northeast corner on El Camino Real may block through traffic when boarding and alighting passengers if the proposed mitigation measure is constructed. However, this is typical for bus stops on El Camino Real and other major arterials.

El Camino Real/Valparaiso Avenue (Intersection #38) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average delay on the eastbound left-turn and westbound through (critical) movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; with the proposed mitigation, the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.3 and QOS 4, respectively.	By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; with the proposed mitigation, the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.3 and QOS 4, respectively.

Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) across all legs of the intersection, maintaining the current uncomfortable crossing conditions. Bicycle lanes and low right-turn speeds would remain along Valparaiso Avenue, maintaining better conditions for bicyclists traveling along the eastbound and westbound approaches, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach would not improve, bicyclists would no longer move left across the right-turn conflict area and RTOR will be reduced because vehicles would no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) and the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) propose Class III facilities on El Camino Real at Valparaiso Avenue. The proposed mitigation measure would not conflict with a Class III facility.

El Camino Real/Ravenswood Road (Intersection #41) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase the average delay on the eastbound and westbound left-turn (critical movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large

existing traffic volume and is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- For the proposed 2018 General Use Permit, the impact at this intersection would be reduced to a less-than-significant level with the following mitigation: Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.
- For the Full Offset and Half Offset Housing Alternatives, the impact at this intersection would be reduced to a less-than-significant level with the following additional mitigation: Widen the eastbound approach on Menlo Avenue to include an exclusive left-turn lane as presented in the Final EIR for *500 El Camino Real*.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
The widening of Menlo Avenue would require additional right-of-way, however the northbound lane conversion would not require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 (for both).	The widening of Menlo Avenue would require additional right-of-way, however the northbound lane conversion would not require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 (for both).

Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) across all but the west leg of the intersection, maintaining the current crossing conditions. Pedestrians crossing the west leg of the intersection would experience an additional 10-12 feet of exposure while in the intersection. Bicycle routes and low right-turn speeds would remain along Ravenswood Road, maintaining better conditions for bicyclists traveling in the eastbound and westbound directions, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach will not improve, bicyclists would no longer move left across the right-turn conflict area and RTOR would be reduced because vehicles would no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) and the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) propose Class III facilities on El Camino Real at Valparaiso Avenue. The proposed mitigation measure would not conflict with a Class III facility.

5.1.3.4 City of East Palo Alto

No significant impacts are identified for East Palo Alto intersections.

5.1.3.5 Town of Atherton

Middlefield Road/Marsh Road (Intersection #59) – The addition of Housing Alternatives traffic under Cumulative (2035) With Housing Alternatives Conditions would cause a significant impact based on the significance criteria for a Town of Atherton signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the AM peak hour. It would function at unacceptable LOS E in the AM peak hour under Cumulative (2035) No Project Conditions and Cumulative (2035) With Housing Alternatives Conditions. Housing Alternatives-generated traffic would increase average critical delay by more than four seconds and increase the volume to capacity ratio by 0.01 or more. This intersection serves a key north-south connector roadway in the region, and a key connecting roadway which provides access to US 101. As such, it is projected to serve substantial traffic growth from other regional generators. The significant impact is thus the result of adding traffic from either Housing Alternative to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Contribute fair-share funding toward the addition of a second westbound left-turn lane and add a second receiving lane on the south leg, consistent with the recommendations in the *ConnectMenlo Final EIR (November 2016*) and the *Middle Plaza at 500 El Camino Real Draft EIR (March 2017)*.
- This same mitigation measure was identified for the proposed Project.

Full Offset Housing Alternative Mitigation Findings	Half Offset Housing Alternative Mitigation Findings
Right-of-way acquisition would be required to accommodate the construction of a second westbound left-turn lane and a second receiving lane on the south leg. This mitigation measure may also be found in the Facebook Campus Expansion FEIR and the Menlo Gateway FEIR. The Town of Atherton has preliminary plans to redesign the intersection. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The proposed mitigation would cause the bicycle StreetScore+ QOS to fall from QOS 2.7 to QOS 3; the pedestrian StreetScore+ QOS would remain at QOS 3.	Right-of-way acquisition would be required to accommodate the construction of a second westbound left-turn lane and a second receiving lane on the south leg. This mitigation measure may also be found in the Facebook Campus Expansion FEIR and the Menlo Gateway FEIR. The Town of Atherton has preliminary plans to redesign the intersection. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Quality of Service Findings The proposed mitigation would cause the bicycle StreetScore+ QOS to fall from QOS 2.7 to QOS 3; the pedestrian StreetScore+ QOS would remain at QOS 3.

Because this improvement depends on the actions of the City of Menlo Park and Town of Atherton, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Housing Alternative's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the proposed mitigation, a second receiving lane would be added on the southbound approach, causing an uncomfortable situation where bicyclists travel along a four-lane roadway compared to a three-lane roadway existing today. Missing sidewalks and curb ramps cause uncomfortable situations for pedestrians at all intersection crossings.

TABLE 5-3: CUMULATIVE (2035) WITH FULL OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Cumulative (2035) No Project Conditions		Cumulative (2035) With Full Offset Housing Alternative Conditions				Cumulative (2035) With Full Offset Housing Alternative and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	AM PM	**136.9** 18.4	**F** B-	**154.7** 19.4	**F** B-	4	4	66.4 16.3	E B	4	4	LTS/SU	AM
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward grade separation project (County Expressway Plan 2040).	AM PM	**180.4** **162.9**	**F** **F**	**196.8** **178.3**	**F** **F**	4	3.5	**116.8** **89.3**	**F** **F**	2.5	3.5	LTS/SU	AM and PM
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second westbound left-turn lane (Page Mill Expressway Corridor Study Report).	AM PM	**85.6** 51.9	**F** D-	**96.0** 62.4	**F** E	3	4	75.0 59.7	E- E+	3	4	LTS/SU	AM
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two left-turn lanes, two receiving lanes, and no on-street parking, as well as the extension of the double left-turn lanes (Page Mill Expressway Corridor Study Report). Contribute fair-share funding toward the installation of a southbound right-turn lane and overlap phase.	AM PM	75.1 **83.1**	E- **F**	**91.6** **98.5**	**F** **F**	4	4	68.6 **83.0**	E **F**	4	4	LTS/SU	AM and PM
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	**122.7** **101.5**	**F** **F**	**125.5** **103.2**	**F** **F**	3	3.7	N/A	N/A	N/A	N/A	SU	AM
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	No feasible mitigation measure.	AM PM	**124.6** 58.3	**F** E+	**132.1** 63.3	**F** E	4	3.7	N/A	N/A	N/A	N/A	SU	AM
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward grade separation (County Expressway Plan 2040).	AM PM	**194.5** **202.5**	**F** **F**	**200.5** **207.9**	**F** **F**	4	3.5	41.9 70.7	D E	2.5	3.5	LTS/SU	AM and PM
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding to the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue (County Expressway Plan 2040).	AM PM	38.8 **165.8**	D+ **F**	42.0 **169.7**	D **F**	N/A	4	42.0 46.3	D D	N/A	4	LTS/SU	PM
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a third northbound through lane and associated receiving lane (County Expressway Plan 2040).	AM PM	**142.6** **133.5**	**F** **F**	**147.6** **136.9**	**F** **F**	4	4	74.2 **113.0**	E **F**	4	4	LTS/SU	AM
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward converting to an eight-phase signal; changing the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane, and changing the west leg to have one left-turn lane, two through lanes, and one right-turn lane (County Expressway Plan 2040).	AM PM	**128.7** **151.5**	**F** **F**	**131.6** **154.7**	**F** **F**	4	3.5	**122.4** **147.9**	**F** **F**	4	3.5	LTS/SU	AM and PM
34	Bowdoin Street / Stanford Avenue	Palo Alto	LOS D	Contribute fair-share funding toward the installation of a signal.	AM PM	16.7 25.8	C D	25.7 **55.4**	D **F**	1.5	2	9.5 17.7	A B	1	2	LTS/SU	No
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	44.9 **89.9**	D **F**	45.8 **92.5**	D **F**	2.7	2.8	35.6 67.0	D+ E	2.7	2.8	LTS/SU	PM
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	53.5 **56.0**	D- **E+**	54.0 **57.2**	D- **E+**	4	3.3	52.4 52.3	D- D-	4	3.3	LTS/SU	PM
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane. Contribute fair-share funding toward widening Menlo Avenue for an exclusive left-turn lane (500 El Camino Real).	AM PM	48.0 **63.8**	D **E**	48.9 **66.3**	D **E**	3.5	3.5	46.7 **59.7**	D **E+**	3.5	3.5	LTS/SU	PM
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second northbound left-turn lane.	AM PM	56.9 72.1	E+ E	63.0 **90.1**	E **F**	4	3.8	54.1 78.3	D- E-	4	3.8	LTS/SU	PM
56	Alma St / Hamilton Ave	Palo Alto	LOS D	Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing on-street parking.	AM PM	10.2 57.7	B+ E+	10.6 **63.6**	B+ **E**	2	2.5	10.2 41.2	B+ D	2	2.5	LTS/SU	PM

TABLE 5-3: CUMULATIVE (2035) WITH FULL OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Cumulative (2035) No Project Conditions		Cumulative (2035) With Full Offset Housing Alternative Conditions				Cumulative (2035) With Full Offset Housing Alternative and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
58	Alma St / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	AM PM	**123.4** **121.5**	**F** **F**	**130.0** **129.4**	**F** **F**	3.3	3.5	**123.3** **125.7**	**F** **F**	3.3	3.5	SU	PM
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	Contribute fair-share funding toward the addition of a second westbound left-turn lane and the addition of a second receiving lane on the south leg.	AM PM	**76.9** **76.0**	**E-** **E-**	**79.7** **77.5**	**E-** **E-**	3	2.7	**41.8** **68.5**	**D** **E**	3	3	LTS/SU	AM
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	49.2 **66.1**	D **E**	51.0 **70.1**	D **E**	2	2.5	N/A	N/A	N/A	N/A	SU	PM
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	55.0 **68.1**	D- **E**	**58.8** **72.8**	**E+** **E**	2	3	N/A	N/A	N/A	N/A	SU	AM and PM
69	Middlefield Rd / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward a designated eastbound right-turn lane with an overlap phase.	AM PM	**58.0** **67.7**	**E+** **E**	**58.5** **69.8**	**E+** **E**	2	3	**56.6** **62.5**	**E+** **E**	2.5	3	LTS/SU	No
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	The City of Mountain View's planned closure of Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard would mitigate the Project impact (Mountain View Transit Center Master Plan). The effects of this project are shown in the mitigation columns to the right. If the Castro Street closure project is not implemented, the secondary, back-up mitigation is to contribute fair-share funding toward the construction of a second southbound left turn lane from Central Expressway to Moffett Boulevard.	AM PM	**240.1** **222.1**	**F** **F**	**244.2** **226.1**	**F** **F**	4	3.3	**91.9** **129.3**	**F** **F**	2	1.7	LTS/SU	AM
90	Foothill Expy / Edith Ave	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	55.9 **105.5**	E+ **F**	60.0 **111.1**	E+ **F**	4	3.5	N/A	N/A	N/A	N/A	SU	PM

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Based on average pedestrian StreetScore+ Quality of Service of all intersection legs. See **Appendix H** for calculations.
7. Based on average bicycle StreetScore+ Quality of Service of all intersection legs. See **Appendix H** for calculations.
8. LTS = less-than-significant with mitigation, SU = significant and unavoidable. LTS/SU = less-than-significant with mitigation, but is either (1) located outside Santa Clara County where mitigation measures depend on funding and actions by other jurisdictions, or (2) located in Santa Clara County but depends on other funding for the mitigation to be constructed and thus the mitigation measure may not be implemented in a timely manner to avoid the impact. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

Source: Fehr & Peers, April 2018.

TABLE 5-4: CUMULATIVE (2035) WITH HALF OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Cumulative (2035) No Project Conditions		Cumulative (2035) With Half Offset Housing Alternative Conditions				Cumulative (2035) With Half Offset Housing Alternative and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	AM PM	**136.9** 18.4	**F** B-	**155.1** 19.0	**F** B-	4	4	67.3 16.0	E B	4	4	LTS/SU	AM
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the installation of an overlap phase for northbound and southbound right-turning vehicles and the widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane. Contribute fair-share funding toward the installation of a third westbound through lane and associated receiving lane with a westbound right-turn overlap phase.	AM PM	**180.4** **162.9**	**F** **F**	**191.0** **176.4**	**F** **F**	4	3.5	**150.5** **162.4**	**F** **F**	4	3.5	LTS/SU	AM and PM
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second westbound left-turn lane (Page Mill Expressway Corridor Study Report).	AM PM	**85.6** 51.9	**F** D-	**94.3** 60.1	**F** E	3	4	74.5 57.9	E E+	3	4	LTS/SU	AM
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two left-turn lanes, two receiving lanes, and no on-street parking, as well as the extension of the double left-turn lanes (Page Mill Expressway Corridor Study Report). Contribute fair-share funding toward the installation of a southbound right-turn lane and overlap phase.	AM PM	75.1 **83.1**	E- **F**	**88.1** **94.1**	**F** **F**	4	4	67.3 81.1	E F	4	4	SU	AM and PM
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	**122.7** **101.5**	**F** **F**	**125.5** **103.5**	**F** **F**	3	3.7	N/A	N/A	N/A	N/A	SU	AM
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	No feasible mitigation measure.	AM PM	**124.6** 58.3	**F** E+	**133.5** 63.7	**F** E	4	3.7	N/A	N/A	N/A	N/A	SU	AM
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward grade separation (County Expressway Plan 2040).	AM PM	**194.5** **202.5**	**F** **F**	**200.8** **208.4**	**F** **F**	4	3.5	41.9 70.7	D E	2.5	3.5	LTS/SU	AM and PM
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding to the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue (County Expressway Plan 2040).	AM PM	38.8 **165.8**	D+ **F**	42.7 **170.4**	D **F**	N/A	4	42.7 46.4	D D	N/A	4	LTS/SU	PM
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a third northbound through lane and associated receiving lane (County Expressway Plan 2040).	AM PM	**142.6** **133.5**	**F** **F**	**148.5** **137.4**	**F** **F**	4	4	74.6 **113.5**	E **F**	4	4	LTS/SU	AM
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward converting to an eight-phase signal; changing the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane, and changing the west leg to have one left-turn lane, two through lanes, and one right-turn lane (County Expressway Plan 2040).	AM PM	**128.7** **151.5**	**F** **F**	**131.8** **154.5**	**F** **F**	4	3.5	**122.7** **147.7**	**F** **F**	4	3.5	LTS/SU	AM and PM
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	44.9 **89.9**	D **F**	45.6 **92.7**	D **F**	2.7	2.8	35.6 67.1	D+ E	2.7	2.8	LTS/SU	PM
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	53.5 **56.0**	D- **E+**	54.0 **57.3**	D- **E+**	4	3.3	52.5 52.3	D- D-	4	3.3	LTS/SU	PM
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane. Contribute fair-share funding toward widening Menlo Avenue for an exclusive left-turn lane (500 El Camino Real).	AM PM	48.0 **63.8**	D **E**	48.8 **66.1**	D **E**	3.5	3.5	46.6 **59.5**	D **E+**	3.5	3.5	LTS/SU	PM
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second northbound left-turn lane.	AM PM	56.9 72.1	E+ E	62.1 **86.2**	E **F**	4	3.8	53.7 74.9	D- E	4	3.8	LTS/SU	PM
56	Alma St / Hamilton Ave	Palo Alto	LOS D	Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing a portion of the parking.	AM PM	10.2 **57.7**	B+ **E+**	10.5 **62.0**	B+ **E**	2	2.5	10.1 40.3	B+ D	2	2.5	LTS/SU	PM

TABLE 5-4: CUMULATIVE (2035) WITH HALF OFFSET HOUSING ALTERNATIVE MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Cumulative (2035) No Project Conditions		Cumulative (2035) With Half Offset Housing Alternative Conditions				Cumulative (2035) With Half Offset Housing Alternative and Mitigation Conditions				Impact Significance With Mitigation[8]	Impacted under Proposed 2018 General Use Permit?
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]		
58	Alma St / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	AM PM	**123.4** **121.5**	**F** **F**	**128.3** **127.6**	**F** **F**	3.3	3.5	**121.5** **124.0**	**F** **F**	3.3	3.5	SU	PM
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	Contribute fair-share funding toward the addition of a second westbound left-turn lane and the addition of a second receiving lane on the south leg.	AM PM	**76.9** **76.0**	**E-** **E-**	**79.8** **77.5**	**E-** **E-**	3	2.7	41.9 **68.6**	D **E**	3	3	LTS/SU	AM
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	49.2 **66.1**	D **E**	51.1 **70.4**	D- **E**	2	2.5	N/A	N/A	N/A	N/A	SU	PM
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	55.0 **68.1**	D- **E**	**59.2** **73.1**	**E+** **E**	2	3	N/A	N/A	N/A	N/A	SU	AM and PM
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	The City of Mountain View's planned closure of Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard would mitigate the Project impact (Mountain View Transit Center Master Plan). The effects of this project are shown in the mitigation columns to the right. If the Castro Street closure project is not implemented, the secondary, back-up mitigation is to contribute fair-share funding toward the construction of a second southbound left turn lane from Central Expressway to Moffett Boulevard.	AM PM	**240.1** **222.1**	**F** **F**	**243.9** **225.8**	**F** **F**	4	3.3	**97.0** **132.7**	**F** **F**	2	1.7	LTS/SU	AM
90	Foothill Expy / Edith Ave	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	55.9 **105.5**	E+ **F**	60.8 **118.8**	E **F**	4	3.5	N/A	N/A	N/A	N/A	SU	PM

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Based on average pedestrian StreetScore+ Quality of Service of all intersection legs. See **Appendix H** for calculations.
7. Based on average bicycle StreetScore+ Quality of Service of all intersection legs. See **Appendix H** for calculations.
8. LTS = less-than-significant with mitigation, SU = significant and unavoidable. LTS/SU = less-than-significant with mitigation, but is either (1) located outside Santa Clara County where mitigation measures depend on funding and actions by other jurisdictions, or (2) located in Santa Clara County but depends on other funding for the mitigation to be constructed and thus the mitigation measure may not be implemented in a timely manner to avoid the impact. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

Source: Fehr & Peers, April 2018.

5.2 FREEWAY SEGMENT IMPACTS AND MITIGATION MEASURES

Freeway impacts and the associated mitigation measures were evaluated under Background (2018) with Housing Alternatives and Cumulative (2035) with Housing Alternatives Conditions.

Each Housing Alternative is determined to cause a significant impact to freeway facilities based on the criteria described in Chapter 3 of TIA Part 2. Implementation of the each Housing Alternative would increase vehicle traffic and congestion, resulting in either unacceptable freeway segment LOS or increases in traffic volumes that would exceed the allowable percent increase threshold. This would be considered a significant impact on the following number of segments under each with Housing Alternative Condition:

- Background (2018) with Housing Alternatives Conditions– six segments (as compared to four segments under the Background (2018) with Project Conditions);
- Cumulative (2035) with Full Offset Alternative Conditions – sixteen segments (as compared to thirteen segments under Cumulative (2035) With Project Conditions); and
- Cumulative (2035) with Half Offset Alternative Conditions – thirteen segments (as compared to thirteen segments under Cumulative (2035) With Project Conditions).

There are limited options to widen the impacted freeway segments due to right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity on a particular route), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

Mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or local agency to:

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

For these reasons, the Housing Alternatives' freeway impacts would remain **significant and unavoidable**.

5.3 NEIGHBORHOOD STREET IMPACTS

Similar to what was presented in TIA Part 2, two neighborhoods in Palo Alto (College Terrace and Crescent Park) were identified as locations where neighborhood traffic impacts might occur with the proposed growth in the 2018 General Use Permit. These locations were evaluated assuming the build-out of both Housing Alternatives for the following reasons:

- College Terrace – The neighborhood lies along the southern boundary of the campus and shares access with Stanford Avenue, which is a primary access route to the campus. Even though the traffic calming measures instituted in this neighborhood appear to have been effective, there remains a concern that there are routes through the neighborhood that drivers from Stanford might use to travel between Stanford Avenue and California Avenue to access Page Mill Road or El Camino Real.
- Crescent Park – The neighborhood lies along University Avenue which is a major access route to regional roadways such as US 101 and SR 84 (Dumbarton Bridge). There is existing congestion on the corridor that includes spillover traffic to parallel roadways such as Hamilton Avenue. Because some of the drivers accessing Stanford University travel along University Avenue, this neighborhood has been selected for further study.

5.3.1 TIRE INDICES ON LOCAL STREETS

Given that travel patterns throughout and surrounding the Stanford Campus may change with either Housing Alternative, a variation to the previous methodology was used to calculate the total number of daily trips that may divert through the two study neighborhoods.

Separate approaches were used to estimate the number of diverted daily trips for the College Terrace and Crescent Park neighborhoods. For the College Terrace neighborhood, a ratio was developed between the number of peak hour trips accessing the University via Bowdoin Street and the total number of daily trips under the 2018 General Use Permit conditions. This ratio was applied to the new number of peak hour trips using Bowdoin Avenue for each Housing Alternative to determine the new number of daily trips that would potentially cut through the College Terrace neighborhood. This method was also applied to vehicle trips along University Avenue to estimate the number of daily trips that would potentially cut through the Crescent Park neighborhood.

5.3.1.1 College Terrace TIRE Analysis

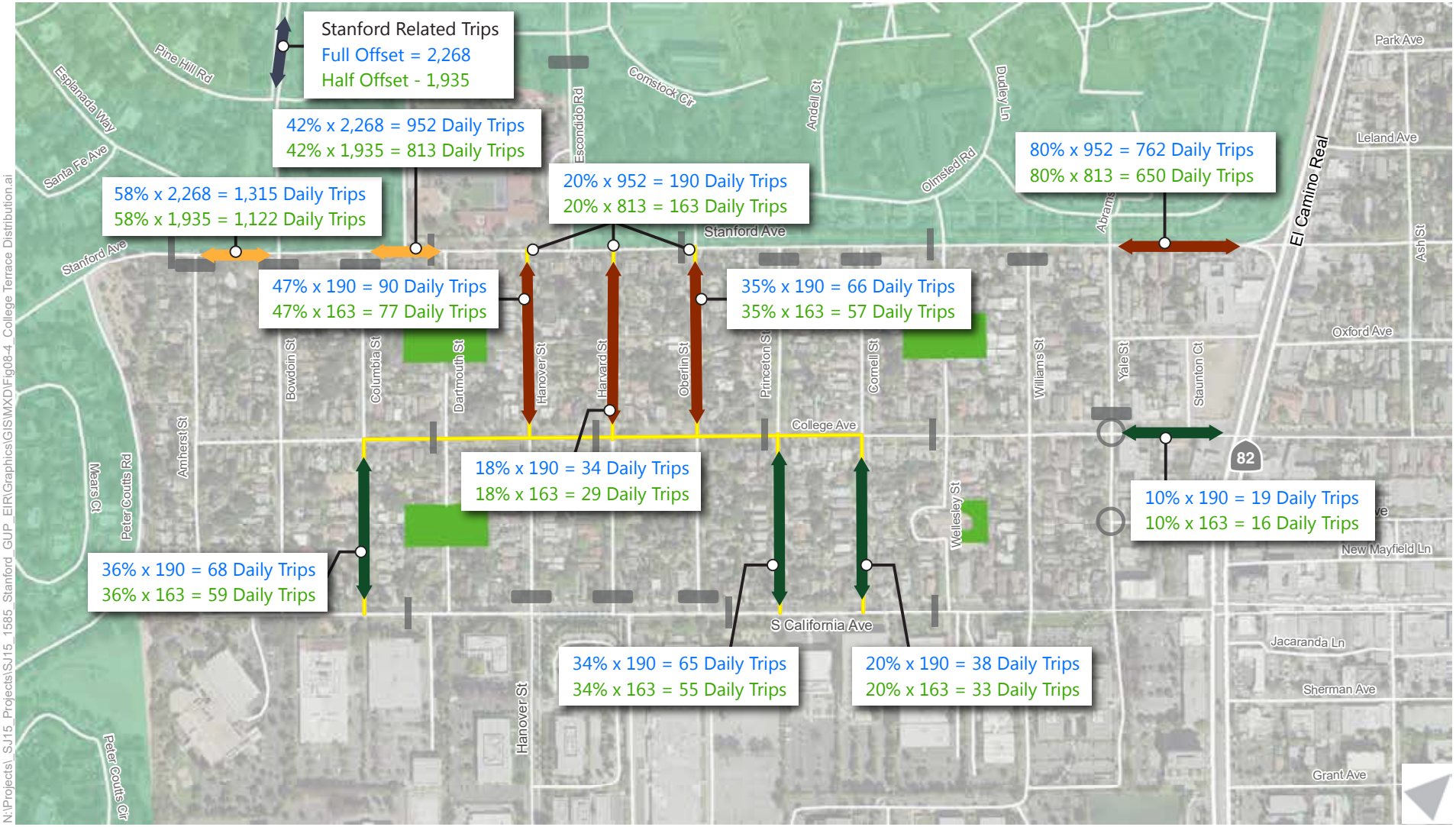
TIRE indices for the local streets serving Stanford University in the College Terrace neighborhood are presented in **Table 5-5**. The TIRE indices for existing volumes range from 2.6 to 3.1. Appendix N of TIA Part 2 shows the thresholds for the TIRE index relative to the number of vehicles per day.

Applying the ratio described above yields an estimate that 2,268 and 1,935 daily vehicles would use Bowdoin Street to access Stanford University for the Full Offset and Half Offset Housing Alternatives, respectively.

Many of the daily trips that access the Stanford campus at Bowdoin Street do not pass through the College Terrace neighborhood. There is a barrier at the entrance to the College Terrace neighborhood at Bowdoin Street. Accordingly, all vehicles entering or exiting the campus at Bowdoin Street must also use Stanford Avenue. Vehicles traveling to or from the campus via Stanford Avenue from west of Bowdoin Street do not pass through the College Terrace neighborhood. Vehicles traveling via Stanford Avenue from the east of Bowdoin Street can continue on Stanford Avenue directly to El Camino Real. These vehicles do not pass through the College Terrace neighborhood. The only vehicles that travel through the College Terrace neighborhood are those that zig zag through the neighborhood using College Avenue or California Avenue to and from El Camino Real, or by taking Hanover Street to or from Page Mill Road. Vehicles cannot travel directly from Stanford Avenue to Page Mill Road on Hanover Street. There is a barrier at the intersection of California Avenue and Hanover Street that prevents through traffic.

Figure 5-1 shows the total daily trips and percentage distributions of Stanford commuters for the College Terrace neighborhood. Morning and afternoon peak period turning movement counts (Appendix B of TIA Part 2) collected at the Bowdoin Street/Stanford Avenue intersection were used to estimate trip distribution along Stanford Avenue. For the Full Offset Housing Alternative, of the 2,268 additional daily trips accessing the campus at Bowdoin Street, it is estimated that 762 daily trips would travel on Stanford Avenue to the east of Bowdoin Street, thereby having the potential to pass through the College Terrace neighborhood. For the Half Offset Housing Alternative, of the 1,935 additional daily trips accessing the campus at Bowdoin Street, it is estimated that 650 daily trips would travel on Stanford Avenue to the east of Bowdoin Street.

Existing daily traffic volumes (Appendix O of TIA Part 2) collected throughout the College Terrace neighborhood where Stanford University traffic may use neighborhood streets were used to estimate trip distribution throughout College Terrace neighborhood. Due to the existing street closures and traffic calming devices, relatively few drivers are likely to choose to negotiate the circuitous route, as well as multiple stop signs and speed humps, to pass through the neighborhood to access El Camino Real given that Stanford Avenue is a direct route to El Camino Real with fewer stops. Similarly, it is unlikely that a large number of drivers would choose to travel from Stanford Avenue to Page Mill Road through the College Terrace neighborhood given that multiple turns would be needed and out of way travel. For example, if a driver were to leave the campus at Bowdoin Street, they would need to turn left on Stanford Avenue, right on Hanover Street, right College Avenue, left on Columbia Street and left on California Avenue to access Page Mill Road. The other options would be to use Stanford Avenue to access Peter Coutts to Junipero Serra Boulevard, or El Camino Real to access Page Mill Road.



Speed Tables
Traffic Circles
No Vehicle Access
Potential Primary Stanford Traffic Routes on Neighborhood Street
Stanford University Campus
Neighborhood Parks
Full Offset
Half Offset

Figure 5-1

College Terrace Neighborhood
Distribution of Potential Stanford Housing Alternatives Trips

TABLE 5-5: COLLEGE TERRACE NEIGHBORHOOD TIRE INDEX RESULTS

Segment	Existing			Volume Required for 0.1 Change in TIRE Index[1]	Proposed 2018 General Use Permit		Full Offset Housing Alternative		Half Offset Housing Alternative	
	Lanes	ADT	TIRE Index		Daily Trips[2]	Surpass the 0.1 Threshold?	Daily Trips[2]	Surpass the 0.1 Threshold?	Daily Trips[2]	Surpass the 0.1 Threshold?
Columbia Street, between College Avenue and California Avenue	2	640	2.8	140	57	No	68	No	58	No
Hanover Street, between Stanford Avenue and College Avenue	2	1,160	3.1	290	76	No	91	No	77	No
Harvard Street, between Stanford Avenue and College Avenue	2	430	2.6	97	28	No	34	No	29	No
Oberlin Street, between Stanford Avenue and College Avenue	2	850	2.9	170	55	No	66	No	57	No
Princeton Street, between College Avenue and California Avenue	2	610	2.8	140	54	No	65	No	55	No
Cornell Street, between College Avenue and California Avenue	2	370	2.6	97	33	No	39	No	33	No

Notes:

1. Minimum daily traffic volume increase to produce an impact.
2. Assumes 20% of the added daily Stanford traffic east of Bowdoin Street on Stanford Avenue.

Source: Fehr & Peers, April 2018.

While the traffic calming and circuitous routing minimizes the number of drivers electing to cut through the neighborhood, for the analysis it was assumed, based on professional judgment and knowledge of the neighborhood traffic calming and routing, that 20 percent of drivers who travel to and from the Stanford gateway via the east of Bowdoin Street might elect to pass through the neighborhood streets. Since the TIRE index is a daily calculation and the greatest time savings for drivers cutting through the neighborhood would be during the morning or evening peak periods when El Camino Real, Page Mill Road and Junipero Serra Boulevard are congested, the 20 percent assumption is considered conservative.

While it is unlikely that even 20 percent of the added daily Stanford traffic traveling east of Bowdoin Street on Stanford Avenue would travel through the neighborhood, this percentage was used to demonstrate a conservatively high scenario for the College Terrace neighborhood. Project trip estimates along Oberlin Street, Harvard Street, Hanover Street, Cornell Street, Princeton Street, and Columbia Street were distributed based on the relative existing daily volumes on these roadways. These values were compared to the volume changes needed to create a 0.1 TIRE index increase for each roadway to ascertain whether an impact would result under the Full Offset and Half Offset Housing Alternatives, as shown in **Table 5-5**.

5.3.1.2 Crescent Park TIRE Analysis

The TIRE indices for existing volumes in the Crescent Park neighborhood range from 3.5 to 3.7.

The percentage of trips using University Avenue that would be likely to divert to neighborhood roadways when passing through Downtown Palo Alto was calculated. The potential diversion of this volume to parallel routes within the Crescent Park neighborhood was based on an analysis of the relative existing daily traffic volumes (Appendix O of TIA Part 2) on University Avenue, Lytton Avenue, and Hamilton Avenue for four different segments: east of Middlefield Road, west of Lincoln Avenue, east of Lincoln Avenue, and west of Woodland Avenue. The existing daily traffic volumes along each roadway in each segment were used to estimate potential daily trip distributions. For example, if the Stanford 2018 General Use Permit is estimated to contribute 15 trips on University Avenue, while University Avenue has an existing 100 daily trips and Hamilton Avenue has an existing 50 trips, then 10 additional Stanford trips would be assumed to use University Avenue and five trips would be assumed to use Hamilton Avenue. The estimated potential daily trip distributions of new Housing Alternatives trips in Crescent Park neighborhood are shown in **Table 5-6** and **Figure 5-2**.

TABLE 5-6: CRESCENT PARK NEIGHBORHOOD TRIP DISTRIBUTION CALCULATIONS

Roadway Description		ADT	Percent of Total Volumes	Estimated Daily Trips		
				Proposed 2018 General Use Permit	Full Offset Housing Alternative	Half Offset Housing Alternative
Cordon 1	University Avenue E of Middlefield Road	20,640	71%	536	878	739
	Lytton Avenue E of Middlefield	2,940	10%	76	125	105
	Hamilton Avenue E of Middlefield Road	5,580	19%	145	238	200
	Total for Cordon 1	***29,160***	***100%***	***757***	***1,241***	***1,044***
Cordon 2	University Avenue W of Lincoln Avenue	19,500	84%	636	1,043	878
	Hamilton Avenue W of Lincoln Avenue	3,700	16%	121	198	167
	Total for Cordon 2	***23,200***	***100%***	***757***	***1,241***	***1,044***
Cordon 3	University Avenue E of Lincoln Avenue	20,920	86%	651	1,068	898
	Hamilton Avenue E of Lincoln Avenue	3,400	14%	106	173	146
	Total for Cordon 3	***24,320***	***100%***	***757***	***1,241***	***1,044***
Cordon 4	University Avenue W of Woodland Avenue	24,890	100%	757	1,241	1,044
	Total for Cordon 4	***24,890***	***100%***	***757***	***1,241***	***1,044***

Source: Fehr & Peers, April 2018.

These values were compared to the volume changes needed to create a 0.1 TIRE index increase for each roadway to ascertain whether an impact would result under the Full Offset and Half Offset Housing Alternatives, as shown in **Table 5-7.**

5.3.2 RESULTS

The TIRE method is based on the premise that any traffic change that would cause an index increase of 0.1 or more would be noticeable to residents. As shown in **Table 5-5**: College Terrace Neighborhood TIRE Index Results and **Table 5-7**, the Housing Alternatives would not surpass the 0.1 change in TIRE index on any of the local residential street segments evaluated in the analysis of the Full Offset and Half Offset Housing Alternatives. This result is the same as the result of the analysis of the proposed 2018 General Use Permit.

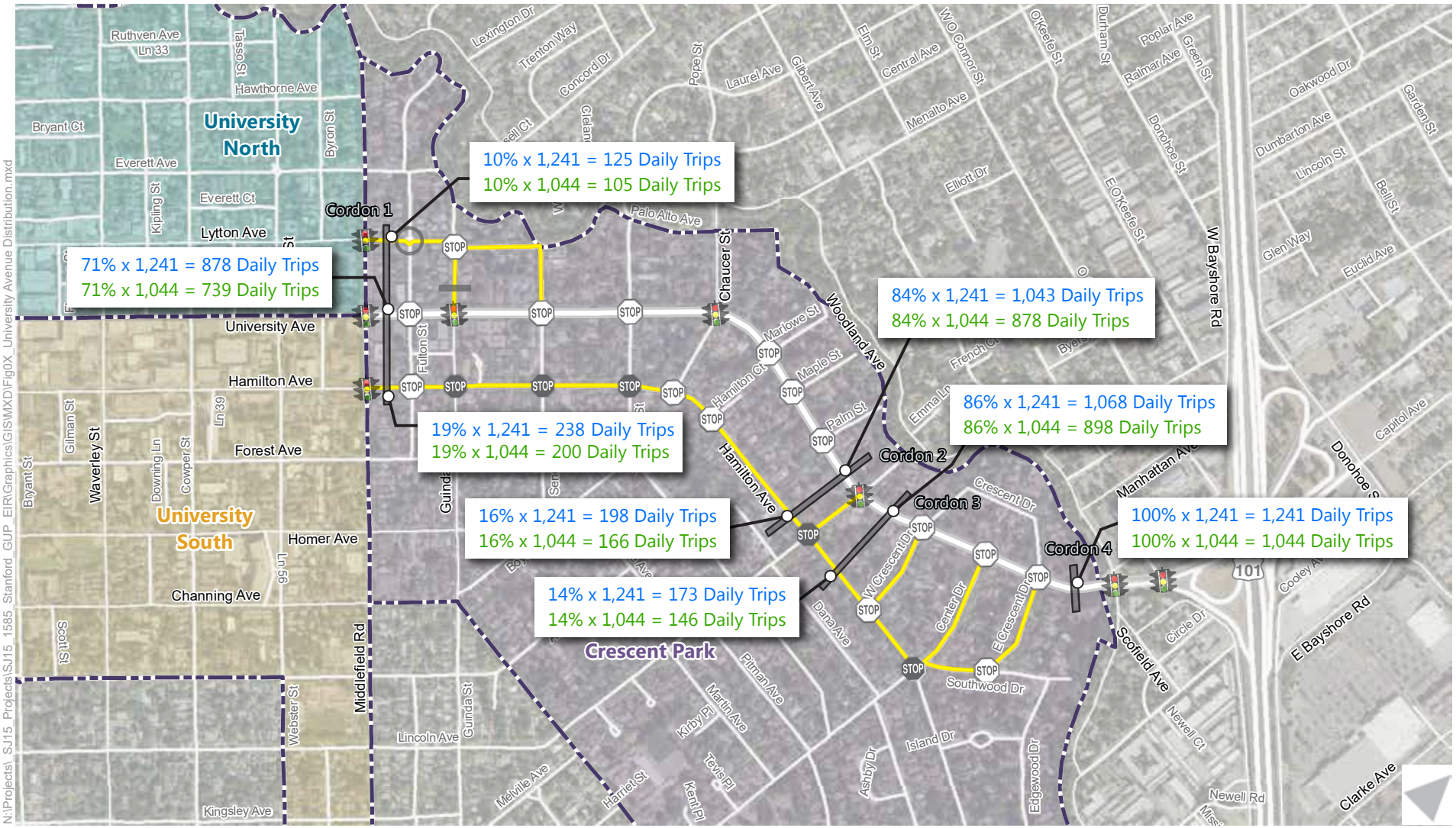


Figure 5-2

Crescent Park Neighborhood
Distribution of Potential Stanford Housing Alternatives Trips

TABLE 5-7: CRESCENT PARK NEIGHBORHOOD TIRE INDEX RESULTS

Segment	Existing			Required Volume for 0.1 Change in TIRE Index[1]	Proposed 2018 General Use Permit		Full Offset Housing Alternative		Half Offset Housing Alternative	
	Lanes	ADT	TIRE Index		Daily Trips	Surpass the 0.1 Threshold?	Daily Trips	Surpass the 0.1 Threshold?	Daily Trips	Surpass the 0.1 Threshold?
Lytton Avenue, between Middlefield Road and Fulton Street	2	2,940	3.5	825	76	No	125	No	105	No
Hamilton Avenue, between Middlefield Road and Fulton Street	2	5,580	3.7	1,250	145	No	237	No	200	No
Hamilton Avenue, between Hamilton Court and Lincoln Avenue	2	3,700	3.6	1,025	121	No	198	No	167	No
Hamilton Avenue, between Lincoln Avenue and Crescent Drive	2	3,400	3.5	825	106	No	173	No	146	No

Notes:

1. Minimum daily traffic volume increase to produce an impact.

Source: Fehr & Peers, April 2018.

5.4 TRANSIT, BICYCLE AND PEDESTRIAN IMPACTS

5.4.1 TRANSIT IMPACTS

Generally, a project causes a significant impact to transit facilities and services if an element of it conflicts with existing or planned transit services. The Housing Alternatives do not propose infrastructure changes outside the campus and, thus, would not interfere with transit agencies' ability to modify or expand service. Therefore, the Housing Alternatives' impact on transit services would be **less-than-significant**. In addition, as shown in Sections 3.3 and 4.3, while the Housing Alternatives would result in higher increased delays to transit routes compared to the proposed Project, these delays do not constitute substantial increases in delay for transit vehicles operating on surrounding roadways.

The intersection capacity mitigation measures discussed in Section 5.1.2 and 5.1.3 would add capacity to serve all vehicles, including transit vehicles, and would not obstruct any existing or planned transit route. Stanford's proposed mitigation approach for traffic impacts, discussed in Section 5.1.1, would reduce traffic growth relative to that analyzed in the traffic analysis, which would benefit all vehicular traffic including transit vehicles.

5.4.2 BICYCLE AND PEDESTRIAN IMPACTS

A significant impact to bicycle or pedestrian facilities occurs when a project creates a hazardous condition that currently does not exist for pedestrians or bicyclists, or conflicts with planned facilities or local agency policies regarding bicycle and pedestrian facilities. The Housing Alternatives do not propose any infrastructure changes outside the campus and, thus, would not create hazardous conditions where none exist today, nor conflict with planned facilities or County policies. Therefore, the Housing Alternatives' impact on pedestrian and bicycle facilities would be **less-than-significant**.

In addition, the intersection capacity mitigation measures discussed in Sections 5.1.2 and 5.1.3 would not adversely affect quality of service for pedestrians and bicyclists in all but two cases. Under both Cumulative (2035) Housing Alternative Conditions mitigation location, Middlefield Road/Marsh Road (Intersection #59), the bicycle quality of service would decrease from QOS 2.7 to QOS 3 (the same result as under the Cumulative (2035) with Project analysis).

Under the Cumulative (2035) with Full Offset Housing Alternative, the pedestrian quality of service would decrease from QOS 2 to QOS 2.5 at Middlefield Road/Charleston Road (Intersection #69). This is a new quality of service result for the Cumulative (2035) with Full Offset Housing Alternative Conditions that does not occur for the Cumulative (2035) with Project Conditions. The change in quality of service results from the proposed mitigation, which is the addition of a designated eastbound right-turn lane.

While the rest of the traffic mitigation measures do not change the quality of service index at the mitigation location, in some cases the mitigations do add another vehicle lane to cross or navigate as a bicyclist. However, these changes do not affect the QOS rating because it is already at 4 (the worst rating). In several cases, the mitigation measures may result in a slight improvement for bicyclists by removing a right-turn conflict zone due to re-striping. As noted in the traffic mitigation discussions, the implementation of the traffic mitigation measures would ultimately be the decision of the responsible jurisdiction, and considerations for bicyclist and pedestrian comfort and convenience may enter into those decisions, resulting in a modified improvement project that adds or enhances pedestrian and/or bicycle facilities, or rejection of the improvement project.

Separate from the above analysis, it is noted that the 2018 General Use Permit application describes several bicycle and pedestrian supportive projects that Stanford plans to construct on campus property that are designed to serve local area student trips to the Nixon and Escondido Elementary Schools. Stanford proposes to construct the improvements on its lands in unincorporated Santa Clara County that have been identified by the Palo Alto Unified School District (PAUSD) and the City of Palo Alto as the Suggested Routes to Schools shown on the Walkabout Maps for Nixon and Escondido Elementary Schools. These improvements would benefit both pedestrian and bicycle circulation in the immediate area of both schools. Circulation improvements on Stanford lands in unincorporated Santa Clara County, in and around Nixon Elementary School, could include such items as improved crosswalks with high-visibility yellow markings, pavement markings, additional signage, and wayfinding signs. Circulation improvements in and around Escondido Elementary School similarly could include such items as improved crosswalks with high-visibility yellow markings, pavement markings, additional signage, additional traffic control. Specific improvements on Stanford property could include an enhanced mid-block crosswalk on Escondido Road.

5.5 SAFETY AND EMERGENCY ACCESS IMPACTS

5.5.1 SAFETY IMPACTS

As described in Section 3.8.2 of TIA Part 2, the safety impacts of the 2018 General Use Permit are evaluated based on whether any identified intersection mitigation measure would cause an adverse safety effect for vehicles, transit, pedestrians, or bicyclists. This evaluation method applies to the Housing Alternatives as well. Housing Alternative mitigation measures would be constructed according to the relevant City or Caltrans design standards, which can be assumed to conform to industry standards for roadway and intersection design and operations. Therefore, the mitigation measures would not cause adverse safety effects for vehicles, transit, pedestrians or bicyclists, and the Housing Alternatives' impact on safety is **less-than-significant**.

5.5.2 EMERGENCY ACCESS IMPACTS

As described in Section 3.9.2 of TIA Part 2, the emergency access impacts of the 2018 General Use Permit are evaluated based on whether the Project would result in inadequate emergency access. This evaluation method applies to the Housing Alternatives as well. The Housing Alternatives do not propose any infrastructure changes outside the campus, and thus would not create barriers to or impede emergency access. The Housing Alternatives traffic analysis indicates significant impacts at intersections in both the Background (2018) and Cumulative (2035) Conditions, and identifies intersection capacity mitigations for some, but not all, of the impact locations. Emergency responders are charged with developing fastest-response travel routes and assessing traffic conditions and developing alternate routes in real time to provide emergency services. Therefore, the identified significant impacts would not result in inadequate emergency access within the traffic study area, and the impact on emergency access is **less-than-significant**.

STANFORD UNIVERSITY

2018 General Use Permit

Transportation Impact Analysis
Housing Alternatives
Appendix

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APPENDIX A:
HOUSING ALTERNARTIVES TRIP GENERATION

FEHR PEERS

MEMORANDUM

Date: February 27, 2018

To: Lesley Lowe, Stanford University

From: Ellen Poling, Fehr & Peers

Subject: Responses to Commments on 2018 GUP Draft EIR: Housing Offset Alternatives Trip Generation and Distribution

SJ15-1585.00

This memorandum summarizes the trip generation estimates and trip distribution for two housing offset alternatives that the County of Santa Clara has chosen to study in response to comments of the 2018 General Use Permit Draft EIR:

- Full Offset Housing Alternative: 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds
- Half Offset Housing Alternative: 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds.

Trip Generation

The trip generation was estimated for both alternatives using:

- The Stanford resident peak hour trip generation rates in the *Stanford 2018 General Use Permit Transportation Impact Analysis*, and
- Stanford commuter peak hour trip generation rates that were developed in February 2017, to respond to peer review comments during the review process for *Stanford 2018 General Use Permit Transportation Impact Analysis: Part I.*

Both of these trip generation rates were previously peer-reviewed by the County's consultants, AECOM and ESA, in connection with preparation of the Draft EIR for the 2018 General Use Permit. The rates are presented in **Table 1**. It should be noted that the commuter trip generation rate is

the average rate per Stanford commuter, which accounts for the fact that only a portion of the commuters drive to campus. The residential rates are the measured trip generation rates on a per bed or per unit basis at Stanford student and faculty/staff housing sites. Residential rates include trips by Stanford affiliates as well as spouses and other houshold members.

Table 1: Trip Generation Rates

Trip Type	AM Peak Hour			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total
Commuter (trips/Stanford affiliate living off campus)	0.096	0.041	0.137	0.051	0.084	0.135
Student Resident (trips/bed)	0.028	0.037	0.065	0.077	0.066	0.143
Faculty/Staff Resident (trips/unit)	0.150	0.280	0.430	0.260	0.190	0.450

Attachments 1 and **2** present the trip generation calculations for the Full Offset and Half Offset alternatives. **Table 2** summarizes the commute trips eliminated, residential trips added, and the net change, for each alternative.

Under the Full Offset Housing alternative, 2,342 new faculty/staff units are assumed to be constructed on the campus. We assume this would reduce the population that otherwise would commute to the campus by 2,342 individuals. Therefore, the trip generation estimation process starts by subtracting the commuters who would no longer commute to campus by multiplying 2,342 by the commuter trip generation rate and showing that result as a negative number. The trips associated with 2,342 new faculty/staff housing units are then added to that number to generate a net change in faculty/staff trips. The same process was used for the 210 graduate students who are assumed to be housed in new graduate student beds.

Under the Half Offset alternative, 1,171 new faculty/staff units are assumed to be constructed on the campus. We assume this would reduce the population that otherwise would commute to the campus by 1,171 individuals. Again, the trip generation estimation process starts by subtracting the commuters who would no longer commute to campus by multiplying 1,171 by the commuter trip generation rate and showing that result as a negative number. The trips associated with 1,171 new faculty/staff housing units are then added to that number to generate a net change in faculty/staff trips. The same process was used for the 105 graduate students who are assumed to be housed in new graduate student beds.

Table 2: Trip Generation Summary

Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Full Offset Alternative						
Commuter Trips Eliminated	(244)	(106)	(350)	(130)	(213)	(344)
Resident Trips Added	357	664	1,021	625	459	1,084
Net Change	113	558	671	495	246	740
Half Offset Alternative						
Commuter Trips Eliminated	(122)	(53)	(175)	(65)	(107)	(172)
Resident Trips Added	179	332	510	313	229	542
Net Change	56	279	335	247	123	370

The alternatives would generate a net increase in trips entering and leaving campus during the peak hours, due to the higher vehicle trip generating characteristics of faculty/staff residential units as compared to Stanford commuters. These trips would be in addition to those of the proposed project. The faculty/staff residential units could house singles, couples and families, generating the full range of housing-related trips by vehicle and other modes. These residential trips would have a different distribution than the commuter trips, as described below.

Trip Distribution

Figures 1 and **2** present the commuter and resident trip distribution patterns used in the *Stanford 2018 General Use Permit Transportation Impact Analysis*. The commuter distribution is based on Stanford off-campus resident locations, and the resident distribution is based on census data for the census tracts including the Stanford campus residential areas. A detailed description of the development of the trip distribution patterns is provided in the *Stanford 2018 General Use Permit Transportation Impact Analysis: Part I*. These distribution assumptions have been peer-reviewed by the County's consultants, AECOM and ESA. These distribution patterns will be used to distribute and assign the commuter trip reductions and residential bed/unit trip additions to the roadway network. The campus locations for the new residential units, listed below, will be reflected in the trip assignments.

Full Offset Alternative Development District Allocations

- 550 faculty/staff units in Quarry District
- 666 faculty/staff units in DAPER District
- 666 faculty/staff units in West Campus District
- 207 graduate student beds and 460 faculty/staff units in East Campus District

Half Offset Alternative Development District Allocations

- 550 faculty/staff units in Quarry District
- 242 faculty/staff units in DAPER District
- 242 faculty/staff units in West Campus District
- 104 graduate student beds and 137 faculty/staff units in East Campus District

Attachments:

Attachment 1 – Full Offset Housing Alternative Trip Generation Calculations
Attachment 2 – Half Offset Housing Alternative Trip Generation Calculations
Figure 1 – Commuter Trip Distribution
Figure 2 – Resident Trip Distribution

Attachment 1: Full-Offset Alternative Trip Generation Estimate

Effect of moving 2,342 F/S Commuters to Campus

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Commuter Trip Rate	0.096	0.041	0.137	0.051	0.084	0.135
Faculty/Staff Resident Trip Rate	0.15	0.28	0.43	0.26	0.19	0.45
Net Effect for 2,342 commuters	127	559	686	489	249	739
Commuter Trips Eliminated	(224)	(97)	(321)	(120)	(196)	(315)
Resident Trips Added	351	656	1,007	609	445	1,054

Effect of Moving 210 Student Commuters to Campus*

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Commuter Trip Rate	0.096	0.041	0.137	0.051	0.084	0.135
Student Resident Trip Rate	0.028	0.037	0.065	0.077	0.066	0.143
Net Effect for 210 commuters	(14)	(1)	(15)	5	(4)	2
Commuter Trips Eliminated	(20)	(9)	(29)	(11)	(18)	(28)
Resident Trips Added	6	8	14	16	14	30

* Includes accommodation of couples

Net Change in Trip Generation for Full Offset Housing Alternative

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Net From Additional F/S Residential Units	127	559	686	489	249	739
Net From Additional Grad Student Beds	(14)	(1)	(15)	5	(4)	2
Net Total	113	558	671	495	246	740
Commuter Trips Eliminated	(244)	(106)	(350)	(130)	(213)	(344)
Resident Trips Added	357	664	1,021	625	459	1,084

Attachment 2: Half-Offset Alternative Trip Generation Estimate

Effect of moving 1,171 F/S Commuters to Campus

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Commuter Trip Rate	0.096	0.041	0.137	0.051	0.084	0.135
Faculty/Staff Resident Trip Rate	0.15	0.28	0.43	0.26	0.19	0.45
Effect of moving a commuter onto campus (differential)	0.054	0.239	0.293	0.209	0.106	0.315
Net Effect for 1,171 commuters	64	279	343	245	125	369
Commuter Trips Eliminated	(112)	(48)	(161)	(60)	(98)	(158)
Resident Trips Added	176	328	504	304	222	527

Effect of Moving 105 Student Commuters to Campus*

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Commuter Trip Rate	0.096	0.041	0.137	0.051	0.084	0.135
Student Resident Trip Rate	0.028	0.037	0.065	0.077	0.066	0.143
Effect of moving a commuter onto campus (differential)	-0.068	-0.004	-0.072	0.026	-0.018	0.008
Net Effect for 105 commuters	(7)	(0)	(8)	3	(2)	1
Commuter Trips Eliminated	(10)	(4)	(14)	(5)	(9)	(14)
Resident Trips Added	3	4	7	8	7	15

* Includes accommodation of couples

Net Change in Trip Generation for Half Offset Housing Alternative

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Net From Additional F/S Residential Units	64	279	343	245	125	369
Net From Additional Grad Student Beds	(7)	(0)	(8)	3	(2)	1
Net Total	56	279	335	247	123	370
Commuter Trips Eliminated	(122)	(53)	(175)	(65)	(107)	(172)
Resident Trips Added	179	332	510	313	229	542

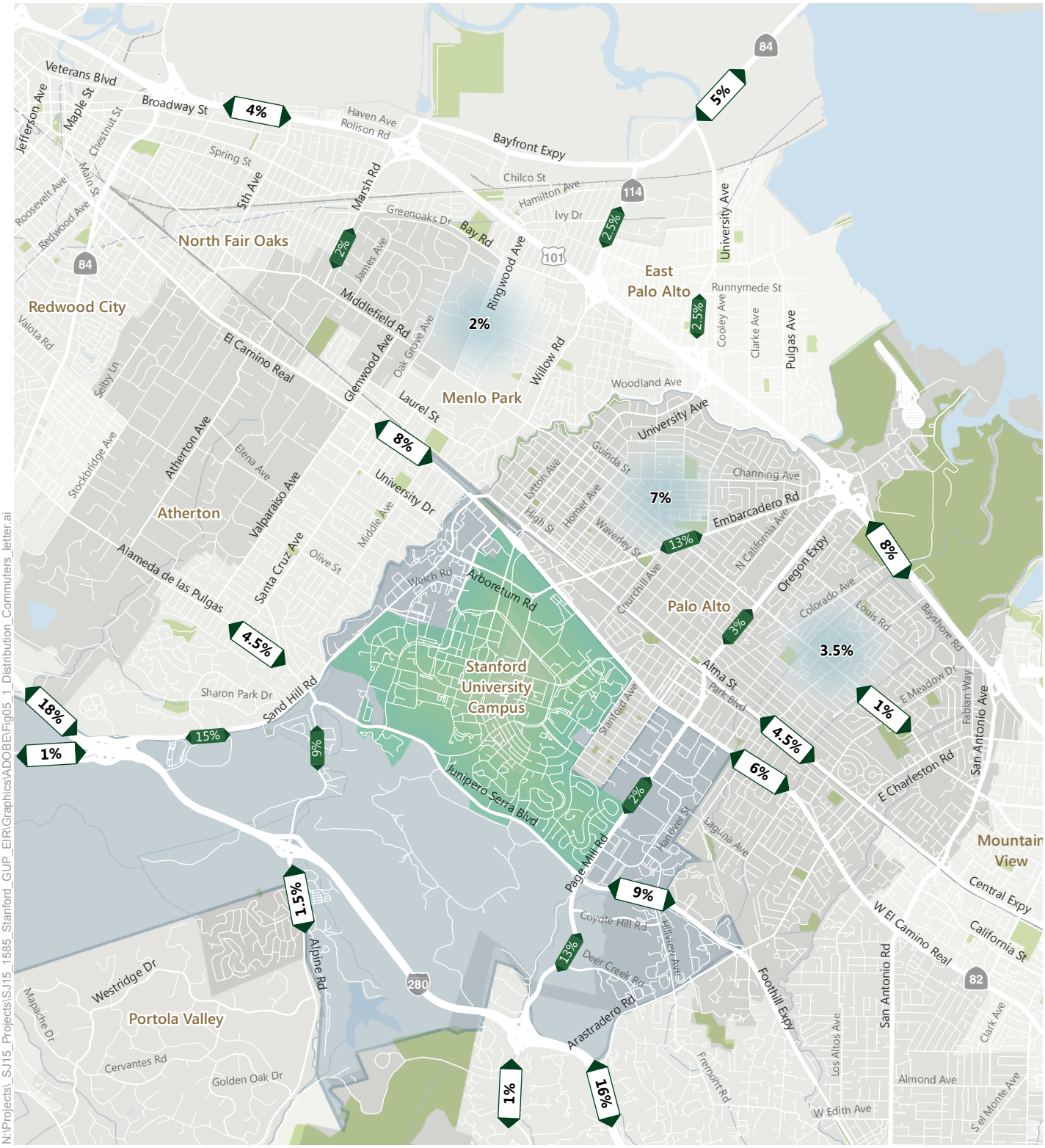

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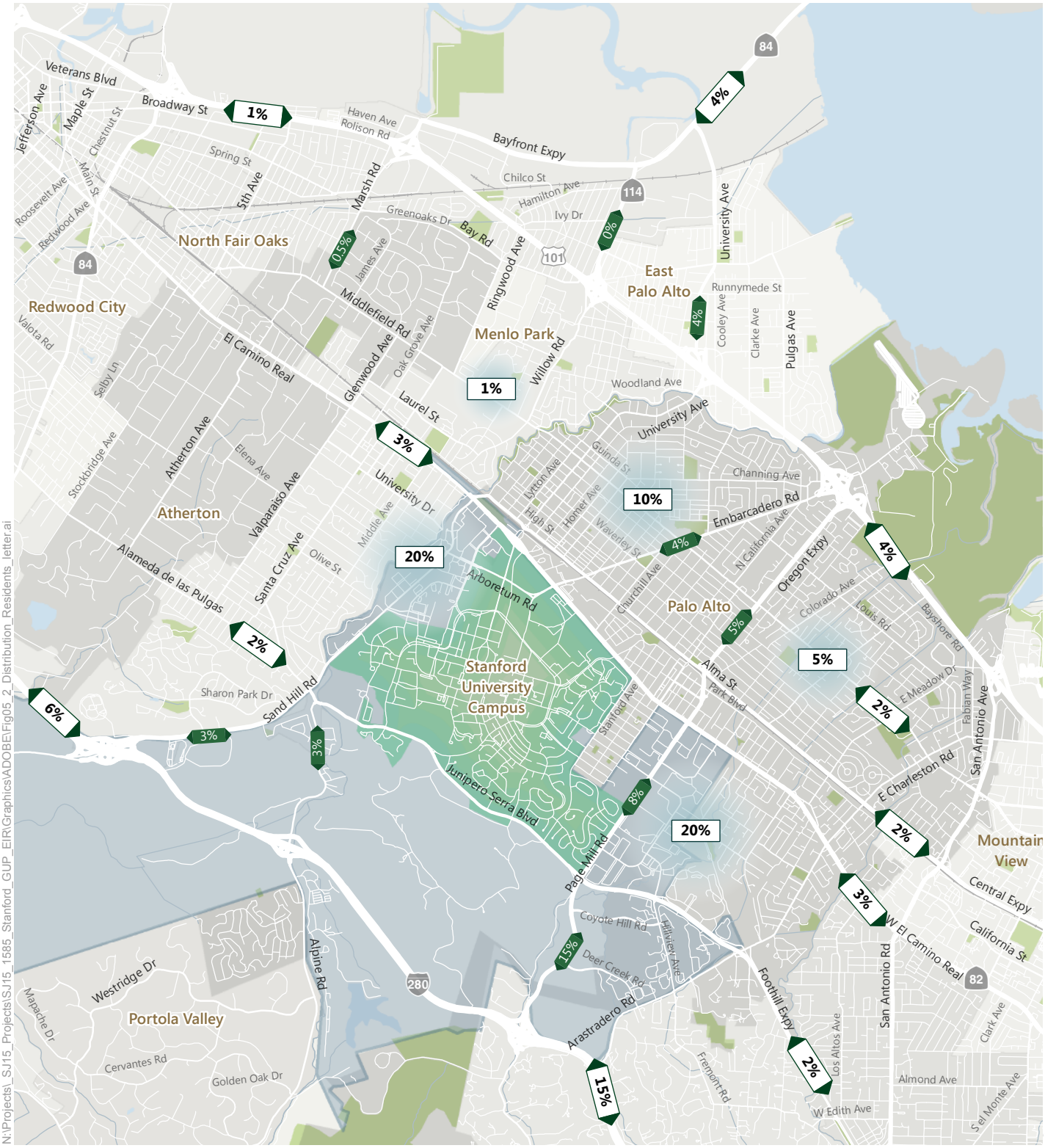
Figure 1

Distribution of Stanford Commuters Using Auto Trip Place-of-Residence



XX%
XX% } Project Trip Distribution (Equals 100%)

XX% Internal Trip Distribution

Figure 2

Distribution of Stanford Residents Using Auto Off-Campus

APPENDIX B:
STUDY INTERSECTION VOLUMES

2018 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	916	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	710	100	0	60	1847	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1006	90	30	10	40	230	2337	140
4	Saga Ln / Sand Hill Rd		30	0	10	40	716	100	30	0	30	170	1917	340
5	Sharon Park Dr / Sand Hill Rd		170	10	190	150	726	20	10	0	0	20	1757	150
6	Alameda de las Pulgas / Santa Cruz		10	701	0	10	0	450	740	376	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		270	701	190	70	547	360	381	696	109	266	1281	390
8	Oak Ave / Sand Hill Rd		200	0	90	30	767	0	0	0	0	0	1862	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	647	187	114	10	90	438	1524	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	647	130	80	10	177	334	1294	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	708	70	30	10	150	350	774	10
12	El Camino Real / Sand Hill Rd		406	1552	400	540	0	0	30	722	211	451	0	304
13	I-280 SB Ramps / Page Mill Rd		50	340	800	606	361	50	190	0	70	180	392	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	740	907	0	1839	0	140	240	1022	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1137	80	50	0	70	350	2502	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1157	30	10	0	10	150	2412	0
17	Junipero Serra Blvd / Foothill Expy /		158	354	274	125	819	230	260	444	280	250	1787	374
18	Peter Coutts / Page Mill Rd		110	10	100	70	1135	30	10	10	10	90	1901	100
19	Hanover St / Page Mill Rd		110	80	60	110	1254	270	230	50	11	151	1550	230
20	El Camino Real / Page Mill Rd - Oreg		269	522	354	246	1124	230	160	1022	440	160	973	387
21	Middlefield Rd / Oregon Expy		120	283	70	50	1264	110	170	295	301	141	1183	130
22	Oregon Expy / West Bayshore Rd		0	1584	260	220	0	90	120	1653	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		520	0	390	377	472	0	0	0	0	180	664	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	649	0	881	0	250	0	734	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	620	707	245	0	99	604	891	0
26	Junipero Serra Blvd / Campus Drive		30	880	361	84	20	132	354	170	20	10	10	10
27	Junipero Serra Blvd / Campus Drive		0	752	270	90	0	52	140	564	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	644	170	80	0	172	329	614	0	0	0	0
29	Foothill Expy / Hillview Ave		120	272	282	2	50	20	0	902	290	30	150	50
30	Foothill Expy / Arastradero Rd		30	122	80	290	400	140	0	1312	370	80	280	40
31	Foothill Expy / San Antonio Rd		0	552	0	90	0	600	760	1812	0	0	0	0
32	Foothill Expy / El Monte Ave		751	311	130	320	360	20	100	1410	100	70	640	812
33	Foothill Expy / Springer Road-Magda		85	236	90	120	460	100	180	1330	310	110	510	200
34	Bowdoin St / Stanford Ave		79	0	72	154	170	0	0	0	0	0	220	297
35	Arboretum Rd / Quarry Rd		20	200	110	40	269	10	70	260	352	291	221	20
36	Arboretum Rd / Palm Dr		10	161	290	300	571	0	10	272	92	21	133	0
37	El Camino Real / Encinal Ave		90	1912	180	140	20	100	120	892	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1342	50	30	250	91	51	782	131	131	210	250
39	El Camino Real / Oak Grove Ave		50	1395	100	50	210	110	80	833	80	40	180	60

2018 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1435	0	30	50	50	60	923	0	100	60	80
41	El Camino Real / Ravenswood Rd		60	1405	120	40	230	464	412	883	100	80	320	70
42	El Camino Real / Roble Ave		40	1848	50	10	0	10	30	1315	50	60	10	70
43	El Camino Real / Middle Ave		70	1778	0	0	0	0	0	1215	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2068	40	10	0	0	10	1365	130	80	10	30
45	El Camino Real / Quarry Rd		203	1759	0	0	0	0	0	1056	266	153	0	87
46	El Camino Real (SB) / University Ave		168	10	221	0	993	240	0	0	0	45	428	0
47	El Camino Real (NB) / University Ave		80	0	0	291	993	0	180	10	120	0	614	14
48	El Camino Real / Embarcadero Rd		100	1008	250	170	387	200	130	1155	330	90	251	80
49	El Camino Real / Churchill Ave		0	1178	100	180	0	180	150	1595	0	0	0	0
50	El Camino Real / Serra St		130	1208	50	40	10	10	0	1575	257	125	10	80
51	El Camino Real / Stanford Ave		150	1163	30	20	20	70	70	1532	164	122	20	200
52	El Camino Real / California Ave		150	935	70	70	80	50	60	1696	110	70	40	30
53	El Camino Real / Arastradero Rd - Ch		130	628	155	158	410	100	160	1645	470	270	350	180
54	El Camino Real / San Antonio Rd		160	588	330	180	600	200	170	1475	320	50	720	160
55	Alma St / Lytton Ave		20	361	200	80	30	117	301	911	40	0	0	0
56	Alma St / Hamilton Ave		10	521	154	82	10	90	130	1332	30	0	0	0
57	Alma St / Churchill Ave		200	523	10	0	60	70	40	1345	220	120	60	60
58	Alma St / Charleston Rd		60	613	70	80	292	50	40	1275	326	183	471	80
59	Middlefield Rd / Marsh Rd		0	480	440	270	0	465	423	260	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		113	432	0	0	0	0	0	381	541	490	0	82
61	Middlefield Rd / Ringwood Ave		50	662	150	261	30	110	90	631	50	10	0	10
62	Middlefield Rd / Willow Rd		10	382	280	470	70	430	185	451	90	120	200	20
63	Middlefield Rd / Lytton Ave		376	456	20	20	150	11	10	326	131	61	40	220
64	Middlefield Rd / University Ave		101	357	100	140	488	110	80	307	34	22	254	30
65	Middlefield Rd / Hamilton Ave		91	377	11	31	260	30	30	324	70	30	100	55
66	Middlefield Rd / Embarcadero Rd		57	220	120	160	869	80	30	230	95	53	701	44
67	Saint Francis Dr / Embarcadero Rd		50	10	380	80	1119	20	40	20	10	10	1101	50
68	E. Bayshore Rd / Embarcadero Rd		740	90	60	20	95	20	80	80	220	240	533	551
69	Middlefield Rd / Charleston Rd		140	651	280	200	292	90	20	582	160	130	491	140
70	US 101 SB Ramps / Marsh Rd		485	0	1440	360	1720	0	0	0	0	0	863	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1210	0	450	0	900	513	1750	0
72	Bay Rd / Willow Rd		61	0	450	390	1159	0	0	0	0	0	1325	60
73	Newbridge St / Willow Rd		320	180	30	10	1176	70	40	120	260	160	1933	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1366	40	40	0	220	220	1843	0
75	Hamilton Ave / Willow Rd		230	20	190	490	1126	110	50	20	50	60	1093	550
76	Bayfront Expy / Willow Rd		330	500	400	110	120	40	40	2310	1226	533	590	250
77	Woodland Ave / University Ave		60	90	440	520	1018	260	420	120	20	10	624	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1546	950	360	0	262	370	1064	0

2018 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	60	70	120	866	20	300	530	720	410	533	140
80	University Ave / Bay Rd		40	966	100	161	220	90	70	503	120	50	490	60
81	University Ave / Bayfront Expy		0	0	0	0	3356	1377	454	0	170	220	1183	0
82	Town & Country Driveway / Embarca		80	30	120	240	837	160	130	20	70	50	621	50
83	San Antonio Rd / Charleston Rd		890	890	190	90	162	30	90	760	250	90	821	310
84	US 101 SB Ramps / Willow Rd		433	0	160	920	1116	0	0	0	0	800	1005	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1266	0	1050	0	500	372	933	0
86	Central Expy / Rengstorff Ave		140	836	461	111	410	60	230	1360	170	220	670	200
87	Central Expy / Shoreline Blvd (N)		0	1095	40	91	0	70	160	1789	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1115	41	171	0	270	160	1738	0	0	0	0
89	Central Expy / Moffett Blvd		130	1003	322	193	130	60	190	1645	190	80	250	110
90	Foothill Expy / Edith Ave		20	252	90	480	200	100	140	1332	110	140	240	60
91	Foothill Expy / Main St		30	372	80	100	80	70	170	1522	60	60	130	50
92	University Ave / O'Brien Ave		150	1187	0	0	0	0	0	564	80	40	0	30
93	University Ave / Adams Dr		140	1457	0	0	0	0	0	534	50	10	0	20
94	University Ave / Runnymede Ave		90	866	170	30	180	30	50	733	10	10	90	20
95	University Ave / Bell St		20	906	20	20	120	90	50	743	30	40	80	20

2018 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2426	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	300	50	0	70	1254	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2066	50	100	10	190	70	1064	20
4	Saga Ln / Sand Hill Rd		150	0	60	10	1406	40	140	0	140	30	1234	130
5	Sharon Park Dr / Sand Hill Rd		150	10	200	260	1276	20	20	10	10	10	1284	170
6	Alameda de las Pulgas / Santa Cruz		10	418	0	20	10	540	670	681	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		220	708	110	250	1090	331	221	791	206	293	772	440
8	Oak Ave / Sand Hill Rd		80	0	30	180	1511	0	0	0	0	0	1103	0
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1273	155	197	10	428	203	830	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1025	60	190	20	383	100	907	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	576	60	140	20	370	300	777	20
12	El Camino Real / Sand Hill Rd		425	1186	430	800	0	0	170	1182	171	421	0	636
13	I-280 SB Ramps / Page Mill Rd		100	290	530	948	352	50	450	0	170	80	292	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1380	1281	0	341	0	50	430	682	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2301	50	70	0	170	100	1382	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2501	20	20	0	90	20	1282	0
17	Junipero Serra Blvd / Foothill Expy /		344	616	107	187	1397	260	210	441	220	200	922	290
18	Peter Coutts / Page Mill Rd		230	20	80	80	1164	30	40	20	90	10	1189	130
19	Hanover St / Page Mill Rd		190	60	80	50	992	150	430	80	112	42	1258	60
20	El Camino Real / Page Mill Rd - Oreg		297	1322	556	235	804	390	210	817	241	381	1325	462
21	Middlefield Rd / Oregon Expy		180	495	70	60	1034	170	110	404	181	301	1015	160
22	Oregon Expy / West Bayshore Rd		0	1954	200	80	0	181	141	935	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		270	0	160	563	484	0	0	0	0	210	553	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	897	0	272	0	130	0	443	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	761	591	437	0	436	314	741	0
26	Junipero Serra Blvd / Campus Drive		20	701	244	383	30	374	173	501	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	824	281	231	0	112	137	443	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	825	140	90	0	241	267	710	0	0	0	0
29	Foothill Expy / Hillview Ave		80	892	164	4	170	340	0	416	30	120	120	180
30	Foothill Expy / Arastradero Rd		50	1312	320	120	250	510	0	346	100	340	290	40
31	Foothill Expy / San Antonio Rd		0	1522	0	50	0	910	510	606	0	0	0	0
32	Foothill Expy / El Monte Ave		792	1369	210	110	390	60	50	554	110	250	520	602
33	Foothill Expy / Springer Road-Magda		219	1350	150	120	490	220	100	417	230	240	240	87
34	Bowdoin St / Stanford Ave		277	0	244	144	160	0	0	0	0	0	250	232
35	Arboretum Rd / Quarry Rd		30	270	80	160	284	90	40	270	161	382	399	60
36	Arboretum Rd / Palm Dr		50	362	390	270	371	0	10	211	91	42	471	0
37	El Camino Real / Encinal Ave		20	1346	100	300	10	120	80	1842	30	30	20	20
38	El Camino Real / Valparaiso Ave		290	1096	50	40	250	71	61	1632	111	61	130	320
39	El Camino Real / Oak Grove Ave		80	1118	100	90	220	100	90	1464	60	100	230	120

2018 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
40	El Camino Real / Santa Cruz Ave		90	1258	0	80	50	40	80	1404	0	140	60	170
41	El Camino Real / Ravenswood Rd		50	1108	160	70	230	433	554	1394	120	80	340	50
42	El Camino Real / Roble Ave		20	1521	60	40	30	60	40	1938	90	40	10	50
43	El Camino Real / Middle Ave		80	1461	0	0	0	0	0	1918	400	190	0	210
44	El Camino Real / Cambridge Ave		20	1581	30	10	20	20	30	2178	390	30	10	30
45	El Camino Real / Quarry Rd		130	1567	0	0	0	0	0	1409	294	616	0	414
46	El Camino Real (SB) / University Ave		86	0	231	0	895	190	0	0	0	159	762	0
47	El Camino Real (NB) / University Ave		110	0	0	181	648	0	290	10	67	0	935	58
48	El Camino Real / Embarcadero Rd		80	1475	300	160	339	210	230	1421	200	330	628	190
49	El Camino Real / Churchill Ave		0	1715	270	150	0	150	200	1741	0	0	0	0
50	El Camino Real / Serra St		110	1765	80	50	20	10	20	1701	170	286	60	180
51	El Camino Real / Stanford Ave		190	1851	50	30	20	80	100	1561	164	184	30	190
52	El Camino Real / California Ave		70	1796	80	80	40	90	70	1484	70	140	70	200
53	El Camino Real / Arastradero Rd - Ch		180	1615	138	166	450	210	130	891	310	620	410	160
54	El Camino Real / San Antonio Rd		190	1455	440	170	760	390	180	881	370	100	460	170
55	Alma St / Lytton Ave		20	651	170	80	30	136	282	571	40	0	0	0
56	Alma St / Hamilton Ave		10	812	98	152	10	260	120	962	20	0	0	0
57	Alma St / Churchill Ave		110	1175	10	10	80	90	30	1144	210	220	100	90
58	Alma St / Charleston Rd		80	1145	110	80	372	40	60	994	334	226	323	70
59	Middlefield Rd / Marsh Rd		0	360	340	620	0	624	435	570	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		82	381	0	0	0	0	0	702	490	551	0	173
61	Middlefield Rd / Ringwood Ave		0	551	351	280	0	70	100	732	10	50	50	70
62	Middlefield Rd / Willow Rd		20	572	200	380	80	427	209	562	100	230	140	30
63	Middlefield Rd / Lytton Ave		154	604	30	10	90	11	11	441	91	81	190	240
64	Middlefield Rd / University Ave		101	465	100	100	296	80	90	382	73	54	338	61
65	Middlefield Rd / Hamilton Ave		82	515	21	21	120	20	60	406	60	90	290	77
66	Middlefield Rd / Embarcadero Rd		55	470	110	160	725	70	40	290	104	135	959	76
67	Saint Francis Dr / Embarcadero Rd		40	10	200	40	675	30	50	10	10	10	1399	50
68	E. Bayshore Rd / Embarcadero Rd		371	230	20	60	624	90	30	140	440	150	195	481
69	Middlefield Rd / Charleston Rd		140	792	210	250	352	160	60	682	191	221	292	170
70	US 101 SB Ramps / Marsh Rd		264	0	1750	630	1270	0	0	0	0	0	885	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1250	0	490	0	710	295	2250	0
72	Bay Rd / Willow Rd		31	0	300	700	1166	0	0	0	0	0	959	101
73	Newbridge St / Willow Rd		160	220	40	30	1374	140	140	270	170	240	1586	230
74	O'Brien Dr / Willow Rd		0	0	0	0	1444	150	50	0	160	180	1736	0
75	Hamilton Ave / Willow Rd		580	10	470	180	964	40	70	10	70	10	1556	300
76	Bayfront Expy / Willow Rd		220	1680	60	170	280	170	20	770	524	1856	110	40
77	Woodland Ave / University Ave		110	80	490	470	836	190	420	110	20	10	588	30
78	US 101 SB Ramps / University Ave		0	0	0	0	1314	520	560	0	191	310	1168	0

2018 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		210	70	90	110	664	100	500	560	280	640	716	340
80	University Ave / Bay Rd		60	584	111	431	250	130	50	1186	70	140	270	110
81	University Ave / Bayfront Expy		0	0	0	0	1074	496	1627	0	50	40	3916	0
82	Town & Country Driveway / Embarca		130	10	230	170	829	50	50	20	20	20	898	130
83	San Antonio Rd / Charleston Rd		590	1050	380	170	432	90	110	860	200	80	912	340
84	US 101 SB Ramps / Willow Rd		402	0	460	730	1464	0	0	0	0	400	909	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1364	0	1360	0	520	243	696	0
86	Central Expy / Rengstorff Ave		150	1140	271	81	560	100	80	997	170	190	410	110
87	Central Expy / Shoreline Blvd (N)		0	1369	91	151	0	130	300	1197	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1448	41	211	0	160	100	1326	0	0	0	0
89	Central Expy / Moffett Blvd		160	1385	173	142	310	130	130	1264	190	150	230	110
90	Foothill Expy / Edith Ave		120	1722	310	140	220	80	90	316	100	110	240	20
91	Foothill Expy / Main St		280	1332	300	60	160	80	120	416	70	50	140	40
92	University Ave / O'Brien Ave		20	526	0	0	0	0	0	1777	20	90	0	180
93	University Ave / Adams Dr		20	516	0	0	0	0	0	1847	20	30	0	30
94	University Ave / Runnymede Ave		30	724	30	110	90	90	50	1006	30	20	90	20
95	University Ave / Bell St		30	744	50	30	100	100	110	1026	50	40	90	20

2018 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	1000	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	724	100	0	60	1939	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1090	90	30	10	40	230	2443	140
4	Saga Ln / Sand Hill Rd		30	0	10	40	800	100	30	0	30	170	2023	340
5	Sharon Park Dr / Sand Hill Rd		170	10	190	150	810	20	10	0	0	20	1863	150
6	Alameda de las Pulgas / Santa Cruz		10	726	0	10	0	450	740	396	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		270	720	196	82	617	397	402	704	123	293	1359	390
8	Oak Ave / Sand Hill Rd		200	0	90	30	886	0	0	0	0	0	1968	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	736	198	116	10	95	465	1599	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	726	130	80	10	187	364	1350	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	736	73	36	10	201	382	798	10
12	El Camino Real / Sand Hill Rd		422	1602	400	540	1	0	30	761	225	464	2	318
13	I-280 SB Ramps / Page Mill Rd		50	340	806	697	362	50	190	0	70	180	396	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	750	999	0	1929	0	140	240	1032	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1239	80	50	0	70	350	2601	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1259	30	10	0	10	150	2511	0
17	Junipero Serra Blvd / Foothill Expy /		217	416	317	155	862	233	262	506	280	250	1833	428
18	Peter Coutts / Page Mill Rd		110	10	100	70	1194	60	26	10	25	116	1965	100
19	Hanover St / Page Mill Rd		110	80	60	110	1341	322	259	50	14	157	1625	230
20	El Camino Real / Page Mill Rd - Oreg		397	603	391	274	1132	230	160	1096	443	166	978	480
21	Middlefield Rd / Oregon Expy		120	291	74	52	1288	110	170	307	307	148	1215	130
22	Oregon Expy / West Bayshore Rd		0	1600	260	220	0	100	139	1671	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		520	0	390	409	473	0	0	0	0	180	669	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	682	0	911	0	250	0	739	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	646	765	273	0	105	624	906	0
26	Junipero Serra Blvd / Campus Drive		30	900	419	99	20	180	385	190	20	10	10	10
27	Junipero Serra Blvd / Campus Drive E		0	814	276	100	0	74	177	605	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	725	173	84	0	254	402	688	0	0	0	0
29	Foothill Expy / Hillview Ave		120	301	317	21	50	20	0	947	290	30	150	50
30	Foothill Expy / Arastradero Rd		30	147	85	293	400	140	0	1354	370	80	280	40
31	Foothill Expy / San Antonio Rd		0	577	0	90	0	600	760	1854	0	0	0	0
32	Foothill Expy / El Monte Ave		752	335	130	320	360	20	100	1448	100	70	640	816
33	Foothill Expy / Springer Road-Magda		88	257	90	120	460	100	180	1354	310	110	510	214
34	Bowdoin St / Stanford Ave		130	0	74	159	204	0	0	0	0	0	240	350
35	Arboretum Rd / Quarry Rd		33	206	126	69	366	56	95	263	379	336	299	45
36	Arboretum Rd / Palm Dr		10	194	355	335	647	0	10	292	95	22	174	0
37	El Camino Real / Encinal Ave		90	1959	180	140	20	100	120	926	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1389	50	30	250	93	51	816	131	133	210	250
39	El Camino Real / Oak Grove Ave		50	1445	100	50	210	110	80	868	80	40	180	60

2018 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1485	0	30	50	50	60	958	2	101	60	80
41	El Camino Real / Ravenswood Rd		60	1456	120	40	230	478	429	920	100	80	320	70
42	El Camino Real / Roble Ave		40	1914	50	10	0	10	30	1369	50	60	10	70
43	El Camino Real / Middle Ave		70	1844	0	0	0	0	0	1269	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2134	40	10	0	0	10	1419	130	80	10	30
45	El Camino Real / Quarry Rd		230	1796	0	0	0	0	0	1092	321	232	0	104
46	El Camino Real (SB) / University Ave		181	10	221	0	1091	252	0	0	0	60	518	0
47	El Camino Real (NB) / University Ave		80	0	0	293	1082	0	200	10	141	0	702	17
48	El Camino Real / Embarcadero Rd		100	1125	264	177	451	222	168	1277	344	117	282	80
49	El Camino Real / Churchill Ave		0	1338	105	183	0	182	154	1766	0	0	0	0
50	El Camino Real / Serra St		170	1331	50	40	10	10	0	1679	368	262	10	151
51	El Camino Real / Stanford Ave		170	1403	30	20	20	70	70	1719	172	128	20	228
52	El Camino Real / California Ave		150	1181	70	70	80	50	60	1891	110	70	40	30
53	El Camino Real / Arastradero Rd - Ch		130	659	178	181	412	100	160	1681	471	271	353	180
54	El Camino Real / San Antonio Rd		160	620	330	180	600	200	170	1512	320	50	720	160
55	Alma St / Lytton Ave		20	373	200	80	30	143	310	928	40	0	0	0
56	Alma St / Hamilton Ave		10	549	190	93	10	90	130	1354	30	0	0	0
57	Alma St / Churchill Ave		202	541	10	0	60	70	40	1362	223	125	60	64
58	Alma St / Charleston Rd		60	623	73	82	303	50	40	1288	339	194	486	80
59	Middlefield Rd / Marsh Rd		0	480	440	270	0	476	430	260	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		121	435	0	0	0	0	0	382	547	500	0	89
61	Middlefield Rd / Ringwood Ave		50	666	159	266	30	110	90	632	50	10	0	10
62	Middlefield Rd / Willow Rd		10	385	281	471	70	455	205	452	90	120	200	20
63	Middlefield Rd / Lytton Ave		396	464	20	20	150	12	11	347	131	63	40	220
64	Middlefield Rd / University Ave		102	366	100	140	507	110	80	327	43	30	273	32
65	Middlefield Rd / Hamilton Ave		92	394	11	34	260	30	30	330	77	34	100	76
66	Middlefield Rd / Embarcadero Rd		70	222	125	163	909	80	30	231	108	62	729	53
67	Saint Francis Dr / Embarcadero Rd		50	10	380	80	1162	20	40	20	10	10	1134	50
68	E. Bayshore Rd / Embarcadero Rd		743	90	60	20	107	20	80	80	220	240	543	555
69	Middlefield Rd / Charleston Rd		140	658	280	200	298	90	20	589	167	142	497	140
70	US 101 SB Ramps / Marsh Rd		496	0	1440	360	1720	0	0	0	0	0	870	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1210	0	450	0	900	519	1750	1
72	Bay Rd / Willow Rd		62	0	450	390	1184	0	0	0	0	0	1345	61
73	Newbridge St / Willow Rd		320	180	30	10	1196	70	40	120	260	160	1951	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1386	40	40	0	220	220	1861	0
75	Hamilton Ave / Willow Rd		230	20	190	490	1146	110	50	20	50	60	1111	550
76	Bayfront Expy / Willow Rd		330	500	400	110	120	40	40	2310	1246	551	590	250
77	Woodland Ave / University Ave		60	90	440	520	1037	260	420	120	20	10	643	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1562	950	360	0	265	370	1083	0

2018 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	60	70	120	882	20	300	530	720	410	551	140
80	University Ave / Bay Rd		40	982	103	165	220	90	70	521	120	50	490	60
81	University Ave / Bayfront Expy		0	0	0	0	3376	1395	476	0	170	220	1201	0
82	Town & Country Driveway / Embarca		80	30	120	240	931	160	130	20	70	50	704	50
83	San Antonio Rd / Charleston Rd		890	890	190	90	168	30	90	760	250	90	827	310
84	US 101 SB Ramps / Willow Rd		438	0	160	920	1136	0	0	0	0	800	1025	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1286	0	1050	0	500	373	951	1
86	Central Expy / Rengstorff Ave		140	857	461	112	410	60	230	1384	170	220	670	201
87	Central Expy / Shoreline Blvd (N)		0	1116	41	92	0	70	160	1812	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1135	41	172	0	270	160	1760	0	0	0	0
89	Central Expy / Moffett Blvd		130	1023	322	197	130	60	190	1662	190	80	250	111
90	Foothill Expy / Edith Ave		20	277	90	480	200	100	140	1374	110	140	240	60
91	Foothill Expy / Main St		30	397	80	100	80	70	170	1564	60	60	130	50
92	University Ave / O'Brien Ave		150	1205	0	0	0	0	0	586	80	40	0	30
93	University Ave / Adams Dr		140	1475	0	0	0	0	0	556	50	10	0	20
94	University Ave / Runnymede Ave		90	882	170	30	180	30	50	751	10	10	90	20
95	University Ave / Bell St		20	922	20	20	120	90	50	761	30	40	80	20

2018 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2532	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	324	50	0	70	1323	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2172	50	100	10	190	70	1157	20
4	Saga Ln / Sand Hill Rd		150	0	60	10	1512	40	140	0	140	30	1327	130
5	Sharon Park Dr / Sand Hill Rd		150	10	200	260	1382	20	20	10	10	10	1377	170
6	Alameda de las Pulgas / Santa Cruz /		10	442	0	20	10	540	670	708	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		220	721	121	258	1168	357	255	810	234	312	845	440
8	Oak Ave / Sand Hill Rd		80	0	30	180	1623	0	0	0	0	0	1221	0
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1355	159	206	10	450	213	918	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1089	61	191	20	409	114	984	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	602	66	144	20	408	349	806	20
12	El Camino Real / Sand Hill Rd		440	1233	430	800	2	0	170	1234	185	436	2	653
13	I-280 SB Ramps / Page Mill Rd		100	290	543	1054	355	50	450	0	170	80	293	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1391	1389	0	448	0	50	430	696	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2420	50	70	0	170	100	1504	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2620	20	20	0	90	20	1404	0
17	Junipero Serra Blvd / Foothill Expy /		417	687	150	238	1443	262	213	511	220	200	966	368
18	Peter Coutts / Page Mill Rd		230	20	80	80	1231	51	68	20	122	35	1253	130
19	Hanover St / Page Mill Rd		190	60	80	50	1073	193	486	80	119	47	1345	60
20	El Camino Real / Page Mill Rd - Oreg		409	1409	594	279	810	390	210	908	247	385	1333	593
21	Middlefield Rd / Oregon Expy		180	506	73	64	1072	170	110	412	189	308	1047	160
22	Oregon Expy / West Bayshore Rd		0	1975	200	80	0	200	155	954	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		270	0	160	597	488	0	0	0	0	210	554	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	935	0	306	0	130	0	444	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	779	631	494	0	456	326	765	0
26	Junipero Serra Blvd / Campus Drive \		20	725	272	435	30	410	218	524	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	874	292	239	0	148	165	504	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	906	146	95	0	347	383	794	0	0	0	0
29	Foothill Expy / Hillview Ave		80	936	193	42	170	340	0	451	30	120	120	180
30	Foothill Expy / Arastradero Rd		50	1353	323	125	250	510	0	377	100	340	290	40
31	Foothill Expy / San Antonio Rd		0	1563	0	50	0	910	510	637	0	0	0	0
32	Foothill Expy / El Monte Ave		795	1407	210	110	390	60	50	584	110	250	520	603
33	Foothill Expy / Springer Road-Magda		231	1376	150	120	490	220	100	442	230	240	240	92
34	Bowdoin St / Stanford Ave		346	0	250	147	196	0	0	0	0	0	295	302
35	Arboretum Rd / Quarry Rd		53	274	107	180	371	122	83	276	204	415	497	77
36	Arboretum Rd / Palm Dr		50	386	434	330	421	0	10	242	92	44	541	0
37	El Camino Real / Encinal Ave		20	1387	100	300	10	120	80	1890	30	30	20	20
38	El Camino Real / Valparaiso Ave		290	1137	50	40	250	71	63	1680	113	61	130	320
39	El Camino Real / Oak Grove Ave		80	1160	100	90	220	100	90	1515	60	100	230	120

2018 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		90	1300	0	80	50	40	80	1455	1	142	60	170
41	El Camino Real / Ravenswood Rd		50	1152	160	70	230	451	570	1447	120	80	340	50
42	El Camino Real / Roble Ave		20	1583	60	40	30	60	40	2007	90	40	10	50
43	El Camino Real / Middle Ave		80	1523	0	0	0	0	0	1987	400	190	0	210
44	El Camino Real / Cambridge Ave		20	1643	30	10	20	20	30	2247	390	30	10	30
45	El Camino Real / Quarry Rd		150	1609	0	0	0	0	0	1451	372	681	0	439
46	El Camino Real (SB) / University Ave		90	0	232	0	1000	213	0	0	0	179	856	0
47	El Camino Real (NB) / University Ave		110	0	0	181	760	0	308	10	83	0	1020	68
48	El Camino Real / Embarcadero Rd		80	1611	309	173	379	255	265	1552	225	348	687	190
49	El Camino Real / Churchill Ave		0	1910	273	155	0	155	204	1927	0	0	0	0
50	El Camino Real / Serra St		186	1889	80	50	20	10	20	1833	327	428	60	238
51	El Camino Real / Stanford Ave		229	2078	50	30	20	80	100	1817	173	195	30	223
52	El Camino Real / California Ave		70	2033	80	80	40	90	70	1750	70	140	70	200
53	El Camino Real / Arastradero Rd - Ch		180	1653	167	195	453	210	130	927	311	621	413	160
54	El Camino Real / San Antonio Rd		190	1494	440	170	760	390	180	918	370	100	460	170
55	Alma St / Lytton Ave		20	670	170	80	30	168	289	587	40	0	0	0
56	Alma St / Hamilton Ave		10	838	130	169	10	260	120	990	20	0	0	0
57	Alma St / Churchill Ave		115	1193	10	10	80	90	30	1162	215	223	100	94
58	Alma St / Charleston Rd		80	1158	112	83	390	40	60	1005	348	241	338	70
59	Middlefield Rd / Marsh Rd		0	360	340	620	0	633	446	570	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		90	382	0	0	0	0	0	704	501	559	0	181
61	Middlefield Rd / Ringwood Ave		0	553	358	290	0	71	100	735	10	50	50	70
62	Middlefield Rd / Willow Rd		20	573	201	381	80	452	233	565	100	230	140	30
63	Middlefield Rd / Lytton Ave		177	607	30	10	90	11	12	467	92	81	190	240
64	Middlefield Rd / University Ave		101	468	100	100	315	80	90	408	81	63	362	63
65	Middlefield Rd / Hamilton Ave		85	523	23	22	120	20	60	421	66	98	290	97
66	Middlefield Rd / Embarcadero Rd		66	472	113	165	759	70	40	292	114	147	1000	91
67	Saint Francis Dr / Embarcadero Rd		40	10	200	40	713	30	50	10	10	10	1443	50
68	E. Bayshore Rd / Embarcadero Rd		378	230	20	60	636	90	30	140	440	150	208	486
69	Middlefield Rd / Charleston Rd		140	799	210	250	359	160	60	689	204	231	299	170
70	US 101 SB Ramps / Marsh Rd		273	0	1750	630	1270	0	0	0	0	0	896	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1250	0	490	0	710	305	2250	1
72	Bay Rd / Willow Rd		31	0	300	700	1191	0	0	0	0	0	982	101
73	Newbridge St / Willow Rd		160	220	40	30	1396	140	140	270	170	240	1604	230
74	O'Brien Dr / Willow Rd		0	0	0	0	1466	150	50	0	160	180	1754	0
75	Hamilton Ave / Willow Rd		580	10	470	180	986	40	70	10	70	10	1574	300
76	Bayfront Expy / Willow Rd		220	1680	60	170	280	170	20	770	546	1874	110	40
77	Woodland Ave / University Ave		110	80	490	470	855	190	420	110	20	10	612	30
78	US 101 SB Ramps / University Ave		0	0	0	0	1332	520	560	0	194	310	1192	0

2018 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
79	Donohoe St / University Ave		210	70	90	110	682	100	500	560	280	640	737	340
80	University Ave / Bay Rd		60	602	118	436	250	130	50	1207	70	140	270	110
81	University Ave / Bayfront Expy		0	0	0	0	1096	519	1653	0	50	40	3934	0
82	Town & Country Driveway / Embarca		130	10	230	170	926	50	50	20	20	20	1001	130
83	San Antonio Rd / Charleston Rd		590	1050	380	170	439	90	110	860	200	80	919	340
84	US 101 SB Ramps / Willow Rd		406	0	460	730	1486	0	0	0	0	400	932	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1386	0	1360	0	520	247	714	1
86	Central Expy / Rengstorff Ave		151	1166	272	81	560	100	80	1022	170	190	410	110
87	Central Expy / Shoreline Blvd (N)		0	1395	92	151	0	130	300	1221	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1473	42	211	0	160	100	1350	0	0	0	0
89	Central Expy / Moffett Blvd		161	1406	176	144	310	130	130	1286	190	150	230	110
90	Foothill Expy / Edith Ave		120	1763	310	140	220	80	90	347	100	110	240	20
91	Foothill Expy / Main St		280	1373	300	60	160	80	120	447	70	50	140	40
92	University Ave / O'Brien Ave		20	549	0	0	0	0	0	1803	20	90	0	180
93	University Ave / Adams Dr		20	539	0	0	0	0	0	1873	20	30	0	30
94	University Ave / Runnymede Ave		30	742	30	110	90	90	50	1027	30	20	90	20
95	University Ave / Bell St		30	762	50	30	100	100	110	1047	50	40	90	20

2018 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	986	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	719	100	0	60	1954	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1076	90	30	10	40	230	2453	140
4	Saga Ln / Sand Hill Rd		30	0	10	40	786	100	30	0	30	170	2033	340
5	Sharon Park Dr / Sand Hill Rd		170	10	190	150	796	20	10	0	0	20	1873	150
6	Alameda de las Pulgas / Santa Cruz		10	729	0	10	0	450	740	393	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		270	724	194	78	604	382	394	705	122	298	1364	390
8	Oak Ave / Sand Hill Rd		200	0	90	30	854	0	0	0	0	0	1962	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	715	202	118	10	99	474	1587	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	717	130	80	10	186	364	1334	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	728	73	36	10	199	378	786	10
12	El Camino Real / Sand Hill Rd		422	1607	400	540	0	0	30	755	219	458	1	313
13	I-280 SB Ramps / Page Mill Rd		50	340	804	672	363	50	190	0	70	180	397	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	745	974	0	1926	0	140	240	1031	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1210	80	50	0	70	350	2597	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1230	30	10	0	10	150	2507	0
17	Junipero Serra Blvd / Foothill Expy /		193	401	296	145	857	233	262	507	280	250	1837	420
18	Peter Coutts / Page Mill Rd		110	10	100	70	1187	51	21	10	18	103	1962	100
19	Hanover St / Page Mill Rd		110	80	60	110	1325	302	248	50	12	154	1619	230
20	El Camino Real / Page Mill Rd - Oreg		363	581	375	268	1133	230	160	1093	442	163	976	468
21	Middlefield Rd / Oregon Expy		120	292	73	52	1282	110	170	310	306	146	1201	130
22	Oregon Expy / West Bayshore Rd		0	1597	260	220	0	97	132	1662	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		520	0	390	402	474	0	0	0	0	180	671	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	676	0	911	0	250	0	741	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	638	767	268	0	108	631	902	0
26	Junipero Serra Blvd / Campus Drive		30	889	439	107	20	163	377	179	20	10	10	10
27	Junipero Serra Blvd / Campus Drive E		0	789	273	95	0	69	181	592	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	696	172	82	0	224	391	680	0	0	0	0
29	Foothill Expy / Hillview Ave		120	297	307	16	50	20	0	953	290	30	150	50
30	Foothill Expy / Arastradero Rd		30	145	82	291	400	140	0	1362	370	80	280	40
31	Foothill Expy / San Antonio Rd		0	575	0	90	0	600	760	1862	0	0	0	0
32	Foothill Expy / El Monte Ave		753	332	130	320	360	20	100	1454	100	70	640	817
33	Foothill Expy / Springer Road-Magda		90	252	90	120	460	100	180	1356	310	110	510	219
34	Bowdoin St / Stanford Ave		113	0	75	161	188	0	0	0	0	0	232	347
35	Arboretum Rd / Quarry Rd		33	202	126	69	371	56	95	261	379	336	301	45
36	Arboretum Rd / Palm Dr		10	192	352	333	658	0	10	292	96	22	165	0
37	El Camino Real / Encinal Ave		90	1965	180	140	20	100	120	921	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1395	50	30	250	94	51	811	131	134	210	250
39	El Camino Real / Oak Grove Ave		50	1452	100	50	210	110	80	863	80	40	180	60

2018 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1492	0	30	50	50	60	953	1	100	60	80
41	El Camino Real / Ravenswood Rd		60	1463	120	40	230	476	424	914	100	80	320	70
42	El Camino Real / Roble Ave		40	1919	50	10	0	10	30	1358	50	60	10	70
43	El Camino Real / Middle Ave		70	1849	0	0	0	0	0	1258	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2139	40	10	0	0	10	1408	130	80	10	30
45	El Camino Real / Quarry Rd		236	1788	0	0	0	0	0	1077	320	231	0	107
46	El Camino Real (SB) / University Ave		185	10	221	0	1096	246	0	0	0	63	504	0
47	El Camino Real (NB) / University Ave		80	0	0	293	1077	0	189	10	145	0	687	19
48	El Camino Real / Embarcadero Rd		100	1108	263	177	469	211	148	1252	339	108	289	80
49	El Camino Real / Churchill Ave		0	1303	104	182	0	181	152	1718	0	0	0	0
50	El Camino Real / Serra St		147	1317	50	40	10	10	0	1669	342	195	10	110
51	El Camino Real / Stanford Ave		161	1331	30	20	20	70	70	1696	173	127	20	215
52	El Camino Real / California Ave		150	1108	70	70	80	50	60	1869	110	70	40	30
53	El Camino Real / Arastradero Rd - Ch		130	653	168	179	411	100	160	1683	470	271	351	180
54	El Camino Real / San Antonio Rd		160	613	330	180	600	200	170	1513	320	50	720	160
55	Alma St / Lytton Ave		20	370	200	80	30	143	308	922	40	0	0	0
56	Alma St / Hamilton Ave		10	539	185	92	10	90	130	1348	30	0	0	0
57	Alma St / Churchill Ave		201	538	10	0	60	70	40	1363	222	124	60	62
58	Alma St / Charleston Rd		60	623	71	81	300	50	40	1290	339	190	479	80
59	Middlefield Rd / Marsh Rd		0	480	440	270	0	477	430	260	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		121	436	0	0	0	0	0	382	545	497	0	88
61	Middlefield Rd / Ringwood Ave		50	666	156	265	30	110	90	632	50	10	0	10
62	Middlefield Rd / Willow Rd		10	386	280	470	70	457	204	452	90	120	200	20
63	Middlefield Rd / Lytton Ave		396	466	20	20	150	12	11	347	131	63	40	220
64	Middlefield Rd / University Ave		102	370	100	140	507	110	80	327	44	29	266	31
65	Middlefield Rd / Hamilton Ave		92	395	12	34	260	30	30	330	73	32	100	77
66	Middlefield Rd / Embarcadero Rd		72	222	124	162	915	80	30	231	110	63	728	50
67	Saint Francis Dr / Embarcadero Rd		50	10	380	80	1167	20	40	20	10	10	1132	50
68	E. Bayshore Rd / Embarcadero Rd		742	90	60	20	108	20	80	80	220	240	541	553
69	Middlefield Rd / Charleston Rd		140	659	280	200	297	90	20	591	164	136	495	140
70	US 101 SB Ramps / Marsh Rd		497	0	1440	360	1720	0	0	0	0	0	870	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1210	0	450	0	900	519	1750	0
72	Bay Rd / Willow Rd		62	0	450	390	1185	0	0	0	0	0	1344	61
73	Newbridge St / Willow Rd		320	180	30	10	1196	70	40	120	260	160	1950	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1386	40	40	0	220	220	1860	0
75	Hamilton Ave / Willow Rd		230	20	190	490	1146	110	50	20	50	60	1110	550
76	Bayfront Expy / Willow Rd		330	500	400	110	120	40	40	2310	1246	550	590	250
77	Woodland Ave / University Ave		60	90	440	520	1037	260	420	120	20	10	636	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1561	950	360	0	266	370	1076	0

2018 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	60	70	120	881	20	300	530	720	410	543	140
80	University Ave / Bay Rd		40	981	102	163	220	90	70	513	120	50	490	60
81	University Ave / Bayfront Expy		0	0	0	0	3376	1394	467	0	170	220	1200	0
82	Town & Country Driveway / Embarca		80	30	120	240	937	160	130	20	70	50	689	50
83	San Antonio Rd / Charleston Rd		890	890	190	90	167	30	90	760	250	90	825	310
84	US 101 SB Ramps / Willow Rd		439	0	160	920	1136	0	0	0	0	800	1024	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1286	0	1050	0	500	374	950	0
86	Central Expy / Rengstorff Ave		140	852	461	113	410	60	230	1386	170	220	670	201
87	Central Expy / Shoreline Blvd (N)		0	1111	41	93	0	70	160	1813	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1130	41	172	0	270	160	1761	0	0	0	0
89	Central Expy / Moffett Blvd		130	1017	323	199	130	60	190	1661	190	80	250	111
90	Foothill Expy / Edith Ave		20	275	90	480	200	100	140	1382	110	140	240	60
91	Foothill Expy / Main St		30	395	80	100	80	70	170	1572	60	60	130	50
92	University Ave / O'Brien Ave		150	1204	0	0	0	0	0	577	80	40	0	30
93	University Ave / Adams Dr		140	1474	0	0	0	0	0	547	50	10	0	20
94	University Ave / Runnymede Ave		90	881	170	30	180	30	50	743	10	10	90	20
95	University Ave / Bell St		20	921	20	20	120	90	50	753	30	40	80	20

2018 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2536	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	315	50	0	70	1321	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2176	50	100	10	190	70	1146	20
4	Saga Ln / Sand Hill Rd		150	0	60	10	1516	40	140	0	140	30	1316	130
5	Sharon Park Dr / Sand Hill Rd		150	10	200	260	1386	20	20	10	10	10	1366	170
6	Alameda de las Pulgas / Santa Cruz /		10	439	0	20	10	540	670	709	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		220	722	118	256	1169	346	240	813	237	312	835	440
8	Oak Ave / Sand Hill Rd		80	0	30	180	1611	0	0	0	0	0	1193	0
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1340	161	209	10	458	217	898	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1074	61	191	20	409	113	972	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	590	66	144	20	405	346	797	20
12	El Camino Real / Sand Hill Rd		436	1228	430	800	1	0	170	1236	178	429	1	651
13	I-280 SB Ramps / Page Mill Rd		100	290	539	1044	356	50	450	0	170	80	294	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1388	1380	0	425	0	50	430	693	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2408	50	70	0	170	100	1478	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2608	20	20	0	90	20	1378	0
17	Junipero Serra Blvd / Foothill Expy /		403	683	137	218	1445	262	213	498	220	200	962	346
18	Peter Coutts / Page Mill Rd		230	20	80	80	1226	44	59	20	109	26	1246	130
19	Hanover St / Page Mill Rd		190	60	80	50	1064	179	467	80	116	45	1330	60
20	El Camino Real / Page Mill Rd - Oreg		390	1400	585	264	809	390	210	888	244	383	1333	562
21	Middlefield Rd / Oregon Expy		180	508	72	63	1058	170	110	414	187	307	1038	160
22	Oregon Expy / West Bayshore Rd		0	1968	200	80	0	194	151	950	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		270	0	160	596	489	0	0	0	0	210	555	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	935	0	301	0	130	0	445	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	774	626	493	0	461	329	757	0
26	Junipero Serra Blvd / Campus Drive \		20	714	282	452	30	400	202	513	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	857	287	236	0	150	162	480	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	892	144	93	0	330	354	768	0	0	0	0
29	Foothill Expy / Hillview Ave		80	939	186	33	170	340	0	449	30	120	120	180
30	Foothill Expy / Arastradero Rd		50	1357	322	122	250	510	0	376	100	340	290	40
31	Foothill Expy / San Antonio Rd		0	1567	0	50	0	910	510	636	0	0	0	0
32	Foothill Expy / El Monte Ave		796	1411	210	110	390	60	50	583	110	250	520	604
33	Foothill Expy / Springer Road-Magda		235	1376	150	120	490	220	100	438	230	240	240	95
34	Bowdoin St / Stanford Ave		339	0	251	148	185	0	0	0	0	0	280	287
35	Arboretum Rd / Quarry Rd		53	272	107	180	373	122	83	272	203	415	501	77
36	Arboretum Rd / Palm Dr		50	386	432	327	415	0	10	241	93	45	547	0
37	El Camino Real / Encinal Ave		20	1383	100	300	10	120	80	1893	30	30	20	20
38	El Camino Real / Valparaiso Ave		290	1133	50	40	250	72	63	1683	113	62	130	320
39	El Camino Real / Oak Grove Ave		80	1157	100	90	220	100	90	1519	60	100	230	120

2018 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
40	El Camino Real / Santa Cruz Ave		90	1297	0	80	50	40	80	1459	0	141	60	170
41	El Camino Real / Ravenswood Rd		50	1148	160	70	230	447	568	1450	120	80	340	50
42	El Camino Real / Roble Ave		20	1574	60	40	30	60	40	2008	90	40	10	50
43	El Camino Real / Middle Ave		80	1514	0	0	0	0	0	1988	400	190	0	210
44	El Camino Real / Cambridge Ave		20	1634	30	10	20	20	30	2248	390	30	10	30
45	El Camino Real / Quarry Rd		153	1594	0	0	0	0	0	1440	370	680	0	444
46	El Camino Real (SB) / University Ave		93	0	233	0	989	203	0	0	0	184	855	0
47	El Camino Real (NB) / University Ave		110	0	0	182	737	0	301	10	86	0	1016	72
48	El Camino Real / Embarcadero Rd		80	1587	309	172	387	235	251	1532	216	342	702	190
49	El Camino Real / Churchill Ave		0	1861	273	153	0	153	202	1885	0	0	0	0
50	El Camino Real / Serra St		147	1877	80	50	20	10	20	1818	266	389	60	209
51	El Camino Real / Stanford Ave		216	2040	50	30	20	80	100	1752	172	195	30	212
52	El Camino Real / California Ave		70	1995	80	80	40	90	70	1684	70	140	70	200
53	El Camino Real / Arastradero Rd - Ch		180	1654	163	187	452	210	130	922	310	620	411	160
54	El Camino Real / San Antonio Rd		190	1494	440	170	760	390	180	912	370	100	460	170
55	Alma St / Lytton Ave		20	664	170	80	30	163	288	583	40	0	0	0
56	Alma St / Hamilton Ave		10	830	129	166	10	260	120	981	20	0	0	0
57	Alma St / Churchill Ave		113	1192	10	10	80	90	30	1159	213	223	100	92
58	Alma St / Charleston Rd		80	1159	111	81	384	40	60	1005	345	240	334	70
59	Middlefield Rd / Marsh Rd		0	360	340	620	0	632	447	570	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		90	383	0	0	0	0	0	705	497	557	0	182
61	Middlefield Rd / Ringwood Ave		0	553	356	287	0	71	100	735	10	50	50	70
62	Middlefield Rd / Willow Rd		20	573	200	380	80	449	235	565	100	230	140	30
63	Middlefield Rd / Lytton Ave		174	609	30	10	90	11	12	470	93	82	190	240
64	Middlefield Rd / University Ave		102	470	100	100	311	80	90	412	81	63	359	63
65	Middlefield Rd / Hamilton Ave		86	524	24	22	120	20	60	423	64	95	290	98
66	Middlefield Rd / Embarcadero Rd		65	471	113	163	759	70	40	292	115	149	1004	91
67	Saint Francis Dr / Embarcadero Rd		40	10	200	40	712	30	50	10	10	10	1447	50
68	E. Bayshore Rd / Embarcadero Rd		376	230	20	60	634	90	30	140	440	150	208	485
69	Middlefield Rd / Charleston Rd		140	801	210	250	357	160	60	689	198	226	298	170
70	US 101 SB Ramps / Marsh Rd		272	0	1750	630	1270	0	0	0	0	0	897	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1250	0	490	0	710	306	2250	0
72	Bay Rd / Willow Rd		31	0	300	700	1188	0	0	0	0	0	983	102
73	Newbridge St / Willow Rd		160	220	40	30	1393	140	140	270	170	240	1605	230
74	O'Brien Dr / Willow Rd		0	0	0	0	1463	150	50	0	160	180	1755	0
75	Hamilton Ave / Willow Rd		580	10	470	180	983	40	70	10	70	10	1575	300
76	Bayfront Expy / Willow Rd		220	1680	60	170	280	170	20	770	543	1875	110	40
77	Woodland Ave / University Ave		110	80	490	470	851	190	420	110	20	10	609	30
78	US 101 SB Ramps / University Ave		0	0	0	0	1327	520	560	0	194	310	1189	0

2018 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
79	Donohoe St / University Ave		210	70	90	110	677	100	500	560	280	640	733	340
80	University Ave / Bay Rd		60	597	116	435	250	130	50	1203	70	140	270	110
81	University Ave / Bayfront Expy		0	0	0	0	1093	513	1648	0	50	40	3935	0
82	Town & Country Driveway / Embarca		130	10	230	170	915	50	50	20	20	20	1001	130
83	San Antonio Rd / Charleston Rd		590	1050	380	170	437	90	110	860	200	80	918	340
84	US 101 SB Ramps / Willow Rd		405	0	460	730	1483	0	0	0	0	400	933	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1383	0	1360	0	520	248	715	0
86	Central Expy / Rengstorff Ave		151	1166	273	81	560	100	80	1018	170	190	410	110
87	Central Expy / Shoreline Blvd (N)		0	1394	92	151	0	130	300	1217	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1472	43	211	0	160	100	1346	0	0	0	0
89	Central Expy / Moffett Blvd		161	1403	178	144	310	130	130	1281	190	150	230	110
90	Foothill Expy / Edith Ave		120	1767	310	140	220	80	90	346	100	110	240	20
91	Foothill Expy / Main St		280	1377	300	60	160	80	120	446	70	50	140	40
92	University Ave / O'Brien Ave		20	543	0	0	0	0	0	1798	20	90	0	180
93	University Ave / Adams Dr		20	533	0	0	0	0	0	1868	20	30	0	30
94	University Ave / Runnymede Ave		30	737	30	110	90	90	50	1023	30	20	90	20
95	University Ave / Bell St		30	757	50	30	100	100	110	1043	50	40	90	20

2035 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	943	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	630	100	0	60	2148	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1013	90	30	10	40	230	2408	140
4	Saga Ln / Sand Hill Rd		180	10	10	40	623	100	30	0	40	170	1888	460
5	Sharon Park Dr / Sand Hill Rd		170	20	190	220	633	30	10	20	0	20	1728	150
6	Alameda de las Pulgas / Santa Cruz		10	840	0	10	0	390	640	424	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		150	800	270	90	607	360	321	774	126	264	1404	290
8	Oak Ave / Sand Hill Rd		200	0	90	30	827	0	0	0	0	0	1995	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	673	206	122	10	74	434	1631	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	666	120	80	10	193	351	1402	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	636	170	70	10	160	340	912	10
12	El Camino Real / Sand Hill Rd		465	1719	380	600	0	0	40	1459	311	630	0	312
13	I-280 SB Ramps / Page Mill Rd		50	680	932	706	341	50	190	0	110	180	502	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	863	927	0	1719	0	250	240	1284	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1279	80	90	0	70	320	2683	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1269	30	10	0	10	150	2633	0
17	Junipero Serra Blvd / Foothill Expy /		105	542	279	129	654	390	590	572	590	510	1754	380
18	Peter Coutts / Page Mill Rd		110	20	100	70	1199	30	20	10	14	105	2198	100
19	Hanover St / Page Mill Rd		110	80	60	110	1358	275	234	50	11	152	1896	240
20	El Camino Real / Page Mill Rd - Oreg		389	842	357	248	1194	300	150	1352	451	171	1122	467
21	Middlefield Rd / Oregon Expy		120	461	60	50	1366	160	180	914	341	161	1245	360
22	Oregon Expy / West Bayshore Rd		0	1615	300	220	0	91	122	1554	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		550	0	390	386	471	0	0	0	0	180	703	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	637	0	851	0	250	0	733	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	620	753	310	0	107	633	921	0
26	Junipero Serra Blvd / Campus Drive		30	982	354	74	20	131	353	343	20	10	10	10
27	Junipero Serra Blvd / Campus Drive E		0	852	281	102	0	48	197	634	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	729	171	81	0	208	351	730	0	0	0	0
29	Foothill Expy / Hillview Ave		120	987	285	4	50	40	0	1768	290	30	160	50
30	Foothill Expy / Arastradero Rd		90	447	390	650	470	190	0	1978	440	70	600	40
31	Foothill Expy / San Antonio Rd		0	837	0	190	0	780	760	2458	0	0	0	0
32	Foothill Expy / El Monte Ave		811	716	130	320	370	40	110	2046	100	260	660	842
33	Foothill Expy / Springer Road-Magda		82	824	200	110	570	100	180	1929	480	180	510	198
34	Bowdoin St / Stanford Ave		106	0	62	153	189	0	0	0	0	0	226	332
35	Arboretum Rd / Quarry Rd		90	380	110	40	266	10	70	220	352	290	216	20
36	Arboretum Rd / Palm Dr		10	270	360	300	413	0	10	232	242	50	121	0
37	El Camino Real / Encinal Ave		90	2019	540	360	20	100	150	1598	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1379	110	100	270	91	50	1228	140	121	280	360
39	El Camino Real / Oak Grove Ave		50	1391	150	60	210	150	130	1188	80	40	180	60

2035 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1551	10	30	200	50	70	1358	0	100	190	80
41	El Camino Real / Ravenswood Rd		90	1421	120	40	260	554	732	1358	110	90	400	20
42	El Camino Real / Roble Ave		40	1994	50	10	0	10	30	2170	50	60	10	70
43	El Camino Real / Middle Ave		70	1944	0	0	0	0	0	2080	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2234	40	10	0	0	10	2230	140	130	10	30
45	El Camino Real / Quarry Rd		201	2139	0	0	0	0	0	1846	266	142	0	84
46	El Camino Real (SB) / University Ave		56	10	220	0	886	232	0	0	0	52	479	0
47	El Camino Real (NB) / University Ave		80	0	0	981	901	0	223	10	128	0	607	12
48	El Camino Real / Embarcadero Rd		100	1199	380	170	440	324	126	1449	450	140	281	80
49	El Camino Real / Churchill Ave		0	1603	100	180	0	240	191	1995	0	0	0	0
50	El Camino Real / Serra St		135	1699	50	50	10	10	0	2020	292	161	10	76
51	El Camino Real / Stanford Ave		166	1675	30	20	20	70	70	1994	164	123	20	208
52	El Camino Real / California Ave		200	1388	70	70	80	80	60	2128	110	70	40	40
53	El Camino Real / Arastradero Rd - Ch		130	1116	336	309	570	100	160	2103	680	270	540	180
54	El Camino Real / San Antonio Rd		180	1086	470	400	590	190	160	2003	320	50	710	170
55	Alma St / Lytton Ave		20	382	150	100	30	126	361	1282	40	0	0	0
56	Alma St / Hamilton Ave		10	521	172	82	10	90	130	1963	30	0	0	0
57	Alma St / Churchill Ave		230	971	10	0	90	90	50	1914	220	120	60	111
58	Alma St / Charleston Rd		50	1101	70	130	493	50	50	1774	546	533	583	130
59	Middlefield Rd / Marsh Rd		0	640	450	410	0	734	622	430	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		73	632	0	0	0	0	0	530	691	571	0	131
61	Middlefield Rd / Ringwood Ave		50	862	261	411	30	130	120	820	50	10	0	10
62	Middlefield Rd / Willow Rd		10	542	380	570	70	428	242	711	90	150	200	20
63	Middlefield Rd / Lytton Ave		415	634	20	20	150	51	10	703	170	61	40	230
64	Middlefield Rd / University Ave		111	555	90	140	488	140	150	693	33	21	254	61
65	Middlefield Rd / Hamilton Ave		90	595	10	31	260	30	30	752	51	31	100	73
66	Middlefield Rd / Embarcadero Rd		56	260	130	160	1166	120	200	620	354	71	687	43
67	Saint Francis Dr / Embarcadero Rd		50	10	380	100	1416	20	40	20	10	10	1297	50
68	E. Bayshore Rd / Embarcadero Rd		941	90	60	20	94	20	90	140	260	370	522	752
69	Middlefield Rd / Charleston Rd		170	1081	280	320	482	90	20	1232	221	252	491	150
70	US 101 SB Ramps / Marsh Rd		484	0	1730	360	1990	0	0	0	0	0	952	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1530	0	570	0	860	512	2290	0
72	Bay Rd / Willow Rd		61	0	490	440	1237	0	0	0	0	0	1352	60
73	Newbridge St / Willow Rd		320	180	30	10	1435	60	70	140	240	160	2221	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1465	80	100	0	300	230	2071	0
75	Hamilton Ave / Willow Rd		270	20	130	380	1245	110	50	20	50	60	1391	540
76	Bayfront Expy / Willow Rd		500	690	400	110	120	50	70	2940	1165	571	800	240
77	Woodland Ave / University Ave		60	130	390	520	1068	260	600	130	20	10	584	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1616	950	250	0	262	370	1214	0

2035 AM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	250	10	70	966	20	250	650	660	360	633	140
80	University Ave / Bay Rd		50	1066	101	162	270	90	70	643	170	50	500	60
81	University Ave / Bayfront Expy		0	0	0	0	4035	1517	585	0	170	220	1531	0
82	Town & Country Driveway / Embarca		80	30	120	240	964	160	130	20	70	50	787	50
83	San Antonio Rd / Charleston Rd		860	720	190	90	372	30	100	940	450	40	821	310
84	US 101 SB Ramps / Willow Rd		432	0	160	930	1225	0	0	0	0	800	1152	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1505	0	1320	0	500	411	1231	0
86	Central Expy / Rengstorff Ave		240	1184	820	211	580	60	230	1659	170	220	1440	300
87	Central Expy / Shoreline Blvd (N)		0	1394	40	721	0	370	160	1938	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1424	60	171	0	270	160	1808	0	0	0	0
89	Central Expy / Moffett Blvd		130	1483	321	202	720	140	300	2035	210	230	650	110
90	Foothill Expy / Edith Ave		20	547	90	670	200	100	140	2088	150	160	240	60
91	Foothill Expy / Main St		30	747	80	190	80	70	180	2308	60	60	130	60
92	University Ave / O'Brien Ave		180	1397	0	0	0	0	0	685	80	40	0	40
93	University Ave / Adams Dr		140	1617	0	0	0	0	0	625	180	10	0	20
94	University Ave / Runnymede Ave		90	866	170	30	180	30	50	763	10	10	90	20
95	University Ave / Bell St		20	906	20	20	120	90	50	763	30	40	80	20

2035 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2444	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	230	50	0	80	1358	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2084	50	100	10	190	70	938	20
4	Saga Ln / Sand Hill Rd		230	0	60	10	1344	40	140	0	140	20	998	260
5	Sharon Park Dr / Sand Hill Rd		150	20	260	300	1214	20	30	10	10	10	1048	170
6	Alameda de las Pulgas / Santa Cruz /		10	534	0	20	10	470	590	708	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		170	814	170	250	1173	310	210	848	201	286	852	240
8	Oak Ave / Sand Hill Rd		80	0	30	180	1623	0	0	0	0	0	1212	20
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1376	160	273	10	418	161	951	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1110	61	130	20	406	141	1073	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	751	120	200	20	350	330	854	20
12	El Camino Real / Sand Hill Rd		431	1829	430	800	40	0	170	1376	380	490	60	663
13	I-280 SB Ramps / Page Mill Rd		50	330	786	1189	231	50	510	0	460	80	330	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1395	1100	0	242	0	120	430	1086	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2215	50	120	0	50	90	1388	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2445	20	0	0	90	20	1338	0
17	Junipero Serra Blvd / Foothill Expy /		308	872	116	198	1367	450	350	416	280	460	891	307
18	Peter Coutts / Page Mill Rd		230	30	80	80	1584	40	40	30	101	19	1238	130
19	Hanover St / Page Mill Rd		200	60	90	50	1421	159	441	90	113	33	1306	70
20	El Camino Real / Page Mill Rd - Oreg		446	1572	572	242	1042	470	210	1107	272	391	1403	512
21	Middlefield Rd / Oregon Expy		420	992	70	60	1030	210	110	630	181	362	1110	160
22	Oregon Expy / West Bayshore Rd		0	1636	250	80	0	184	143	936	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		320	0	160	591	502	0	0	0	0	210	610	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	913	0	269	0	130	0	490	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	790	691	419	0	462	319	800	0
26	Junipero Serra Blvd / Campus Drive \		20	826	224	366	30	372	170	555	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	944	293	223	0	154	148	483	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	976	143	92	0	321	322	759	0	0	0	0
29	Foothill Expy / Hillview Ave		80	1643	169	10	170	500	0	546	50	120	120	170
30	Foothill Expy / Arastradero Rd		100	1892	630	181	380	590	10	525	140	370	340	40
31	Foothill Expy / San Antonio Rd		0	2072	0	100	0	1160	620	995	0	0	0	0
32	Foothill Expy / El Monte Ave		991	1951	210	110	400	60	70	1055	110	340	520	610
33	Foothill Expy / Springer Road-Magda		154	2027	240	100	530	210	100	944	260	260	280	81
34	Bowdoin St / Stanford Ave		349	0	233	142	176	0	0	0	0	0	268	277
35	Arboretum Rd / Quarry Rd		30	450	80	160	275	90	40	320	160	391	392	60
36	Arboretum Rd / Palm Dr		50	401	540	270	346	0	10	250	160	141	360	0
37	El Camino Real / Encinal Ave		20	1837	410	650	10	140	90	1814	30	30	20	20
38	El Camino Real / Valparaiso Ave		420	1337	210	50	280	70	61	1604	121	60	230	320
39	El Camino Real / Oak Grove Ave		80	1297	150	90	220	150	90	1445	60	100	230	120

2035 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
40	El Camino Real / Santa Cruz Ave		90	1457	30	60	200	70	70	1485	0	160	270	150
41	El Camino Real / Ravenswood Rd		30	1347	160	70	330	803	554	1415	110	90	400	80
42	El Camino Real / Roble Ave		20	2170	60	40	30	60	40	1999	70	80	10	50
43	El Camino Real / Middle Ave		80	2150	0	0	0	0	0	1969	400	190	0	210
44	El Camino Real / Cambridge Ave		20	2260	30	10	20	20	30	2229	520	40	10	30
45	El Camino Real / Quarry Rd		122	2177	0	0	0	0	0	1849	293	615	0	417
46	El Camino Real (SB) / University Ave		81	0	320	0	865	167	0	0	0	274	796	0
47	El Camino Real (NB) / University Ave		110	0	0	710	601	0	326	10	61	0	1203	54
48	El Camino Real / Embarcadero Rd		80	1762	380	160	498	273	241	1524	280	500	650	190
49	El Camino Real / Churchill Ave		0	2224	280	150	0	171	341	1945	0	0	0	0
50	El Camino Real / Serra St		123	2253	100	60	20	10	20	2035	214	299	60	191
51	El Camino Real / Stanford Ave		206	2315	50	30	20	80	110	1915	165	186	30	204
52	El Camino Real / California Ave		80	2271	80	80	40	90	100	1780	70	140	70	220
53	El Camino Real / Arastradero Rd - Ch		210	2041	401	409	591	210	130	1337	320	660	610	160
54	El Camino Real / San Antonio Rd		190	1821	580	290	770	380	150	1277	370	100	480	170
55	Alma St / Lytton Ave		20	694	210	110	30	222	342	974	40	0	0	0
56	Alma St / Hamilton Ave		10	1383	104	151	10	240	120	1522	20	0	0	0
57	Alma St / Churchill Ave		131	1722	10	10	90	100	30	1390	210	220	140	201
58	Alma St / Charleston Rd		100	1402	200	80	556	50	60	1250	594	546	516	70
59	Middlefield Rd / Marsh Rd		0	580	290	800	0	762	583	670	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		81	730	0	0	0	0	0	911	501	821	0	152
61	Middlefield Rd / Ringwood Ave		0	1020	481	381	0	100	130	861	10	50	50	70
62	Middlefield Rd / Willow Rd		20	1001	290	380	90	561	134	711	100	230	150	30
63	Middlefield Rd / Lytton Ave		271	1071	40	30	90	10	30	496	90	70	210	330
64	Middlefield Rd / University Ave		161	900	80	110	295	120	90	435	70	42	367	61
65	Middlefield Rd / Hamilton Ave		71	980	21	20	120	20	60	503	42	92	290	73
66	Middlefield Rd / Embarcadero Rd		53	820	160	120	667	190	80	400	130	372	882	75
67	Saint Francis Dr / Embarcadero Rd		50	10	240	40	667	30	50	10	10	10	1412	50
68	E. Bayshore Rd / Embarcadero Rd		394	400	20	50	622	90	30	140	560	140	184	533
69	Middlefield Rd / Charleston Rd		190	1311	370	360	462	170	50	890	204	463	362	170
70	US 101 SB Ramps / Marsh Rd		262	0	1980	570	1690	0	0	0	0	0	1223	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1530	0	670	0	770	303	2800	0
72	Bay Rd / Willow Rd		30	0	320	750	1301	0	0	0	0	0	1094	100
73	Newbridge St / Willow Rd		170	220	40	30	1590	250	140	260	170	240	1543	310
74	O'Brien Dr / Willow Rd		0	0	0	0	1760	160	150	0	170	230	1603	0
75	Hamilton Ave / Willow Rd		470	10	370	280	1230	40	70	10	70	10	1553	260
76	Bayfront Expy / Willow Rd		300	2030	60	170	500	210	40	1030	550	1883	110	30
77	Woodland Ave / University Ave		110	120	490	450	895	310	450	110	20	10	557	40
78	US 101 SB Ramps / University Ave		0	0	0	0	1414	520	590	0	190	310	1207	0

2035 PM No Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		200	160	20	100	744	50	600	610	300	710	696	340
80	University Ave / Bay Rd		40	694	124	433	310	130	50	1226	50	170	280	90
81	University Ave / Bayfront Expy		0	0	0	0	1400	628	1759	0	50	40	4483	0
82	Town & Country Driveway / Embarc		130	10	230	170	820	50	50	20	20	20	1001	130
83	San Antonio Rd / Charleston Rd		630	1340	380	170	552	90	120	950	180	70	842	300
84	US 101 SB Ramps / Willow Rd		401	0	470	770	1640	0	0	0	0	400	1074	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1590	0	1360	0	520	352	773	0
86	Central Expy / Rengstorff Ave		300	1157	640	100	850	290	80	1274	170	190	600	180
87	Central Expy / Shoreline Blvd (N)		0	1367	330	150	0	420	300	1344	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1627	60	210	0	160	100	1474	0	0	0	0
89	Central Expy / Moffett Blvd		160	1435	481	410	310	240	130	1464	200	410	760	110
90	Foothill Expy / Edith Ave		120	2282	330	140	220	80	140	635	110	170	240	20
91	Foothill Expy / Main St		280	1902	520	60	160	120	120	865	70	50	190	40
92	University Ave / O'Brien Ave		20	658	0	0	0	0	0	1779	20	90	0	200
93	University Ave / Adams Dr		20	648	0	0	0	0	0	1869	20	30	0	30
94	University Ave / Runnymede Ave		30	924	30	110	90	90	50	1156	30	20	90	20
95	University Ave / Bell St		30	954	50	30	100	100	110	1166	50	40	90	20

2035 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	1027	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	644	100	0	60	2240	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1097	90	30	10	40	230	2513	140
4	Saga Ln / Sand Hill Rd		180	10	10	40	707	100	30	0	40	170	1993	460
5	Sharon Park Dr / Sand Hill Rd		170	20	190	220	717	30	10	20	0	20	1833	150
6	Alameda de las Pulgas / Santa Cruz		10	865	0	10	0	390	640	444	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		150	819	276	102	677	397	342	782	140	291	1482	290
8	Oak Ave / Sand Hill Rd		200	0	90	30	946	0	0	0	0	0	2100	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	762	217	124	10	80	461	1706	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	745	120	80	10	203	381	1458	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	664	173	76	10	211	372	936	10
12	El Camino Real / Sand Hill Rd		481	1769	380	600	1	0	40	1498	325	644	2	326
13	I-280 SB Ramps / Page Mill Rd		50	680	938	798	341	50	190	0	110	180	505	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	872	1019	0	1809	0	250	240	1293	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1381	80	90	0	70	320	2783	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1371	30	10	0	10	150	2733	0
17	Junipero Serra Blvd / Foothill Expy /		165	603	322	159	696	393	592	635	590	510	1799	433
18	Peter Coutts / Page Mill Rd		110	20	100	70	1259	60	36	10	29	131	2261	100
19	Hanover St / Page Mill Rd		110	80	60	110	1445	327	263	50	15	157	1970	240
20	El Camino Real / Page Mill Rd - Oreg		517	923	394	277	1202	300	150	1426	454	176	1127	560
21	Middlefield Rd / Oregon Expy		120	469	64	52	1390	160	180	926	347	168	1278	360
22	Oregon Expy / West Bayshore Rd		0	1631	300	220	0	102	140	1572	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		550	0	390	417	472	0	0	0	0	180	708	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	669	0	881	0	250	0	738	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	646	811	339	0	113	653	936	0
26	Junipero Serra Blvd / Campus Drive		30	1001	413	90	20	179	384	362	20	10	10	10
27	Junipero Serra Blvd / Campus Drive E		0	914	287	111	0	70	234	675	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	810	174	86	0	291	424	804	0	0	0	0
29	Foothill Expy / Hillview Ave		120	1016	320	24	50	40	0	1813	290	30	160	50
30	Foothill Expy / Arastradero Rd		90	471	395	653	470	190	0	2020	440	70	600	40
31	Foothill Expy / San Antonio Rd		0	861	0	190	0	780	760	2500	0	0	0	0
32	Foothill Expy / El Monte Ave		811	740	130	320	370	40	110	2085	100	260	660	845
33	Foothill Expy / Springer Road-Magda		85	845	200	110	570	100	180	1953	480	180	510	212
34	Bowdoin St / Stanford Ave		157	0	64	159	222	0	0	0	0	0	247	385
35	Arboretum Rd / Quarry Rd		103	386	126	69	363	56	95	223	378	336	294	45
36	Arboretum Rd / Palm Dr		10	303	425	335	488	0	10	252	244	51	162	0
37	El Camino Real / Encinal Ave		90	2066	540	360	20	100	150	1632	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1426	110	100	270	93	51	1262	141	123	280	360
39	El Camino Real / Oak Grove Ave		50	1442	150	60	210	150	130	1223	80	40	180	60

2035 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1602	10	30	200	50	70	1393	2	101	190	80
41	El Camino Real / Ravenswood Rd		90	1473	120	40	260	568	749	1395	110	90	400	20
42	El Camino Real / Roble Ave		40	2060	50	10	0	10	30	2224	50	60	10	70
43	El Camino Real / Middle Ave		70	2010	0	0	0	0	0	2134	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2300	40	10	0	0	10	2284	140	130	10	30
45	El Camino Real / Quarry Rd		227	2176	0	0	0	0	0	1882	321	221	0	101
46	El Camino Real (SB) / University Ave		69	10	221	0	984	244	0	0	0	67	569	0
47	El Camino Real (NB) / University Ave		80	0	0	982	990	0	243	10	148	0	696	14
48	El Camino Real / Embarcadero Rd		100	1315	394	177	504	346	164	1571	464	167	312	80
49	El Camino Real / Churchill Ave		0	1763	105	183	0	243	195	2166	0	0	0	0
50	El Camino Real / Serra St		174	1822	50	50	10	10	0	2123	403	298	10	148
51	El Camino Real / Stanford Ave		185	1915	30	20	20	70	70	2180	172	129	20	236
52	El Camino Real / California Ave		200	1634	70	70	80	80	60	2323	110	70	40	40
53	El Camino Real / Arastradero Rd - Ch		130	1146	359	332	572	100	160	2139	681	271	543	180
54	El Camino Real / San Antonio Rd		180	1118	470	400	590	190	160	2040	320	50	710	170
55	Alma St / Lytton Ave		20	394	150	100	30	152	371	1300	40	0	0	0
56	Alma St / Hamilton Ave		10	549	208	93	10	90	130	1984	30	0	0	0
57	Alma St / Churchill Ave		233	990	10	0	90	90	50	1931	223	125	60	115
58	Alma St / Charleston Rd		50	1112	73	132	505	50	50	1787	559	544	598	130
59	Middlefield Rd / Marsh Rd		0	640	450	410	0	745	629	430	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		80	634	0	0	0	0	0	531	697	581	0	138
61	Middlefield Rd / Ringwood Ave		50	865	270	417	30	130	120	822	50	10	0	10
62	Middlefield Rd / Willow Rd		10	545	381	571	70	453	262	711	90	150	200	20
63	Middlefield Rd / Lytton Ave		435	643	20	20	150	52	10	724	171	62	40	230
64	Middlefield Rd / University Ave		112	565	90	140	507	140	150	713	42	29	273	62
65	Middlefield Rd / Hamilton Ave		91	612	11	33	260	30	30	757	58	35	100	94
66	Middlefield Rd / Embarcadero Rd		70	262	135	163	1206	120	200	621	366	81	715	52
67	Saint Francis Dr / Embarcadero Rd		50	10	380	100	1459	20	40	20	10	10	1330	50
68	E. Bayshore Rd / Embarcadero Rd		944	90	60	20	107	20	90	140	260	370	533	756
69	Middlefield Rd / Charleston Rd		170	1087	280	320	488	90	20	1239	228	264	497	150
70	US 101 SB Ramps / Marsh Rd		495	0	1730	360	1990	0	0	0	0	0	959	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1530	0	570	0	860	518	2290	1
72	Bay Rd / Willow Rd		61	0	490	440	1262	0	0	0	0	0	1373	60
73	Newbridge St / Willow Rd		320	180	30	10	1454	60	70	140	240	160	2239	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1484	80	100	0	300	230	2089	0
75	Hamilton Ave / Willow Rd		270	20	130	380	1264	110	50	20	50	60	1409	540
76	Bayfront Expy / Willow Rd		500	690	400	110	120	50	70	2940	1184	589	800	240
77	Woodland Ave / University Ave		60	130	390	520	1087	260	600	130	20	10	603	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1632	950	250	0	265	370	1233	0

2035 AM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	250	10	70	982	20	250	650	660	360	651	140
80	University Ave / Bay Rd		50	1082	104	166	270	90	70	661	170	50	500	60
81	University Ave / Bayfront Expy		0	0	0	0	4054	1536	607	0	170	220	1549	0
82	Town & Country Driveway / Embarca		80	30	120	240	1058	160	130	20	70	50	870	50
83	San Antonio Rd / Charleston Rd		860	720	190	90	378	30	100	940	450	40	827	310
84	US 101 SB Ramps / Willow Rd		438	0	160	930	1244	0	0	0	0	800	1173	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1524	0	1320	0	500	413	1249	1
86	Central Expy / Rengstorff Ave		240	1205	821	212	580	60	230	1683	170	220	1440	301
87	Central Expy / Shoreline Blvd (N)		0	1415	40	722	0	370	160	1961	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1444	61	172	0	270	160	1829	0	0	0	0
89	Central Expy / Moffett Blvd		130	1503	322	207	720	140	300	2052	210	230	650	111
90	Foothill Expy / Edith Ave		20	571	90	670	200	100	140	2130	150	160	240	60
91	Foothill Expy / Main St		30	771	80	190	80	70	180	2350	60	60	130	60
92	University Ave / O'Brien Ave		180	1416	0	0	0	0	0	707	80	40	0	40
93	University Ave / Adams Dr		140	1636	0	0	0	0	0	647	180	10	0	20
94	University Ave / Runnymede Ave		90	882	170	30	180	30	50	781	10	10	90	20
95	University Ave / Bell St		20	922	20	20	120	90	50	781	30	40	80	20

2035 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2550	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	254	50	0	80	1427	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2190	50	100	10	190	70	1031	20
4	Saga Ln / Sand Hill Rd		230	0	60	10	1450	40	140	0	140	20	1091	260
5	Sharon Park Dr / Sand Hill Rd		150	20	260	300	1320	20	30	10	10	10	1141	170
6	Alameda de las Pulgas / Santa Cruz /		10	558	0	20	10	470	590	734	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		170	827	181	258	1251	336	245	866	228	306	925	240
8	Oak Ave / Sand Hill Rd		80	0	30	180	1736	0	0	0	0	0	1330	20
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1458	164	282	10	440	171	1039	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1175	61	131	20	431	155	1150	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	777	126	204	20	388	379	882	20
12	El Camino Real / Sand Hill Rd		446	1876	430	800	42	0	170	1428	394	505	62	679
13	I-280 SB Ramps / Page Mill Rd		50	330	799	1295	234	50	510	0	460	80	331	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1406	1208	0	349	0	120	430	1101	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2334	50	120	0	50	90	1509	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2564	20	0	0	90	20	1459	0
17	Junipero Serra Blvd / Foothill Expy /		381	943	159	249	1413	452	353	486	280	460	935	385
18	Peter Coutts / Page Mill Rd		230	30	80	80	1651	61	68	30	133	44	1302	130
19	Hanover St / Page Mill Rd		200	60	90	50	1502	202	497	90	120	38	1392	70
20	El Camino Real / Page Mill Rd - Oreg		558	1659	610	285	1049	470	210	1198	277	396	1411	642
21	Middlefield Rd / Oregon Expy		420	1003	73	64	1067	210	110	639	190	369	1141	160
22	Oregon Expy / West Bayshore Rd		0	1658	250	80	0	203	158	956	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		320	0	160	625	506	0	0	0	0	210	612	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	951	0	304	0	130	0	492	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	809	731	475	0	482	332	824	0
26	Junipero Serra Blvd / Campus Drive \		20	850	252	419	30	408	216	579	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	994	304	231	0	190	176	543	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	1056	149	97	0	427	437	843	0	0	0	0
29	Foothill Expy / Hillview Ave		80	1687	198	48	170	500	0	581	50	120	120	170
30	Foothill Expy / Arastradero Rd		100	1933	634	185	380	590	10	556	140	370	340	40
31	Foothill Expy / San Antonio Rd		0	2113	0	100	0	1160	620	1026	0	0	0	0
32	Foothill Expy / El Monte Ave		994	1989	210	110	400	60	70	1085	110	340	520	611
33	Foothill Expy / Springer Road-Magda		166	2054	240	100	530	210	100	969	260	260	280	86
34	Bowdoin St / Stanford Ave		419	0	239	146	212	0	0	0	0	0	313	347
35	Arboretum Rd / Quarry Rd		53	454	107	180	362	122	83	326	202	423	490	77
36	Arboretum Rd / Palm Dr		50	425	584	330	396	0	10	281	161	143	430	0
37	El Camino Real / Encinal Ave		20	1877	410	650	10	140	90	1862	30	30	20	20
38	El Camino Real / Valparaiso Ave		420	1377	210	50	280	71	62	1652	122	61	230	320
39	El Camino Real / Oak Grove Ave		80	1339	150	90	220	150	90	1496	60	100	230	120

2035 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
40	El Camino Real / Santa Cruz Ave		90	1499	30	60	200	70	70	1536	1	162	270	150
41	El Camino Real / Ravenswood Rd		30	1391	160	70	330	821	570	1467	110	90	400	80
42	El Camino Real / Roble Ave		20	2232	60	40	30	60	40	2068	70	80	10	50
43	El Camino Real / Middle Ave		80	2212	0	0	0	0	0	2038	400	190	0	210
44	El Camino Real / Cambridge Ave		20	2322	30	10	20	20	30	2298	520	40	10	30
45	El Camino Real / Quarry Rd		142	2219	0	0	0	0	0	1891	370	681	0	442
46	El Camino Real (SB) / University Ave		85	0	322	0	971	190	0	0	0	294	890	0
47	El Camino Real (NB) / University Ave		110	0	0	711	714	0	344	10	77	0	1288	63
48	El Camino Real / Embarcadero Rd		80	1897	389	173	538	317	276	1655	305	518	709	190
49	El Camino Real / Churchill Ave		0	2419	283	155	0	176	345	2131	0	0	0	0
50	El Camino Real / Serra St		199	2376	100	60	20	10	20	2167	371	440	60	249
51	El Camino Real / Stanford Ave		245	2542	50	30	20	80	110	2171	174	196	30	236
52	El Camino Real / California Ave		80	2508	80	80	40	90	100	2046	70	140	70	220
53	El Camino Real / Arastradero Rd - Ch		210	2079	429	438	594	210	130	1372	321	661	613	160
54	El Camino Real / San Antonio Rd		190	1860	580	290	770	380	150	1313	370	100	480	170
55	Alma St / Lytton Ave		20	714	210	110	30	255	350	990	40	0	0	0
56	Alma St / Hamilton Ave		10	1408	137	169	10	240	120	1550	20	0	0	0
57	Alma St / Churchill Ave		136	1740	10	10	90	100	30	1409	215	223	140	205
58	Alma St / Charleston Rd		100	1415	202	83	574	50	60	1262	608	561	531	70
59	Middlefield Rd / Marsh Rd		0	580	290	800	0	771	594	670	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		89	731	0	0	0	0	0	913	512	830	0	161
61	Middlefield Rd / Ringwood Ave		0	1022	489	391	0	101	131	864	10	50	50	70
62	Middlefield Rd / Willow Rd		20	1002	291	381	90	586	158	714	100	230	150	30
63	Middlefield Rd / Lytton Ave		293	1074	40	30	90	10	31	522	92	71	210	330
64	Middlefield Rd / University Ave		161	904	80	110	314	120	90	461	79	51	391	63
65	Middlefield Rd / Hamilton Ave		74	989	22	21	120	20	60	518	48	101	290	92
66	Middlefield Rd / Embarcadero Rd		64	822	163	125	701	190	80	402	140	384	923	89
67	Saint Francis Dr / Embarcadero Rd		50	10	240	40	705	30	50	10	10	10	1456	50
68	E. Bayshore Rd / Embarcadero Rd		400	400	20	50	634	90	30	140	560	140	197	538
69	Middlefield Rd / Charleston Rd		190	1318	370	360	469	170	50	897	217	474	369	170
70	US 101 SB Ramps / Marsh Rd		271	0	1980	570	1690	0	0	0	0	0	1234	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1530	0	670	0	770	313	2800	1
72	Bay Rd / Willow Rd		31	0	320	750	1326	0	0	0	0	0	1117	101
73	Newbridge St / Willow Rd		170	220	40	30	1612	250	140	260	170	240	1561	310
74	O'Brien Dr / Willow Rd		0	0	0	0	1782	160	150	0	170	230	1621	0
75	Hamilton Ave / Willow Rd		470	10	370	280	1252	40	70	10	70	10	1571	260
76	Bayfront Expy / Willow Rd		300	2030	60	170	500	210	40	1030	572	1901	110	30
77	Woodland Ave / University Ave		110	120	490	450	914	310	450	110	20	10	581	40
78	US 101 SB Ramps / University Ave		0	0	0	0	1432	520	590	0	193	310	1231	0

2035 PM Full Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		200	160	20	100	762	50	600	610	300	710	717	340
80	University Ave / Bay Rd		40	712	130	438	310	130	50	1247	50	170	280	90
81	University Ave / Bayfront Expy		0	0	0	0	1422	651	1785	0	50	40	4501	0
82	Town & Country Driveway / Embarca		130	10	230	170	918	50	50	20	20	20	1104	130
83	San Antonio Rd / Charleston Rd		630	1340	380	170	559	90	120	950	180	70	849	300
84	US 101 SB Ramps / Willow Rd		404	0	470	770	1662	0	0	0	0	400	1097	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1612	0	1360	0	520	356	791	1
86	Central Expy / Rengstorff Ave		300	1184	642	101	850	290	80	1299	170	190	600	180
87	Central Expy / Shoreline Blvd (N)		0	1392	331	151	0	420	300	1368	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1651	62	210	0	160	100	1498	0	0	0	0
89	Central Expy / Moffett Blvd		160	1456	485	412	310	240	130	1486	200	410	760	110
90	Foothill Expy / Edith Ave		120	2323	330	140	220	80	140	666	110	170	240	20
91	Foothill Expy / Main St		280	1943	520	60	160	120	120	896	70	50	190	40
92	University Ave / O'Brien Ave		20	681	0	0	0	0	0	1805	20	90	0	200
93	University Ave / Adams Dr		20	671	0	0	0	0	0	1895	20	30	0	30
94	University Ave / Runnymede Ave		30	942	30	110	90	90	50	1177	30	20	90	20
95	University Ave / Bell St		30	972	50	30	100	100	110	1187	50	40	90	20

2035 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		80	60	0	40	1013	10	0	210	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	70	0	0	0	639	100	0	60	2254	120
3	Addison Wesley / Sand Hill Rd		10	10	10	50	1083	90	30	10	40	230	2523	140
4	Saga Ln / Sand Hill Rd		180	10	10	40	693	100	30	0	40	170	2003	460
5	Sharon Park Dr / Sand Hill Rd		170	20	190	220	703	30	10	20	0	20	1843	150
6	Alameda de las Pulgas / Santa Cruz		10	867	0	10	0	390	640	441	10	10	10	10
7	Santa Cruz Ave / Sand Hill Rd		150	823	274	98	664	381	334	783	139	296	1487	290
8	Oak Ave / Sand Hill Rd		200	0	90	30	914	0	0	0	0	0	2095	0
9	Stock Farm Rd / Sand Hill Rd		10	20	10	10	741	220	125	10	84	470	1694	10
10	Pasteur Dr / Sand Hill Rd		20	20	20	10	735	120	80	10	202	381	1442	40
11	Arboretum Rd / Sand Hill Rd		10	10	20	10	657	173	76	10	209	368	924	10
12	El Camino Real / Sand Hill Rd		481	1774	380	600	0	0	40	1492	319	638	1	322
13	I-280 SB Ramps / Page Mill Rd		50	680	936	772	342	50	190	0	110	180	507	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	868	994	0	1806	0	250	240	1292	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	1352	80	90	0	70	320	2779	10
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	1342	30	10	0	10	150	2729	0
17	Junipero Serra Blvd / Foothill Expy /		141	589	301	149	691	393	592	635	590	510	1803	426
18	Peter Coutts / Page Mill Rd		110	20	100	70	1251	51	31	10	22	118	2258	100
19	Hanover St / Page Mill Rd		110	80	60	110	1429	307	252	50	13	154	1965	240
20	El Camino Real / Page Mill Rd - Oreg		482	901	378	270	1202	300	150	1423	452	173	1126	548
21	Middlefield Rd / Oregon Expy		120	470	63	52	1383	160	180	928	347	166	1263	360
22	Oregon Expy / West Bayshore Rd		0	1627	300	220	0	98	133	1563	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		550	0	390	411	473	0	0	0	0	180	710	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	60	663	0	881	0	250	0	740	300
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	637	813	334	0	116	659	931	0
26	Junipero Serra Blvd / Campus Drive		30	991	432	98	20	162	376	352	20	10	10	10
27	Junipero Serra Blvd / Campus Drive E		0	888	284	106	0	65	238	662	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	781	173	84	0	260	413	797	0	0	0	0
29	Foothill Expy / Hillview Ave		120	1012	310	18	50	40	0	1819	290	30	160	50
30	Foothill Expy / Arastradero Rd		90	470	392	651	470	190	0	2028	440	70	600	40
31	Foothill Expy / San Antonio Rd		0	860	0	190	0	780	760	2508	0	0	0	0
32	Foothill Expy / El Monte Ave		812	738	130	320	370	40	110	2091	100	260	660	847
33	Foothill Expy / Springer Road-Magda		87	841	200	110	570	100	180	1955	480	180	510	217
34	Bowdoin St / Stanford Ave		140	0	64	161	207	0	0	0	0	0	238	382
35	Arboretum Rd / Quarry Rd		103	382	126	69	368	56	95	221	379	335	296	45
36	Arboretum Rd / Palm Dr		10	302	422	333	499	0	10	252	245	51	153	0
37	El Camino Real / Encinal Ave		90	2072	540	360	20	100	150	1626	20	10	70	10
38	El Camino Real / Valparaiso Ave		590	1432	110	100	270	93	51	1256	141	123	280	360
39	El Camino Real / Oak Grove Ave		50	1448	150	60	210	150	130	1218	80	40	180	60

2035 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		60	1608	10	30	200	50	70	1388	1	100	190	80
41	El Camino Real / Ravenswood Rd		90	1479	120	40	260	566	744	1389	110	90	400	20
42	El Camino Real / Roble Ave		40	2065	50	10	0	10	30	2213	50	60	10	70
43	El Camino Real / Middle Ave		70	2015	0	0	0	0	0	2123	180	320	0	210
44	El Camino Real / Cambridge Ave		10	2305	40	10	0	0	10	2273	140	130	10	30
45	El Camino Real / Quarry Rd		234	2168	0	0	0	0	0	1867	320	220	0	103
46	El Camino Real (SB) / University Ave		73	10	221	0	990	238	0	0	0	70	555	0
47	El Camino Real (NB) / University Ave		80	0	0	983	984	0	233	10	153	0	680	16
48	El Camino Real / Embarcadero Rd		100	1299	393	177	522	335	144	1546	459	158	319	80
49	El Camino Real / Churchill Ave		0	1728	104	182	0	242	193	2117	0	0	0	0
50	El Camino Real / Serra St		152	1808	50	50	10	10	0	2114	377	232	10	106
51	El Camino Real / Stanford Ave		177	1843	30	20	20	70	70	2157	173	128	20	223
52	El Camino Real / California Ave		200	1561	70	70	80	80	60	2301	110	70	40	40
53	El Camino Real / Arastradero Rd - Ch		130	1140	350	330	571	100	160	2142	680	271	541	180
54	El Camino Real / San Antonio Rd		180	1111	470	400	590	190	160	2042	320	50	710	170
55	Alma St / Lytton Ave		20	391	150	100	30	151	368	1293	40	0	0	0
56	Alma St / Hamilton Ave		10	539	203	92	10	90	130	1978	30	0	0	0
57	Alma St / Churchill Ave		232	986	10	0	90	90	50	1931	222	124	60	113
58	Alma St / Charleston Rd		50	1111	71	131	502	50	50	1789	559	540	591	130
59	Middlefield Rd / Marsh Rd		0	640	450	410	0	746	629	430	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		81	635	0	0	0	0	0	531	695	577	0	137
61	Middlefield Rd / Ringwood Ave		50	866	267	415	30	130	120	822	50	10	0	10
62	Middlefield Rd / Willow Rd		10	546	380	570	70	455	262	712	90	150	200	20
63	Middlefield Rd / Lytton Ave		435	645	20	20	150	52	11	723	171	63	40	230
64	Middlefield Rd / University Ave		112	568	90	140	507	140	150	713	43	28	265	62
65	Middlefield Rd / Hamilton Ave		92	614	11	34	260	30	30	758	54	33	100	94
66	Middlefield Rd / Embarcadero Rd		71	262	134	162	1212	120	200	621	369	82	714	49
67	Saint Francis Dr / Embarcadero Rd		50	10	380	100	1464	20	40	20	10	10	1328	50
68	E. Bayshore Rd / Embarcadero Rd		943	90	60	20	107	20	90	140	260	370	530	754
69	Middlefield Rd / Charleston Rd		170	1088	280	320	487	90	20	1240	225	257	495	150
70	US 101 SB Ramps / Marsh Rd		496	0	1730	360	1990	0	0	0	0	0	959	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1750	1530	0	570	0	860	518	2290	0
72	Bay Rd / Willow Rd		62	0	490	440	1263	0	0	0	0	0	1371	61
73	Newbridge St / Willow Rd		320	180	30	10	1455	60	70	140	240	160	2238	150
74	O'Brien Dr / Willow Rd		0	0	0	0	1485	80	100	0	300	230	2088	0
75	Hamilton Ave / Willow Rd		270	20	130	380	1265	110	50	20	50	60	1408	540
76	Bayfront Expy / Willow Rd		500	690	400	110	120	50	70	2940	1185	588	800	240
77	Woodland Ave / University Ave		60	130	390	520	1087	260	600	130	20	10	595	50
78	US 101 SB Ramps / University Ave		0	0	0	0	1631	950	250	0	266	370	1225	0

2035 AM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
79	Donohoe St / University Ave		650	250	10	70	981	20	250	650	660	360	643	140
80	University Ave / Bay Rd		50	1081	103	164	270	90	70	653	170	50	500	60
81	University Ave / Bayfront Expy		0	0	0	0	4055	1534	598	0	170	220	1548	0
82	Town & Country Driveway / Embarca		80	30	120	240	1064	160	130	20	70	50	855	50
83	San Antonio Rd / Charleston Rd		860	720	190	90	377	30	100	940	450	40	825	310
84	US 101 SB Ramps / Willow Rd		439	0	160	930	1245	0	0	0	0	800	1171	0
85	US 101 NB Ramps / Willow Rd		0	0	0	490	1525	0	1320	0	500	413	1248	0
86	Central Expy / Rengstorff Ave		240	1201	821	213	580	60	230	1685	170	220	1440	301
87	Central Expy / Shoreline Blvd (N)		0	1410	41	723	0	370	160	1962	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1439	61	172	0	270	160	1830	0	0	0	0
89	Central Expy / Moffett Blvd		130	1497	322	208	720	140	300	2051	210	230	650	111
90	Foothill Expy / Edith Ave		20	570	90	670	200	100	140	2138	150	160	240	60
91	Foothill Expy / Main St		30	770	80	190	80	70	180	2358	60	60	130	60
92	University Ave / O'Brien Ave		180	1414	0	0	0	0	0	698	80	40	0	40
93	University Ave / Adams Dr		140	1634	0	0	0	0	0	638	180	10	0	20
94	University Ave / Runnymede Ave		90	881	170	30	180	30	50	773	10	10	90	20
95	University Ave / Bell St		20	921	20	20	120	90	50	773	30	40	80	20

2035 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
1	I-280 NB On-Ramp / Sand Hill Rd		170	70	0	10	2553	10	0	50	10	0	0	0
2	I-280 NB Off-Ramp / Sand Hill Rd		0	0	80	0	0	0	245	50	0	80	1425	50
3	Addison Wesley / Sand Hill Rd		100	10	20	20	2193	50	100	10	190	70	1020	20
4	Saga Ln / Sand Hill Rd		230	0	60	10	1453	40	140	0	140	20	1080	260
5	Sharon Park Dr / Sand Hill Rd		150	20	260	300	1323	20	30	10	10	10	1130	170
6	Alameda de las Pulgas / Santa Cruz /		10	556	0	20	10	470	590	735	10	10	10	0
7	Santa Cruz Ave / Sand Hill Rd		170	828	178	256	1252	326	230	870	231	306	915	240
8	Oak Ave / Sand Hill Rd		80	0	30	180	1723	0	0	0	0	0	1302	20
9	Stock Farm Rd / Sand Hill Rd		10	10	10	10	1442	166	285	10	448	176	1019	10
10	Pasteur Dr / Sand Hill Rd		30	10	20	10	1159	61	131	20	431	154	1138	40
11	Arboretum Rd / Sand Hill Rd		20	20	10	10	765	126	204	20	385	376	873	20
12	El Camino Real / Sand Hill Rd		442	1871	430	800	41	0	170	1430	388	498	61	678
13	I-280 SB Ramps / Page Mill Rd		50	330	795	1285	235	50	510	0	460	80	332	0
14	I-280 NB Ramps / Page Mill Rd		0	0	0	1403	1200	0	326	0	120	430	1097	0
15	Deer Creek Rd / Page Mill Rd		0	0	0	0	2323	50	120	0	50	90	1483	0
16	Coyote Hill Rd / Page Mill Rd		0	0	0	0	2553	20	0	0	90	20	1433	0
17	Junipero Serra Blvd / Foothill Expy /		368	939	146	229	1415	452	353	474	280	460	931	362
18	Peter Coutts / Page Mill Rd		230	30	80	80	1646	54	59	30	120	35	1295	130
19	Hanover St / Page Mill Rd		200	60	90	50	1493	188	478	90	117	36	1378	70
20	El Camino Real / Page Mill Rd - Oreg		539	1650	601	271	1047	470	210	1178	274	394	1411	611
21	Middlefield Rd / Oregon Expy		420	1005	72	63	1053	210	110	640	188	368	1132	160
22	Oregon Expy / West Bayshore Rd		0	1650	250	80	0	197	153	951	0	0	0	0
23	I-280 SB Ramps / Alpine Rd		320	0	160	624	507	0	0	0	0	210	613	0
24	I-280 NB Ramps / Alpine Rd		0	0	0	430	951	0	298	0	130	0	493	280
25	Junipero Serra Blvd / Alpine Rd		0	0	0	0	803	726	475	0	488	335	816	0
26	Junipero Serra Blvd / Campus Drive \		20	839	262	435	30	398	200	567	10	20	20	20
27	Junipero Serra Blvd / Campus Drive E		0	977	299	228	0	192	173	519	0	0	0	0
28	Junipero Serra Blvd / Stanford Ave		0	1043	147	96	0	410	408	817	0	0	0	0
29	Foothill Expy / Hillview Ave		80	1690	191	39	170	500	0	578	50	120	120	170
30	Foothill Expy / Arastradero Rd		100	1938	632	182	380	590	10	555	140	370	340	40
31	Foothill Expy / San Antonio Rd		0	2118	0	100	0	1160	620	1025	0	0	0	0
32	Foothill Expy / El Monte Ave		995	1993	210	110	400	60	70	1083	110	340	520	612
33	Foothill Expy / Springer Road-Magda		170	2053	240	100	530	210	100	965	260	260	280	88
34	Bowdoin St / Stanford Ave		412	0	240	147	201	0	0	0	0	0	298	331
35	Arboretum Rd / Quarry Rd		53	452	107	180	364	122	83	322	202	424	494	77
36	Arboretum Rd / Palm Dr		50	425	582	327	390	0	10	280	162	144	435	0
37	El Camino Real / Encinal Ave		20	1874	410	650	10	140	90	1865	30	30	20	20
38	El Camino Real / Valparaiso Ave		420	1374	210	50	280	71	62	1655	122	61	230	320
39	El Camino Real / Oak Grove Ave		80	1336	150	90	220	150	90	1500	60	100	230	120

2035 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
40	El Camino Real / Santa Cruz Ave		90	1496	30	60	200	70	70	1540	0	161	270	150
41	El Camino Real / Ravenswood Rd		30	1387	160	70	330	817	568	1470	110	90	400	80
42	El Camino Real / Roble Ave		20	2224	60	40	30	60	40	2068	70	80	10	50
43	El Camino Real / Middle Ave		80	2204	0	0	0	0	0	2038	400	190	0	210
44	El Camino Real / Cambridge Ave		20	2314	30	10	20	20	30	2298	520	40	10	30
45	El Camino Real / Quarry Rd		145	2204	0	0	0	0	0	1880	369	679	0	448
46	El Camino Real (SB) / University Ave		87	0	322	0	960	180	0	0	0	298	889	0
47	El Camino Real (NB) / University Ave		110	0	0	711	690	0	337	10	80	0	1284	67
48	El Camino Real / Embarcadero Rd		80	1873	389	172	547	298	261	1635	296	512	724	190
49	El Camino Real / Churchill Ave		0	2371	283	153	0	174	343	2089	0	0	0	0
50	El Camino Real / Serra St		160	2365	100	60	20	10	20	2152	310	402	60	220
51	El Camino Real / Stanford Ave		232	2504	50	30	20	80	110	2106	173	196	30	226
52	El Camino Real / California Ave		80	2470	80	80	40	90	100	1980	70	140	70	220
53	El Camino Real / Arastradero Rd - Ch		210	2080	425	430	592	210	130	1367	320	660	612	160
54	El Camino Real / San Antonio Rd		190	1860	580	290	770	380	150	1308	370	100	480	170
55	Alma St / Lytton Ave		20	707	210	110	30	249	348	986	40	0	0	0
56	Alma St / Hamilton Ave		10	1401	135	165	10	240	120	1541	20	0	0	0
57	Alma St / Churchill Ave		134	1739	10	10	90	100	30	1406	213	223	140	203
58	Alma St / Charleston Rd		100	1416	201	81	567	50	60	1261	605	560	527	70
59	Middlefield Rd / Marsh Rd		0	580	290	800	0	770	595	670	0	0	0	0
60	Middlefield Rd / Ravenswood Ave		89	732	0	0	0	0	0	914	508	827	0	161
61	Middlefield Rd / Ringwood Ave		0	1022	487	388	0	101	131	864	10	50	50	70
62	Middlefield Rd / Willow Rd		20	1002	290	380	90	583	160	715	100	230	150	30
63	Middlefield Rd / Lytton Ave		290	1076	40	30	90	11	31	525	92	71	210	330
64	Middlefield Rd / University Ave		161	906	80	110	310	120	90	465	78	51	388	63
65	Middlefield Rd / Hamilton Ave		74	990	23	21	120	20	60	519	46	97	290	94
66	Middlefield Rd / Embarcadero Rd		63	821	163	123	701	190	80	402	142	386	927	89
67	Saint Francis Dr / Embarcadero Rd		50	10	240	40	704	30	50	10	10	10	1460	50
68	E. Bayshore Rd / Embarcadero Rd		398	400	20	50	633	90	30	140	560	140	197	537
69	Middlefield Rd / Charleston Rd		190	1319	370	360	467	170	50	898	211	469	368	170
70	US 101 SB Ramps / Marsh Rd		270	0	1980	570	1690	0	0	0	0	0	1235	0
71	US 101 NB Ramps / Marsh Rd		0	0	0	1040	1530	0	670	0	770	315	2800	0
72	Bay Rd / Willow Rd		31	0	320	750	1323	0	0	0	0	0	1119	101
73	Newbridge St / Willow Rd		170	220	40	30	1609	250	140	260	170	240	1562	310
74	O'Brien Dr / Willow Rd		0	0	0	0	1779	160	150	0	170	230	1622	0
75	Hamilton Ave / Willow Rd		470	10	370	280	1249	40	70	10	70	10	1572	260
76	Bayfront Expy / Willow Rd		300	2030	60	170	500	210	40	1030	569	1902	110	30
77	Woodland Ave / University Ave		110	120	490	450	910	310	450	110	20	10	578	40
78	US 101 SB Ramps / University Ave		0	0	0	0	1427	520	590	0	193	310	1228	0

2035 PM Half Offset Project Intersection Volumes

INTID	Int. Name	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
79	Donohoe St / University Ave		200	160	20	100	757	50	600	610	300	710	713	340
80	University Ave / Bay Rd		40	707	128	437	310	130	50	1243	50	170	280	90
81	University Ave / Bayfront Expy		0	0	0	0	1419	645	1780	0	50	40	4502	0
82	Town & Country Driveway / Embarca		130	10	230	170	906	50	50	20	20	20	1104	130
83	San Antonio Rd / Charleston Rd		630	1340	380	170	557	90	120	950	180	70	848	300
84	US 101 SB Ramps / Willow Rd		404	0	470	770	1659	0	0	0	0	400	1099	0
85	US 101 NB Ramps / Willow Rd		0	0	0	340	1609	0	1360	0	520	357	792	0
86	Central Expy / Rengstorff Ave		300	1183	642	101	850	290	80	1295	170	190	600	180
87	Central Expy / Shoreline Blvd (N)		0	1392	331	151	0	420	300	1364	0	0	0	0
88	Central Expy / Shoreline Blvd (S)		0	1650	62	211	0	160	100	1494	0	0	0	0
89	Central Expy / Moffett Blvd		160	1453	486	412	310	240	130	1481	200	410	760	110
90	Foothill Expy / Edith Ave		120	2328	330	140	220	80	140	665	110	170	240	20
91	Foothill Expy / Main St		280	1948	520	60	160	120	120	895	70	50	190	40
92	University Ave / O'Brien Ave		20	675	0	0	0	0	0	1800	20	90	0	200
93	University Ave / Adams Dr		20	665	0	0	0	0	0	1890	20	30	0	30
94	University Ave / Runnymede Ave		30	937	30	110	90	90	50	1173	30	20	90	20
95	University Ave / Bell St		30	967	50	30	100	100	110	1183	50	40	90	20

APPENDIX C:
STUDY INTERSECTION LOS CALCULATIONS

Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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

Intersection		2018 AM				2018 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.4	0.427	9.4	B+	10.1	0.453	+ 0.026	9.1	- 0.3
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	119.6	1.069	128.3	F	136.9	1.106	+ 0.037	146.7	+ 18.4
#3	Sand Hill Rd / Addison Wesley (MP)	C-	32.4	0.786	41.2	D	40.6	0.818	+ 0.032	54.4	+ 13.2
#4	Sand Hill Rd / Saga Ln (MP)	B	15.0	0.636	11.2	B	15.3	0.667	+ 0.031	11.7	+ 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.7	0.643	14.4	B	16.7	0.673	+ 0.031	14.7	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.1	0.672	23.0	B	16.0	0.672	+ 0.000	23.0	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.9	0.793	52.3	D	50.7	0.843	+ 0.050	56.1	+ 3.8
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.6	0.634	11.5	B+	10.4	0.663	+ 0.029	11.5	- 0.0
#9	Sand Hill Rd / Stock Farm Dr	C	23.3	0.642	26.1	C	23.5	0.672	+ 0.030	27.0	+ 0.9
#10	Pastuer Drive / Sand Hill Road	C+	20.9	0.554	22.6	C+	20.7	0.573	+ 0.020	22.8	+ 0.3
#11	Arboretum Road / Sand Hill Road	B-	18.5	0.565	22.5	C+	20.4	0.599	+ 0.033	25.3	+ 2.8
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.0	0.558	36.4	D	39.3	0.575	+ 0.017	36.8	+ 0.4
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	151.7	1.537	151.7	F	154.0	1.547	+ 0.010	154.0	+ 2.3
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	E	3.0	0.595	3.0	E	3.0	0.603	+ 0.009	3.0	+ 0.1
#15	Deer Creek Road / Page Mill Road (SCC)	B	14.5	0.761	18.7	B	15.4	0.788	+ 0.027	20.2	+ 1.5
#16	Coyote Hill Road / Page Mill Road (SCC)	A	7.5	0.322	2.5	A	8.0	0.350	+ 0.028	2.5	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.2	1.068	123.8	F	110.6	1.136	+ 0.067	148.7	+ 24.9
#18	Page Mill Rd / Peter Coutts (SCC)	C+	20.9	0.611	18.1	C+	22.1	0.647	+ 0.036	19.7	+ 1.6
#19	Hanover St / Page Mill Rd (SC CMP)	E	63.0	0.582	62.6	E	69.1	0.607	+ 0.025	63.8	+ 1.2
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	61.2	0.879	66.6	E	71.0	0.968	+ 0.090	84.8	+ 18.2
#21	Middlefield Road / Oregon Expressway (SC CMP)	E	63.6	0.743	71.6	E	64.8	0.756	+ 0.013	73.2	+ 1.7
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.7	0.673	29.0	C+	20.8	0.684	+ 0.011	29.2	+ 0.2
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.3	0.830	10.3	E	10.3	0.833	+ 0.002	10.3	+ 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	27.2	0.756	27.2	D	29.0	0.769	+ 0.013	29.0	+ 1.8
#25	Junipero Serra / Alpine Road (MP)	D	43.8	0.775	48.9	D	46.3	0.821	+ 0.046	51.7	+ 2.8
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	28.7	0.683	26.1	C-	32.2	0.724	+ 0.042	31.0	+ 4.9

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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

Intersection		2018 AM				2018 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.1	0.522	23.9	B	14.7	0.563	+ 0.041	25.2	+ 1.3
#28	Stanford Ave / Junipero Serra Blvd (SCC)	B-	19.6	0.559	28.7	C+	22.7	0.653	+ 0.094	32.5	+ 3.9
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	35.0	0.341	36.5	D+	35.8	0.350	+ 0.009	36.2	- 0.3
#30	Foothill Expressway / Arastradero Road (SCC)	E	71.8	0.745	71.9	E	73.8	0.760	+ 0.015	75.1	+ 3.2
#31	Foothill Expressway / San Antonio Road (SC CMP)	B-	18.7	0.701	23.1	B-	19.0	0.712	+ 0.012	23.5	+ 0.4
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	74.6	0.850	86.9	E-	77.8	0.861	+ 0.011	93.9	+ 7.0
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	62.6	0.810	66.3	E	63.6	0.821	+ 0.011	67.7	+ 1.5
#34	Bowdoin Street / Stanford Avenue	B	14.4	0.701	14.4	C	20.1	0.838	+ 0.136	20.1	+ 5.7
#35	Arboretum Road / Quarry Road	D	43.6	0.469	44.3	D	45.1	0.548	+ 0.079	47.6	+ 3.3
#36	Arboretum Road / Palm Drive	C	29.9	0.681	33.4	C-	32.9	0.779	+ 0.098	38.2	+ 4.8
#37	El Camino Real / Encinal Avenue (MP)	B	17.2	0.482	11.5	B	17.0	0.491	+ 0.009	11.4	- 0.1
#38	El Camino Real ./ Valpariso Avenue (MP)	D	42.5	0.775	49.5	D	42.3	0.789	+ 0.013	49.7	+ 0.2
#39	El Camino Real / Oak Grove Avenue (MP)	C	31.3	0.606	28.4	C	31.0	0.620	+ 0.014	28.2	- 0.2
#40	El Camino Real / Santa Cruz Avenue (MP)	B	14.0	0.498	13.0	B	13.8	0.512	+ 0.014	12.7	- 0.2
#41	El Camino Real / Ravenswood Avenue (MP)	D	43.7	0.766	47.8	D	43.9	0.785	+ 0.019	48.5	+ 0.6
#42	El Camino Real / Roble Avenue (MP)	B	14.4	0.474	14.3	B	14.1	0.487	+ 0.013	14.0	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.2	0.655	34.1	C	27.0	0.668	+ 0.013	33.8	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B	13.6	0.522	15.1	B	13.4	0.535	+ 0.013	14.9	- 0.2
#45	El Camino Real / Quarry Road	B	14.3	0.492	17.8	B	16.5	0.528	+ 0.036	20.2	+ 2.4
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.1	0.418	16.6	C+	20.9	0.447	+ 0.028	16.3	- 0.3
#47	El Camino Real (NB) / University Avenue (SC CMP)	B-	19.5	0.565	21.7	C+	20.4	0.608	+ 0.043	23.0	+ 1.3
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D	45.9	0.707	50.1	D	47.6	0.770	+ 0.063	52.4	+ 2.3
#49	El Camino Real / Churchill Avenue	C	24.7	0.580	30.3	C	24.2	0.618	+ 0.038	30.1	- 0.2
#50	El Camino Real / Serra Street	C	24.5	0.485	32.7	C-	33.3	0.666	+ 0.181	44.2	+ 11.5
#51	El Camino Real / Stanford Avenue	C-	33.0	0.528	28.1	C-	33.8	0.629	+ 0.101	39.4	+ 11.3
#52	El Camino Real / California Avenue	C	24.0	0.479	20.6	C+	22.3	0.517	+ 0.038	19.4	- 1.1

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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

Intersection		2018 AM				2018 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	D	47.8	0.689	46.9	D	48.8	0.717	+ 0.029	48.6	+ 1.8
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.4	0.721	53.2	D-	53.3	0.728	+ 0.007	53.2	- 0.0
#55	Alma Street / Lytton Avenue	C+	20.8	0.742	25.3	C+	22.1	0.769	+ 0.026	27.3	+ 2.0
#56	Alma Street / Hamilton Avenue	A	6.9	0.610	8.0	A	7.2	0.624	+ 0.014	8.4	+ 0.4
#57	Alma Street / Churchill Avenue	C	28.2	0.570	22.8	C	28.5	0.577	+ 0.007	23.1	+ 0.3
#58	Alma Street / Charleston Road	E+	55.2	0.769	55.8	E+	56.3	0.787	+ 0.017	57.0	+ 1.3
#59	Middlefield Road / Marsh Road	C	29.2	0.862	39.0	C	30.1	0.874	+ 0.012	40.5	+ 1.4
#60	Middlefield Road / Ravenswood Avenue (MP)	C-	34.3	0.696	44.9	D+	35.2	0.710	+ 0.014	46.0	+ 1.1
#61	Middlefield Road / Ringwood Avenue (MP)	D+	38.0	0.431	43.0	D+	38.4	0.440	+ 0.009	43.7	+ 0.6
#62	Middlefield Road / Willow Road (MP)	D	47.9	0.536	47.2	D	48.0	0.542	+ 0.006	52.5	+ 5.3
#63	Middlefield Road / Lytton Avenue	D+	38.0	0.663	38.6	D+	38.4	0.680	+ 0.018	39.0	+ 0.4
#64	Middlefield Road / University Avenue	C	30.0	0.481	30.9	C	30.4	0.498	+ 0.017	31.2	+ 0.3
#65	Middlefield Road / Hamilton Avenue	B+	11.5	0.352	11.6	B+	11.5	0.359	+ 0.007	11.6	+ 0.0
#66	Middlefield Road / Embarcadero Road	C-	33.7	0.564	35.5	C-	34.2	0.593	+ 0.029	36.3	+ 0.8
#67	Saint Francis Drive / Embarcadero Road	C	23.6	0.620	24.0	C	23.4	0.633	+ 0.013	24.0	- 0.0
#68	East Bayshore Road / Embarcadero Road	D-	51.3	0.865	55.7	D-	51.9	0.874	+ 0.008	56.4	+ 0.7
#69	Middlefield Road / Charleston Road	D	50.5	0.586	52.1	D	50.7	0.593	+ 0.007	52.1	+ 0.1
#70	US 101 SB Ramps / Marsh Road (MP)	C-	32.6	0.984	39.8	C-	32.6	0.984	+ 0.000	39.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	B-	18.2	0.803	20.8	B-	18.5	0.817	+ 0.014	21.3	+ 0.5
#72	Bay Road / Willow Road (MP)	B-	18.8	0.659	24.0	B-	18.9	0.667	+ 0.008	24.1	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	43.5	0.726	50.5	D	43.4	0.732	+ 0.006	50.5	- 0.0
#74	O'Brien Drive / Willow Road (MP)	B+	12.0	0.629	17.6	B+	11.9	0.634	+ 0.005	17.6	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.961	52.8	D	41.6	0.967	+ 0.006	53.9	+ 1.1
#76	Bayfront Expressway / Willow Road (SM CMP)	D	40.3	0.805	42.0	D	40.3	0.805	+ 0.000	42.0	+ 0.0
#77	Woodland Drive / University Avenue	D-	54.5	0.865	59.5	D-	54.9	0.865	+ 0.000	59.5	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	29.4	0.761	44.9	C	29.5	0.766	+ 0.006	45.1	+ 0.2

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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

Intersection		2018 AM				2018 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E	72.4	0.986	84.1	E	73.1	0.991	+ 0.005	85.3	+ 1.2
#80	University Avenue / Bay Road	D	48.6	0.781	51.4	D	48.7	0.786	+ 0.005	51.6	+ 0.1
#81	University Ave / Bayfront Expy (SM CMP)	C	23.6	0.733	48.2	C	23.7	0.743	+ 0.009	48.5	+ 0.3
#82	Town & Country Driveway / Embarcadero Road	C	28.9	0.540	26.4	C	28.1	0.569	+ 0.028	25.9	- 0.5
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	61.6	0.985	76.4	E	61.9	0.987	+ 0.002	77.0	+ 0.6
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.4	0.729	20.7	B+	11.4	0.731	+ 0.002	20.9	+ 0.1
#85	US 101 NB Ramps / Willow Rd (MP)	C+	21.1	0.674	22.2	C	27.4	0.861	+ 0.187	40.8	+ 18.6
#86	Central Expy / Rengstorff Ave (SC CMP)	F	175.3	1.204	250.9	F	177.1	1.213	+ 0.008	253.6	+ 2.7
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	3.6	0.355	3.8	A	3.6	0.361	+ 0.006	3.8	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	12.0	0.484	19.6	B+	11.9	0.489	+ 0.006	19.3	- 0.3
#89	Central Expy / Moffett Blvd (SC CMP)	F	122.6	0.991	175.0	F	124.8	0.997	+ 0.006	178.7	+ 3.7
#90	Foothill Expy / Edith Ave (SCC)	C	28.9	0.568	28.6	C	29.1	0.579	+ 0.012	29.0	+ 0.4
#91	Foothill Expy / Main St (SC CMP)	C+	23.0	0.553	23.0	C	23.1	0.565	+ 0.012	23.3	+ 0.4
#92	University Ave / O'Brien Dr	A	9.2	0.463	10.7	A	9.1	0.469	+ 0.005	10.6	- 0.0
#93	University Ave / Adams Dr	F	1.4	0.350	1.4	F	1.4	0.367	+ 0.017	1.4	+ 0.0
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.471	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	C	29.7	0.639	26.9	C	29.7	0.639	+ 0.000	26.9	+ 0.0
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)		0.0	0.000	0.0		0.0	0.000	+ 0.000	0.0	+ 0.0

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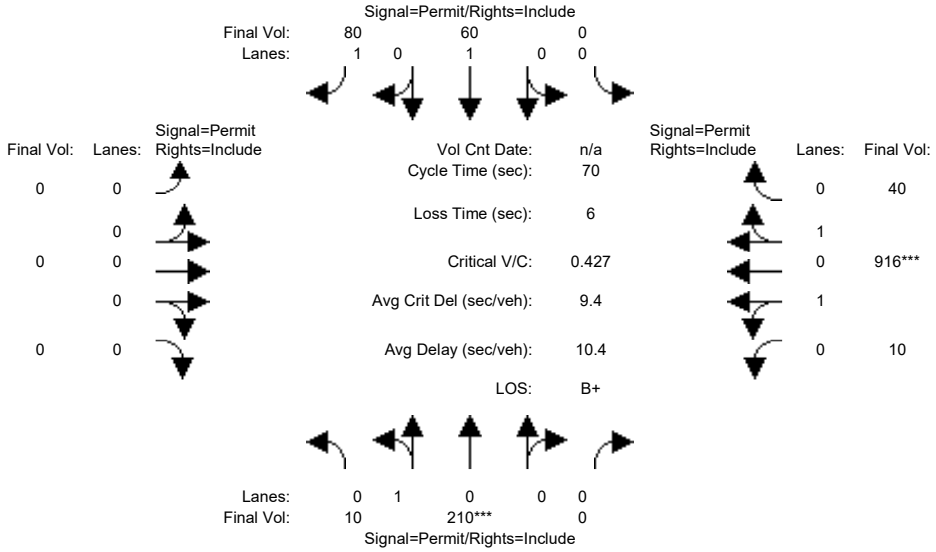
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	916	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	916	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	916	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	916	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	37	3414	149
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:		****									****	
Green Time:	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	44.0	44.0	44.0
Volume/Cap:	0.43	0.43	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.43	0.43	0.43
Delay/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	5	5	5

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

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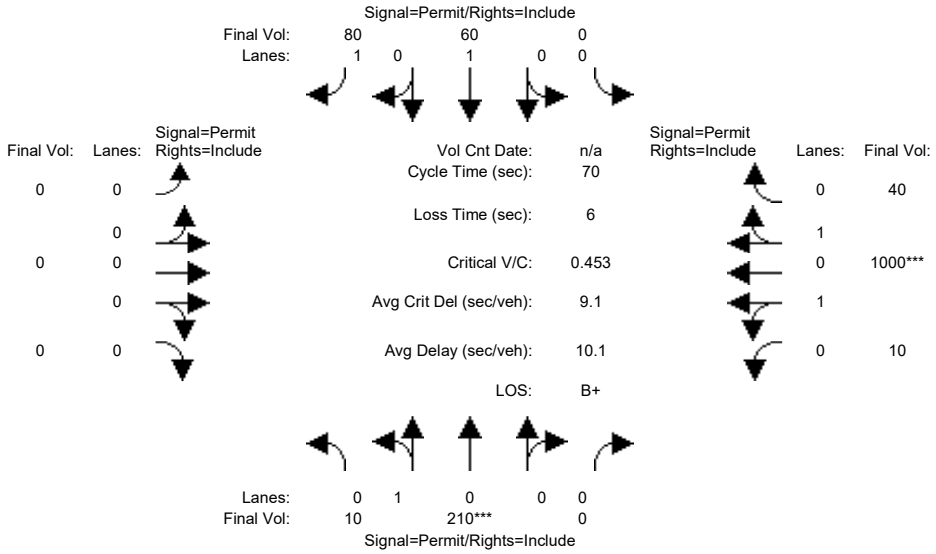
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	1000	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	1000	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	1000	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	1000	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	34	3429	137
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:		****									****	
Green Time:	18.9	18.9	0.0	0.0	18.9	18.9	0.0	0.0	0.0	45.1	45.1	45.1
Volume/Cap:	0.45	0.45	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.45	0.45	0.45
Delay/Veh:	21.9	21.9	0.0	0.0	19.4	19.7	0.0	0.0	0.0	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	0.0	0.0	19.4	19.7	0.0	0.0	0.0	6.4	6.4	6.4
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

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

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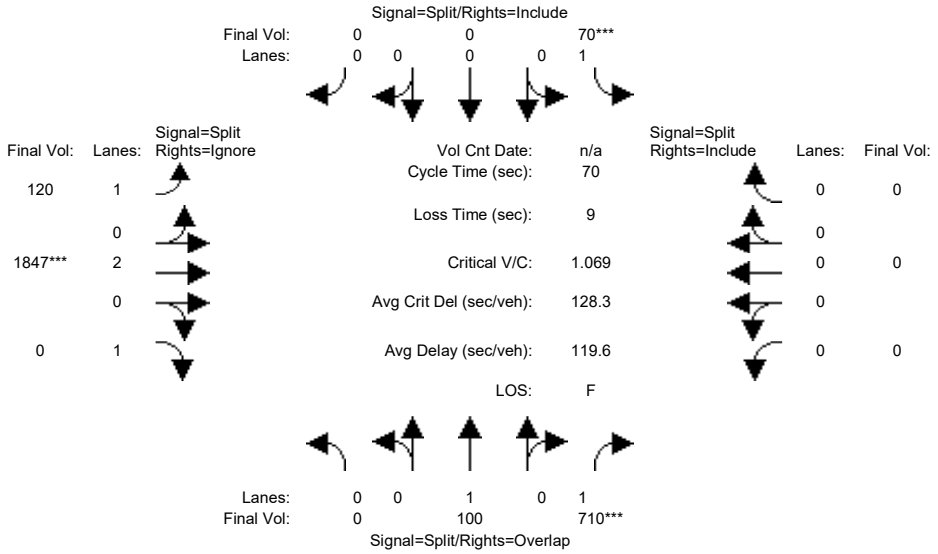
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	47	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	710	70	0	0	120	1847	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	710	70	0	0	120	1847	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	710	70	0	0	120	1847	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	710	70	0	0	120	1847	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.49	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	23.2	23.2	10.0	0.0	0.0	27.8	27.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.22	0.28	0.00	0.00	0.17	1.22	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2kAvgQ:	0	2	37	1	0	0	2	44	0	0	0	0

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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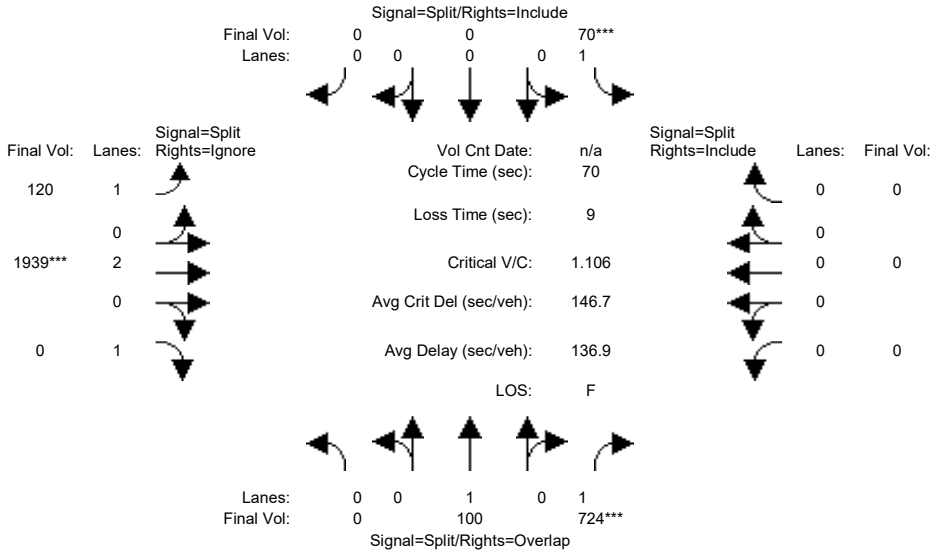
Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	14	0	0	0	0	139	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	724	70	0	0	120	1939	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	724	70	0	0	120	1939	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	724	70	0	0	120	1939	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	724	70	0	0	120	1939	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.51	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.8	22.8	10.0	0.0	0.0	28.2	28.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.27	0.28	0.00	0.00	0.17	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	157.7	27.4	0.0	0.0	13.5	147	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	157.7	27.4	0.0	0.0	13.5	147	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2kAvgQ:	0	2	40	1	0	0	2	49	0	0	0	0

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

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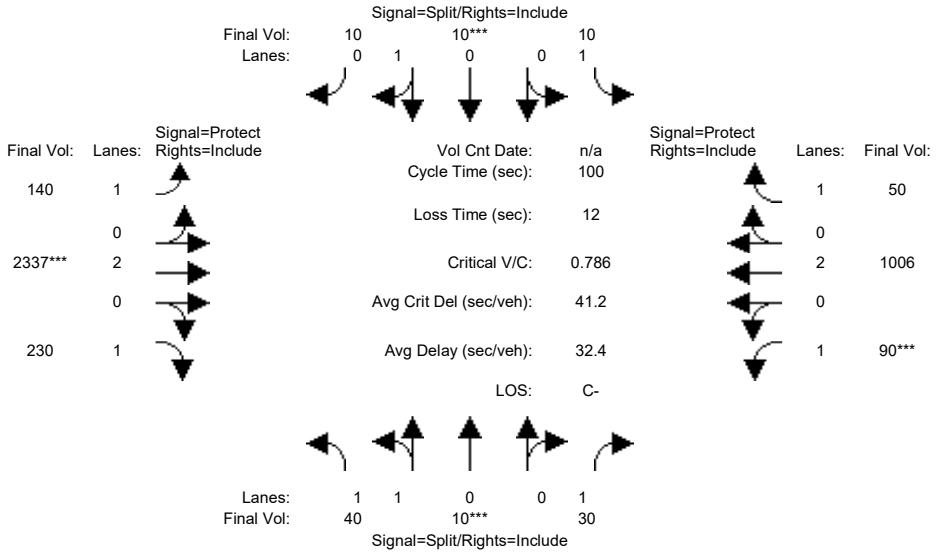
Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2337	230	90	1006	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2337	230	90	1006	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2337	230	90	1006	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2337	230	90	1006	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.62	0.13	0.05	0.26	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.8	61.0	61.0	7.0	52.2	52.2
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.01	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	36	3	3	10	1

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

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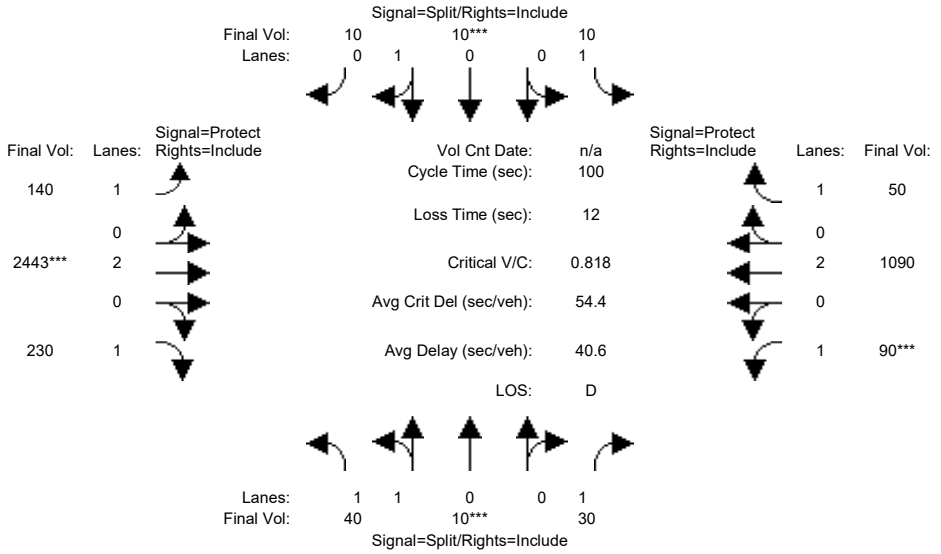
Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	153	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2443	230	90	1090	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2443	230	90	1090	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2443	230	90	1090	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2443	230	90	1090	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.64	0.13	0.05	0.29	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.8	61.0	61.0	7.0	53.2	53.2
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.54	1.05	0.22	0.73	0.54	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.7	54.3	8.9	66.0	15.7	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.7	54.3	8.9	66.0	15.7	11.3
LOS by Move:	D	D	D	D	D	D	D	D-	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	43	3	3	11	1

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

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Stanford 2018 GUP
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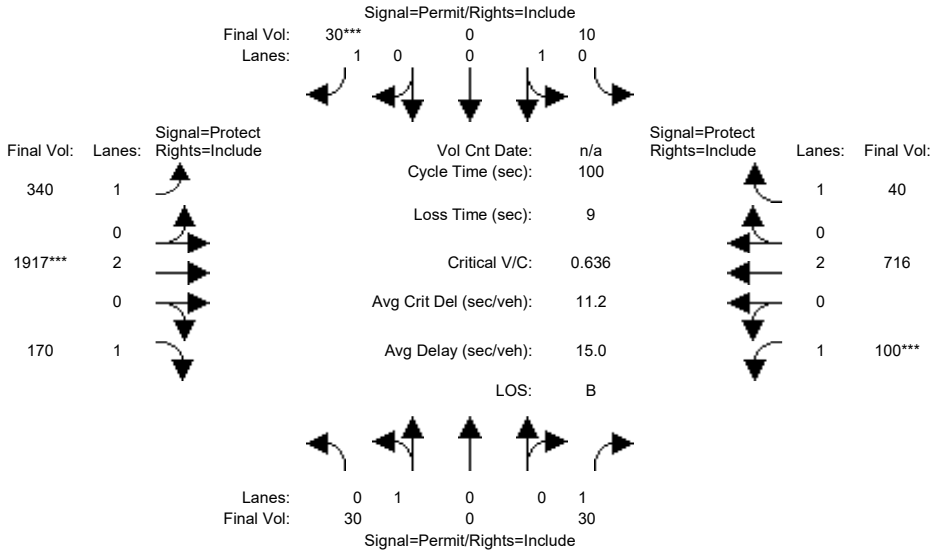
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	1917	170	100	716	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	1917	170	100	716	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	1917	170	100	716	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	10	0	30	340	1917	170	100	716	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.50	0.10	0.06	0.19	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	41.1	72.8	72.8	8.2	39.9	39.9
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.47	0.69	0.13	0.69	0.47	0.06
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
LOS by Move:	D	A	D	D	A	D	C+	A	A	E+	C+	B-
HCM2kAvgQ:	1	0	1	0	0	1	8	15	2	3	8	1

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

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Stanford 2018 GUP
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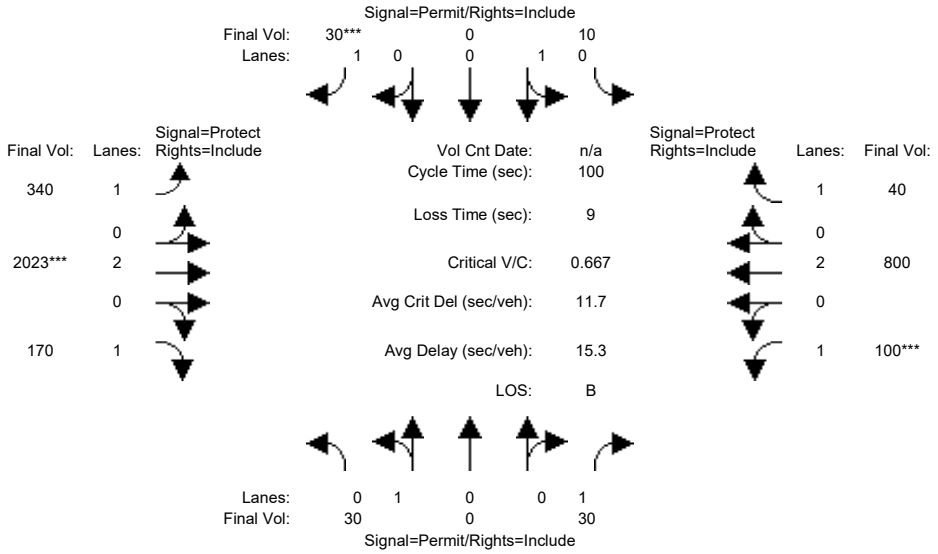
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	153	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	2023	170	100	800	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	2023	170	100	800	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	2023	170	100	800	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	10	0	30	340	2023	170	100	800	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.53	0.10	0.06	0.21	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	38.9	73.1	73.1	7.9	42.1	42.1
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.50	0.73	0.13	0.73	0.50	0.05
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	23.8	8.7	4.0	62.7	21.5	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	23.8	8.7	4.0	62.7	21.5	17.2
LOS by Move:	D	A	D	D	A	D	C	A	A	E	C+	B
HCM2kAvgQ:	1	0	1	0	0	1	8	16	2	4	9	1

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

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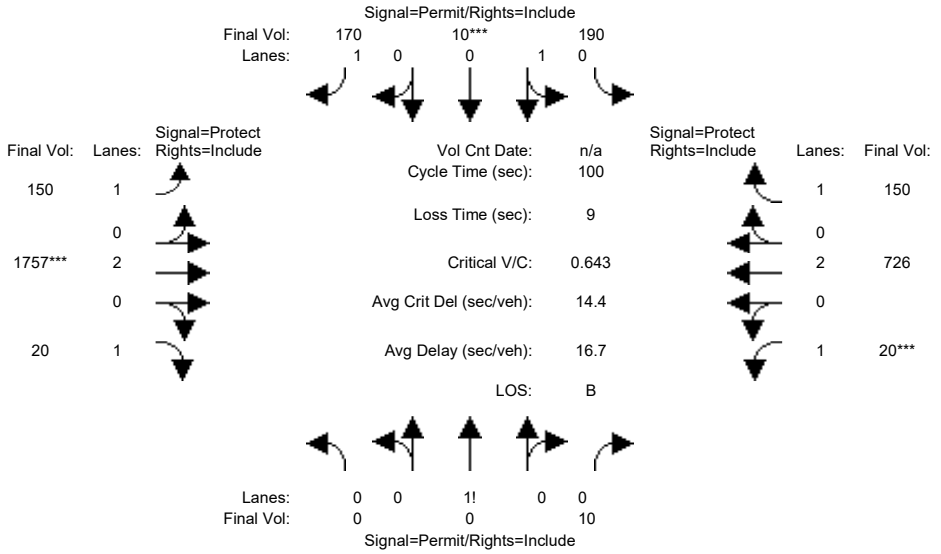
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1757	20	20	726	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1757	20	20	726	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1757	20	20	726	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	190	10	170	150	1757	20	20	726	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.46	0.01	0.01	0.19	0.09
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	16.3	16.3	16.3	16.3	23.1	67.7	67.7	7.0	51.6	51.6
Volume/Cap:	0.00	0.00	0.04	0.68	0.68	0.60	0.37	0.68	0.02	0.16	0.37	0.17
Delay/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B
HCM2kAvgQ:	0	0	0	7	7	6	4	16	0	1	6	3

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

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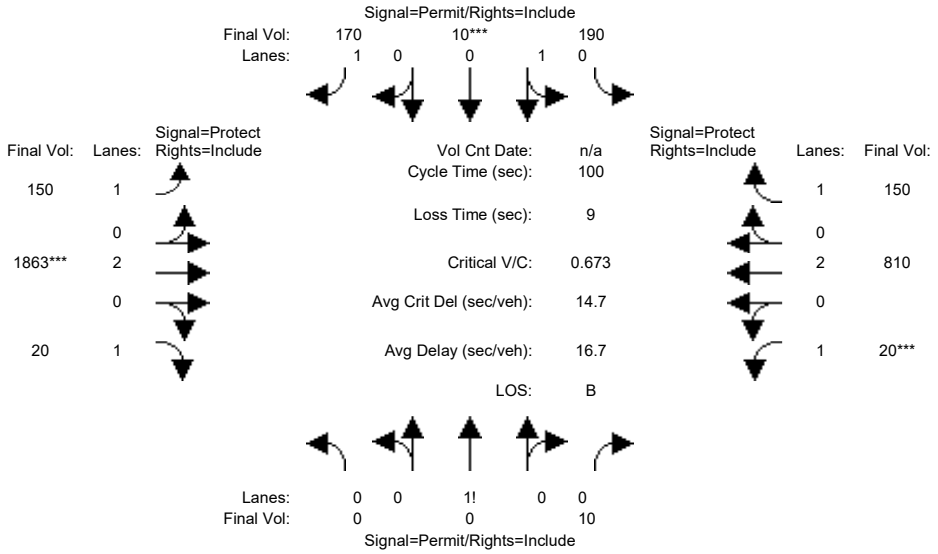
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	153	0	0	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1863	20	20	810	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1863	20	20	810	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1863	20	20	810	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	190	10	170	150	1863	20	20	810	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.49	0.01	0.01	0.21	0.09
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	15.5	15.5	15.5	15.5	21.6	68.5	68.5	7.0	53.8	53.8
Volume/Cap:	0.00	0.00	0.04	0.72	0.72	0.63	0.40	0.72	0.02	0.16	0.40	0.16
Delay/Veh:	0.0	0.0	35.9	48.7	48.7	44.1	34.3	10.7	5.0	44.4	13.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	35.9	48.7	48.7	44.1	34.3	10.7	5.0	44.4	13.7	11.7
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B+
HCM2kAvgQ:	0	0	0	8	8	6	4	18	0	1	7	2

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

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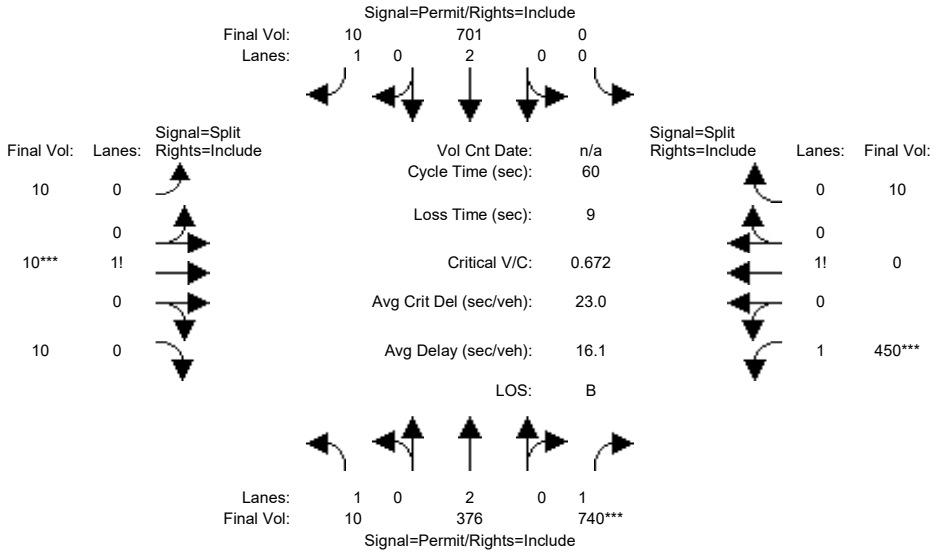
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	6	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	376	740	0	701	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	376	740	0	701	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	376	740	0	701	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	376	740	0	701	10	10	10	10	450	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.18	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.19	0.82	0.00	0.36	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2kAvgQ:	0	2	13	0	4	0	1	1	1	7	0	7

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

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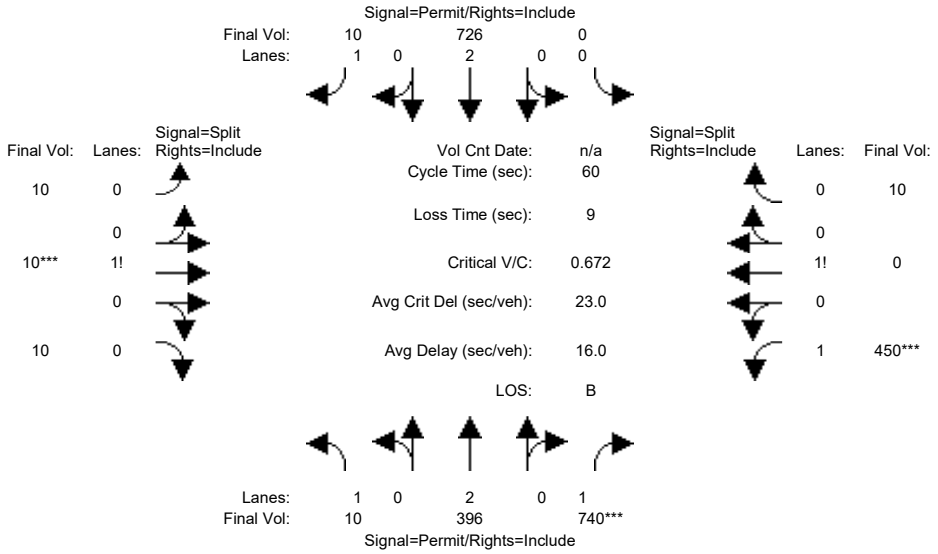
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	26	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	396	740	0	726	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	396	740	0	726	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	396	740	0	726	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	396	740	0	726	10	10	10	10	450	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.19	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.20	0.82	0.00	0.37	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2kAvgQ:	0	2	13	0	4	0	1	1	1	7	0	7

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

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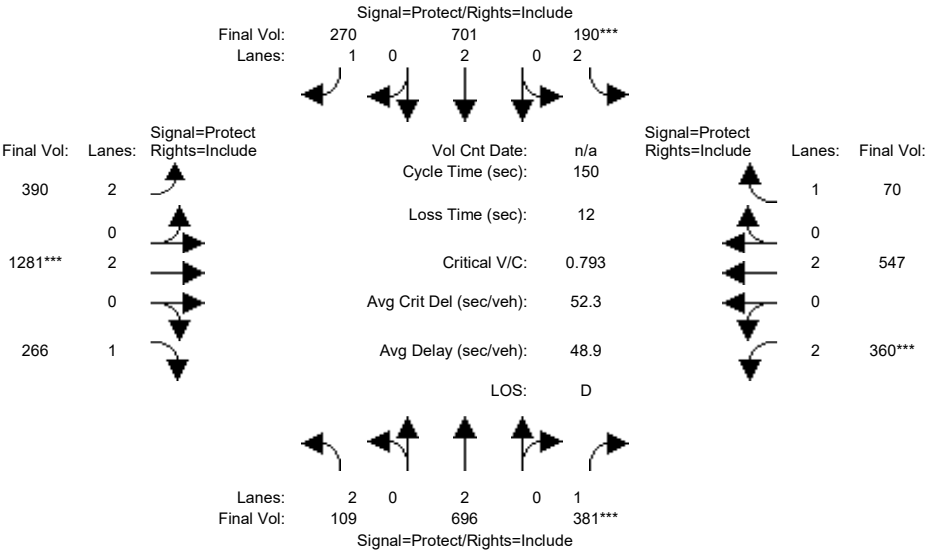
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	690	380	190	690	270	390	1250	250	360	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	690	380	190	690	270	390	1250	250	360	530	70
Added Vol:	9	6	1	0	11	0	0	31	16	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	696	381	190	701	270	390	1281	266	360	547	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	696	381	190	701	270	390	1281	266	360	547	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	696	381	190	701	270	390	1281	266	360	547	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	696	381	190	701	270	390	1281	266	360	547	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.22	0.06	0.18	0.15	0.12	0.34	0.15	0.11	0.14	0.04
Crit Moves:			****	****				****		****		
Green Time:	10.6	41.2	41.2	11.4	42.0	42.0	39.5	63.8	63.8	21.6	45.9	45.9
Volume/Cap:	0.49	0.67	0.79	0.79	0.66	0.55	0.47	0.79	0.36	0.79	0.47	0.13
Delay/Veh:	68.8	50.0	59.2	84.5	49.2	47.3	46.9	40.2	29.5	71.3	42.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	50.0	59.2	84.5	49.2	47.3	46.9	40.2	29.5	71.3	42.5	37.7
LOS by Move:	E	D	E+	F	D	D	D	D	C	E	D	D+
HCM2kAvgQ:	3	14	18	6	14	11	9	25	8	10	10	2

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

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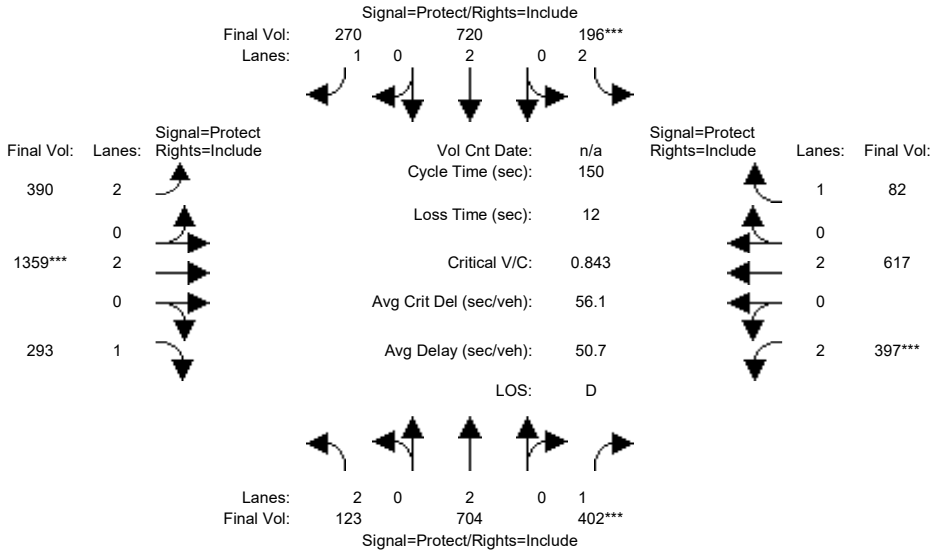
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	690	380	190	690	270	390	1250	250	360	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	690	380	190	690	270	390	1250	250	360	530	70
Added Vol:	23	14	22	6	30	0	0	109	43	37	87	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	704	402	196	720	270	390	1359	293	397	617	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	704	402	196	720	270	390	1359	293	397	617	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	704	402	196	720	270	390	1359	293	397	617	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	704	402	196	720	270	390	1359	293	397	617	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.23	0.06	0.19	0.15	0.12	0.36	0.17	0.13	0.16	0.05
Crit Moves:			****	****				****		****		
Green Time:	10.3	40.9	40.9	11.1	41.7	41.7	37.2	63.6	63.6	22.4	48.8	48.8
Volume/Cap:	0.57	0.68	0.84	0.84	0.68	0.56	0.50	0.84	0.39	0.84	0.50	0.14
Delay/Veh:	71.4	50.6	64.4	92.0	50.1	47.7	48.9	42.9	30.2	75.1	41.1	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	50.6	64.4	92.0	50.1	47.7	48.9	42.9	30.2	75.1	41.1	35.9
LOS by Move:	E	D	E	F	D	D	D	D	C	E-	D	D+
HCM2kAvgQ:	3	14	20	6	15	11	9	28	10	11	11	3

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

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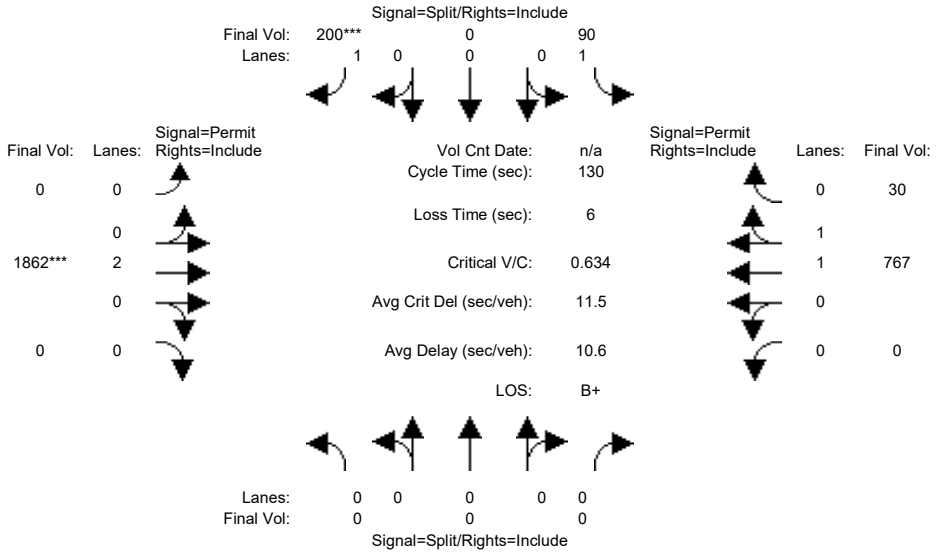
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1862	0	0	767	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1862	0	0	767	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1862	0	0	767	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1862	0	0	767	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3561	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.49	0.00	0.00	0.22	0.22
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	23.5	0.0	23.5	0.0	101	0.0	0.0	101	100.5
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.63	0.00	0.63	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	9	0	16	0	0	5	5

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

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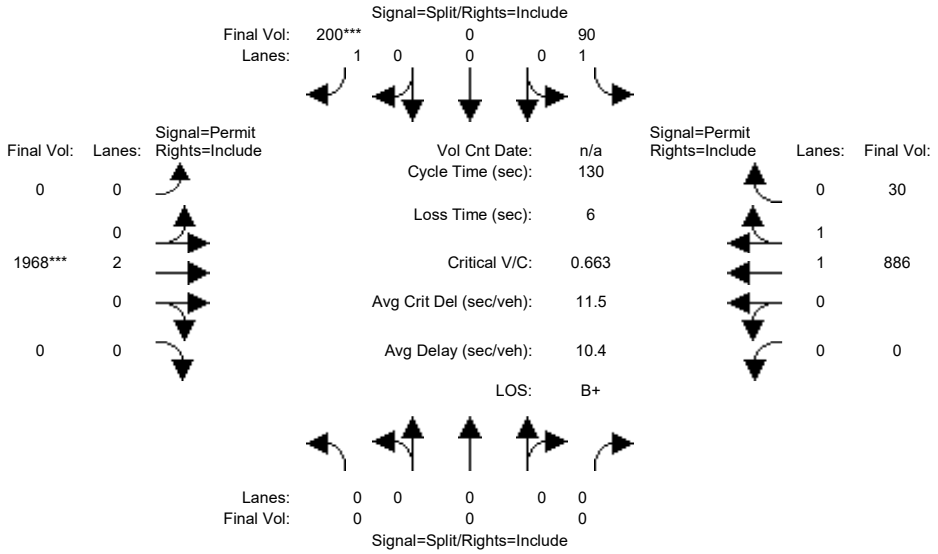
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	138	0	0	136	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1968	0	0	886	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1968	0	0	886	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1968	0	0	886	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1968	0	0	886	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3579	121
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.52	0.00	0.00	0.25	0.25
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.4	0.0	22.4	0.0	102	0.0	0.0	102	101.6
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.66	0.00	0.66	0.00	0.00	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	55.7	0.0	7.0	0.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	55.7	0.0	7.0	0.0	0.0	4.2	4.2
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	9	0	17	0	0	5	5

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

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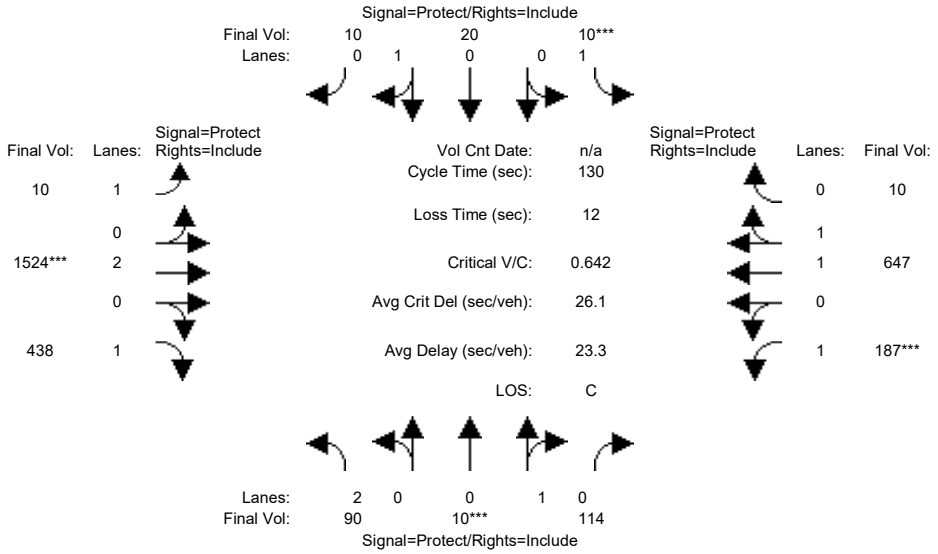
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	10	0	4	0	0	0	0	14	18	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	114	10	20	10	10	1524	438	187	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	10	114	10	20	10	10	1524	438	187	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	114	10	20	10	10	1524	438	187	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	10	114	10	20	10	10	1524	438	187	647	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	145	1655	1750	1200	600	1750	3800	1750	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.40	0.25	0.11	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.3	13.3	7.0	11.9	11.9	22.7	77.2	77.2	20.6	75.0	75.0
Volume/Cap:	0.45	0.68	0.68	0.11	0.18	0.18	0.03	0.68	0.42	0.68	0.31	0.31
Delay/Veh:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
LOS by Move:	E	E	E	E+	E+	E+	D	B-	B	E+	B	B
HCM2kAvgQ:	2	5	5	0	1	1	0	21	10	8	7	7

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

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Stanford 2018 GUP
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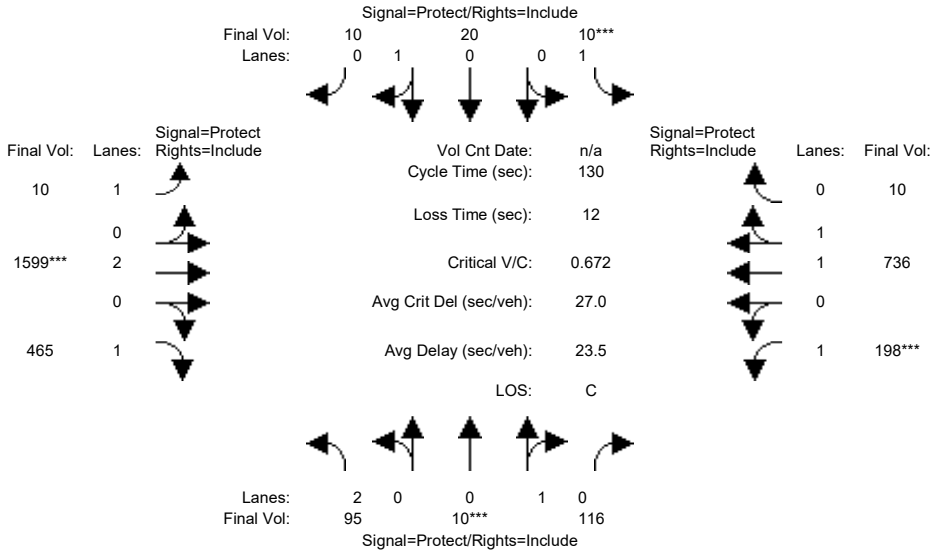
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	15	0	6	0	0	0	0	89	45	18	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	10	116	10	20	10	10	1599	465	198	736	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	10	116	10	20	10	10	1599	465	198	736	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	10	116	10	20	10	10	1599	465	198	736	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	10	116	10	20	10	10	1599	465	198	736	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	143	1657	1750	1200	600	1750	3800	1750	1750	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.42	0.27	0.11	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	8.2	12.9	12.9	7.0	11.7	11.7	20.7	77.3	77.3	20.8	77.5	77.5
Volume/Cap:	0.48	0.71	0.71	0.11	0.19	0.19	0.04	0.71	0.45	0.71	0.34	0.34
Delay/Veh:	60.7	69.0	69.0	59.0	55.3	55.3	46.3	19.5	14.8	59.8	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	69.0	69.0	59.0	55.3	55.3	46.3	19.5	14.8	59.8	13.4	13.4
LOS by Move:	E	E	E	E+	E+	E+	D	B-	B	E+	B	B
HCM2kAvgQ:	2	5	5	0	1	1	0	22	11	8	7	7

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

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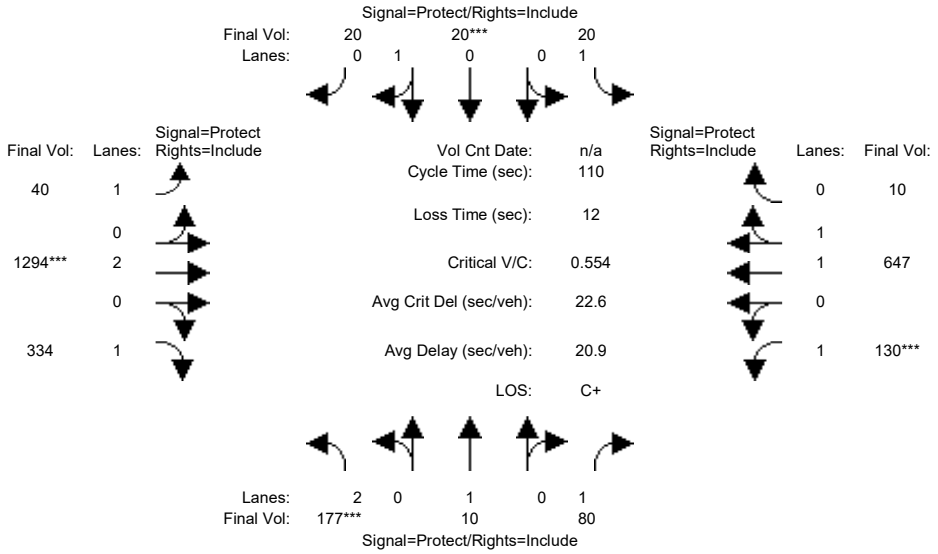
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	7	0	0	0	0	0	0	4	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	10	80	20	20	20	40	1294	334	130	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	10	80	20	20	20	40	1294	334	130	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	10	80	20	20	20	40	1294	334	130	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	10	80	20	20	20	40	1294	334	130	647	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.34	0.19	0.07	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	10.5	12.1	12.1	8.4	10.0	10.0	20.4	63.6	63.6	13.9	57.1	57.1
Volume/Cap:	0.59	0.05	0.42	0.15	0.24	0.24	0.12	0.59	0.33	0.59	0.34	0.34
Delay/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
LOS by Move:	D	D	D	D	D	D	D+	B	B	D	B	B
HCM2kAvgQ:	4	0	3	1	2	2	1	14	6	4	6	6

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

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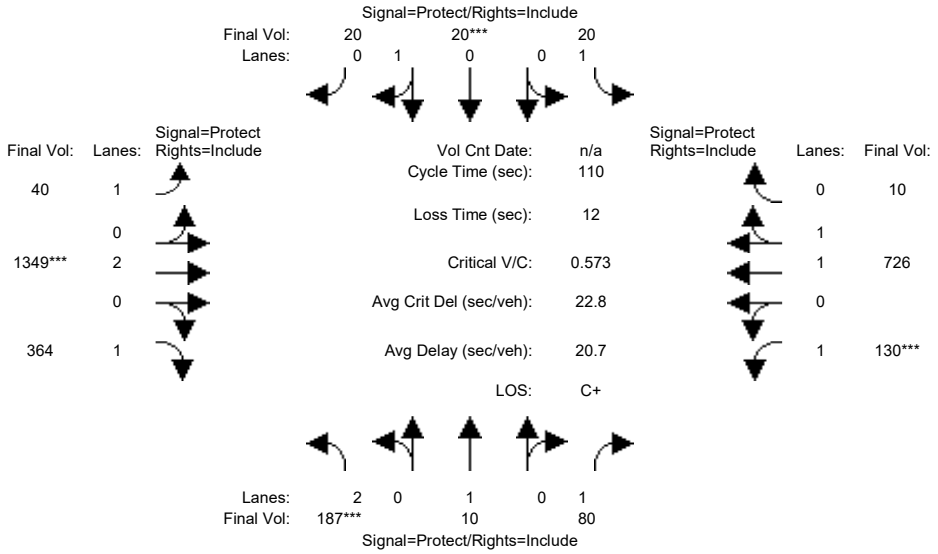
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	17	0	0	0	0	0	0	59	44	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	10	80	20	20	20	40	1349	364	130	726	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	10	80	20	20	20	40	1349	364	130	726	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	10	80	20	20	20	40	1349	364	130	726	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	10	80	20	20	20	40	1349	364	130	726	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.36	0.21	0.07	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	18.7	63.9	63.9	13.4	58.6	58.6
Volume/Cap:	0.61	0.05	0.41	0.15	0.24	0.24	0.13	0.61	0.36	0.61	0.37	0.37
Delay/Veh:	51.3	43.8	47.0	47.9	47.3	47.3	38.9	15.5	12.4	51.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	43.8	47.0	47.9	47.3	47.3	38.9	15.5	12.4	51.0	15.1	15.1
LOS by Move:	D-	D	D	D	D	D	D+	B	B	D	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	15	7	4	7	7

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

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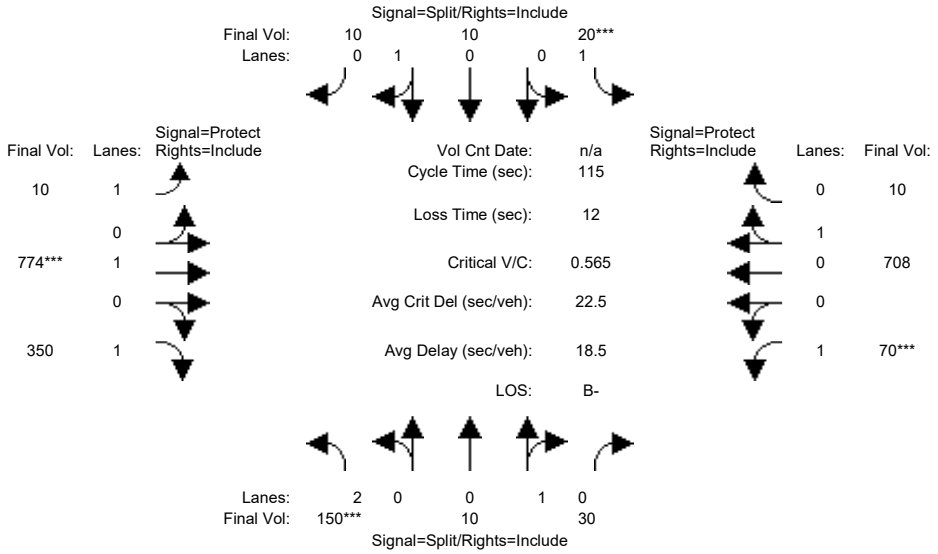
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	30	20	10	10	10	774	350	70	708	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	30	20	10	10	10	774	350	70	708	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	30	20	10	10	10	774	350	70	708	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	30	20	10	10	10	774	350	70	708	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.25	0.75	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	450	1350	1750	900	900	1750	1900	1750	1750	1775	25
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.01	0.41	0.20	0.04	0.40	0.40
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.0	75.6	75.6	7.4	72.0	72.0
Volume/Cap:	0.55	0.26	0.26	0.13	0.13	0.13	0.06	0.62	0.30	0.62	0.64	0.64
Delay/Veh:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	14.6	14.6
LOS by Move:	D-	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	3	1	1	1	1	1	0	15	6	3	17	17

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

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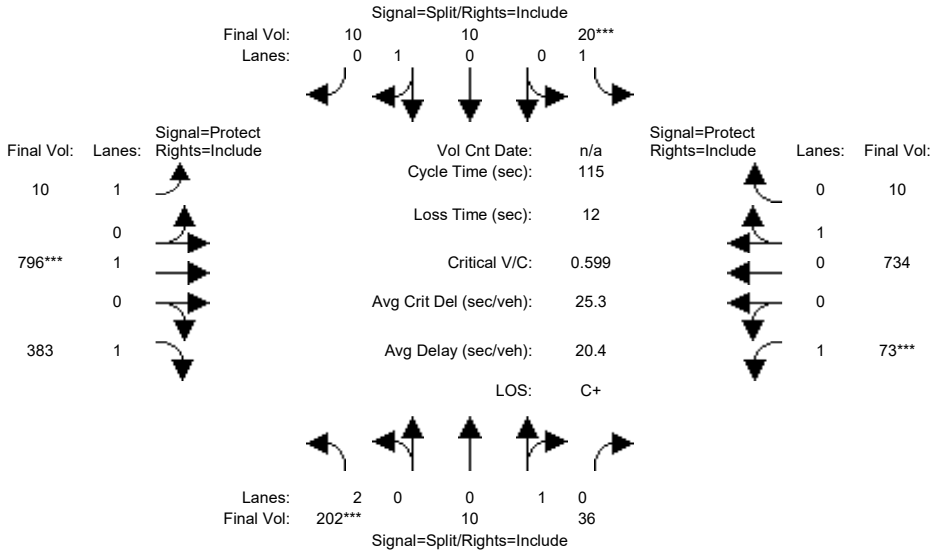
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	52	0	6	0	0	0	0	26	33	3	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	10	36	20	10	10	10	796	383	73	734	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	10	36	20	10	10	10	796	383	73	734	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	10	36	20	10	10	10	796	383	73	734	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	10	36	20	10	10	10	796	383	73	734	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.22	0.78	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	391	1409	1750	900	900	1750	1900	1750	1750	1776	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.01	0.01	0.01	0.01	0.42	0.22	0.04	0.41	0.41
Crit Moves:	****			****				****		****		
Green Time:	11.4	11.4	11.4	10.0	10.0	10.0	10.5	74.2	74.2	7.4	71.2	71.2
Volume/Cap:	0.65	0.26	0.26	0.13	0.13	0.13	0.06	0.65	0.34	0.65	0.67	0.67
Delay/Veh:	54.7	48.7	48.7	48.9	48.8	48.8	47.9	13.7	9.4	65.1	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	48.7	48.7	48.9	48.8	48.8	47.9	13.7	9.4	65.1	15.8	15.8
LOS by Move:	D-	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	4	2	2	1	1	1	0	17	6	3	18	18

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

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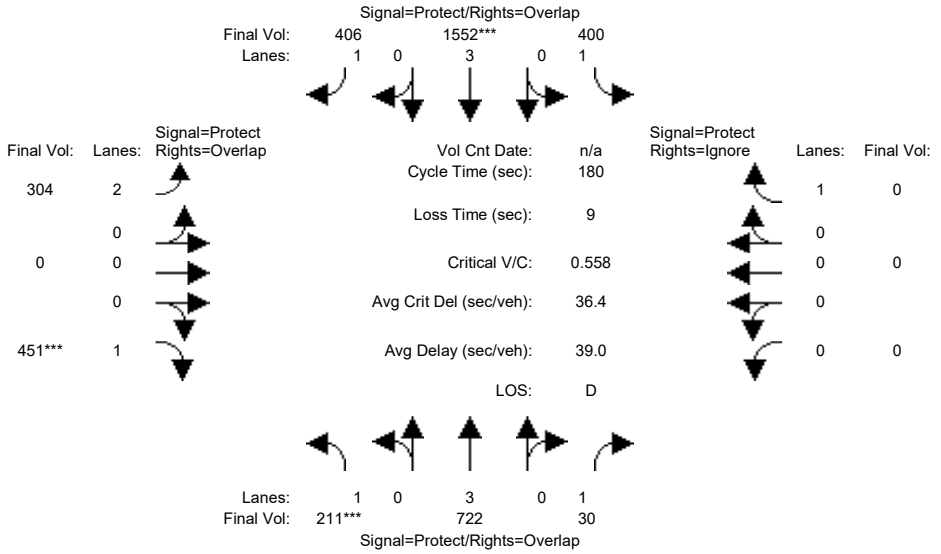
Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	1	12	0	0	22	6	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	722	30	400	1552	406	304	0	451	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	722	30	400	1552	406	304	0	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	722	30	400	1552	406	304	0	451	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	211	722	30	400	1552	406	304	0	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.23	0.27	0.23	0.10	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	38.9	45.2	45.2	81.6	87.8	132.1	44.2	0.0	83.2	0.0	0.0	0.0
Volume/Cap:	0.56	0.50	0.07	0.50	0.56	0.32	0.39	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
LOS by Move:	E	E+	D-	D+	C-	A	E+	A	D+	A	A	A
HCM2kAvgQ:	11	11	1	16	19	8	8	0	19	0	0	0

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

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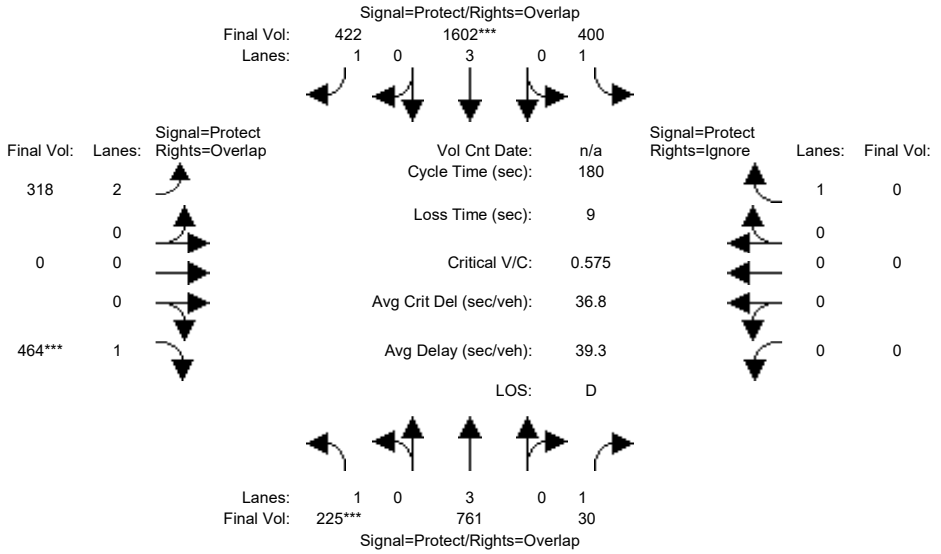
Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	15	51	0	0	72	22	18	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	761	30	400	1602	422	318	0	464	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	225	761	30	400	1602	422	318	0	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	761	30	400	1602	422	318	0	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	225	761	30	400	1602	422	318	0	464	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.23	0.28	0.24	0.10	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	40.3	47.3	47.3	81.0	88.0	130.7	42.8	0.0	83.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.51	0.07	0.51	0.57	0.33	0.42	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	64.3	56.8	49.8	35.9	33.0	9.0	58.6	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	56.8	49.8	35.9	33.0	9.0	58.6	0.0	36.6	0.0	0.0	0.0
LOS by Move:	E	E+	D	D+	C-	A	E+	A	D+	A	A	A
HCM2kAvgQ:	12	11	1	16	20	9	8	0	19	0	0	0

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

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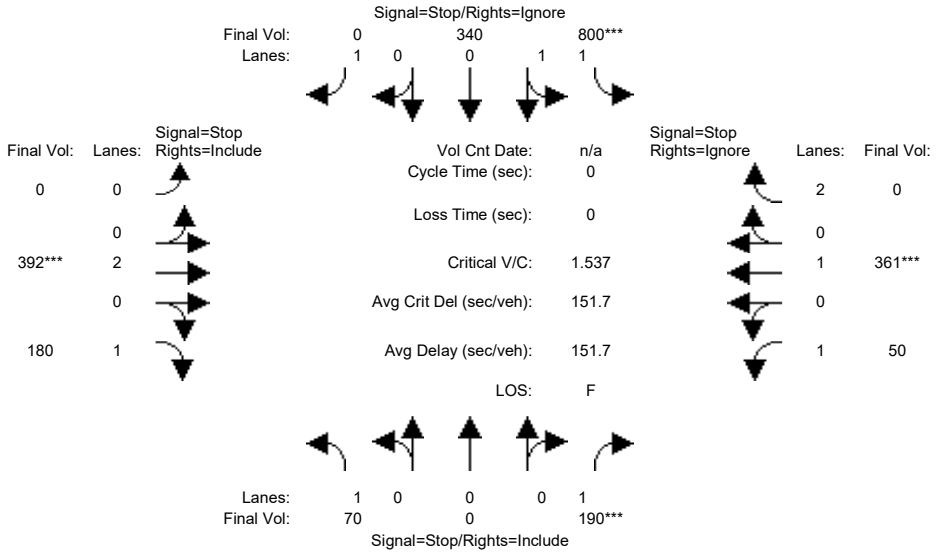
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	800	340	50	0	392	180	50	361	606
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	800	340	0	0	392	180	50	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	800	340	0	0	392	180	50	361	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	800	340	0	0	392	180	50	361	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.40	0.60	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	403	521	226	406	0	733	395	333	356	741
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.54	1.50	0.00	xxxx	0.53	0.46	0.15	1.01	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:	17.8			274.8			21.8			75.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			274.8			21.8			75.5		
LOS by Appr:	C			F			C			F		
AllWayAvgQ:	0.2	0.0	0.8	26.5	26.5	0.0	0.0	1.1	0.8	0.2	7.0	0.0

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

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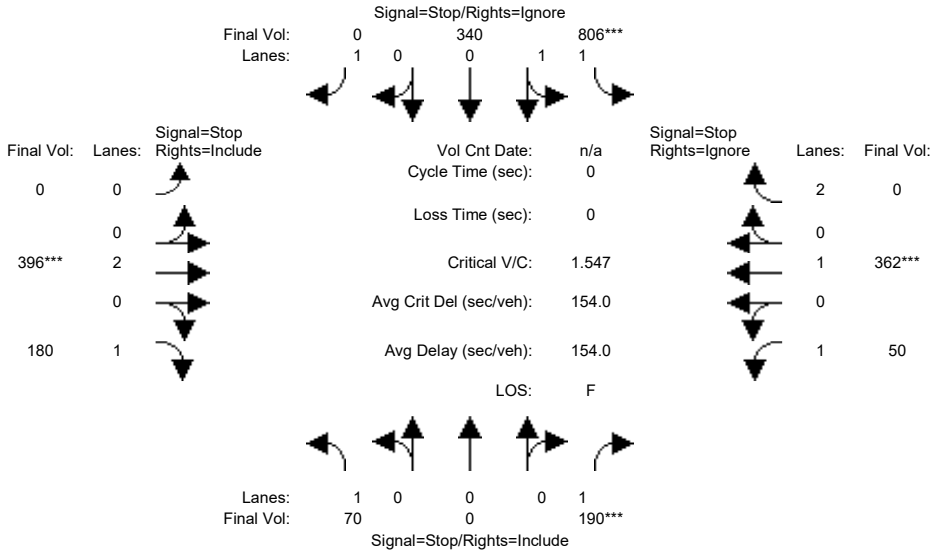
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	6	0	0	0	6	0	0	2	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	806	340	50	0	396	180	50	362	697
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	806	340	0	0	396	180	50	362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	806	340	0	0	396	180	50	362	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	806	340	0	0	396	180	50	362	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	403	521	225	405	0	733	395	332	355	740
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.55	1.51	0.00	xxxx	0.54	0.46	0.15	1.02	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	15.1	0.0	18.9	283.6	269	0.0	0.0	23.2	19.1	15.2	85.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.9	283.6	269	0.0	0.0	23.2	19.1	15.2	85.0	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:	17.8			279.1			21.9			76.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			279.1			21.9			76.5		
LOS by Appr:	C			F			C			F		
AllWayAvgQ:	0.2	0.0	0.8	27.0	27.0	0.0	0.0	1.1	0.8	0.2	7.1	0.0

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

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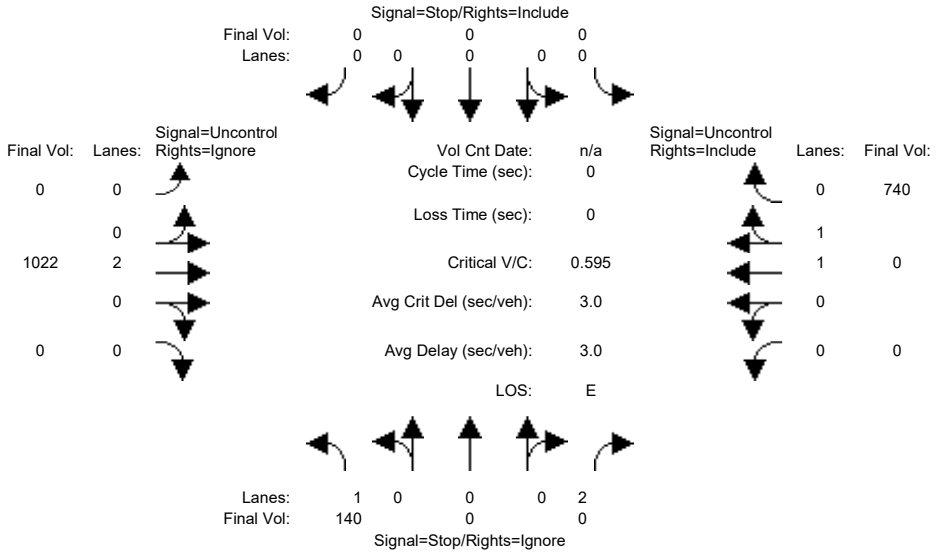
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	29	0	0	0	0	2	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1839	0	0	0	0	1022	240	0	907	740
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1022	0	0	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1022	0	0	0	740
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1022	xxxx	511	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.59	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	40.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		40.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

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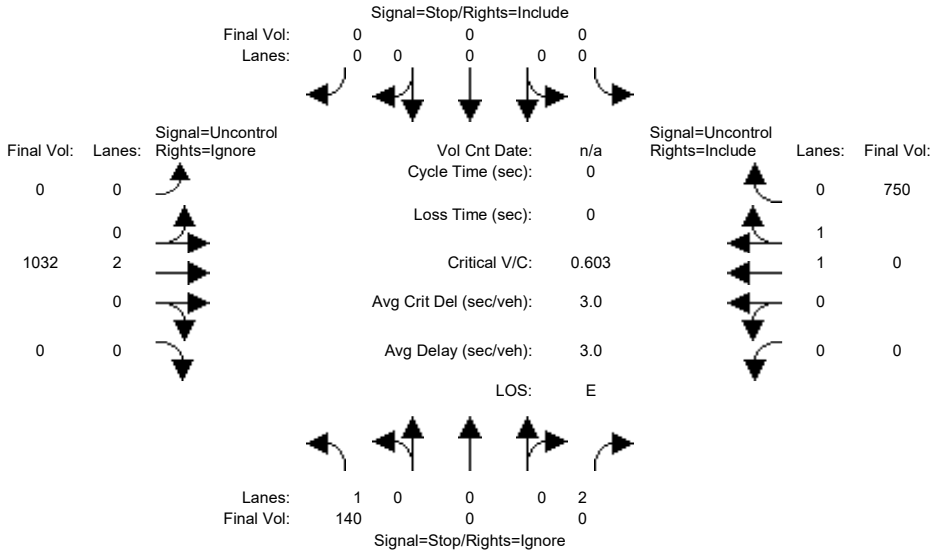
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	119	0	0	0	0	12	0	0	109	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1929	0	0	0	0	1032	240	0	999	750
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1032	0	0	0	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1032	0	0	0	750
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1032	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	232	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	232	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.60	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	41.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		41.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

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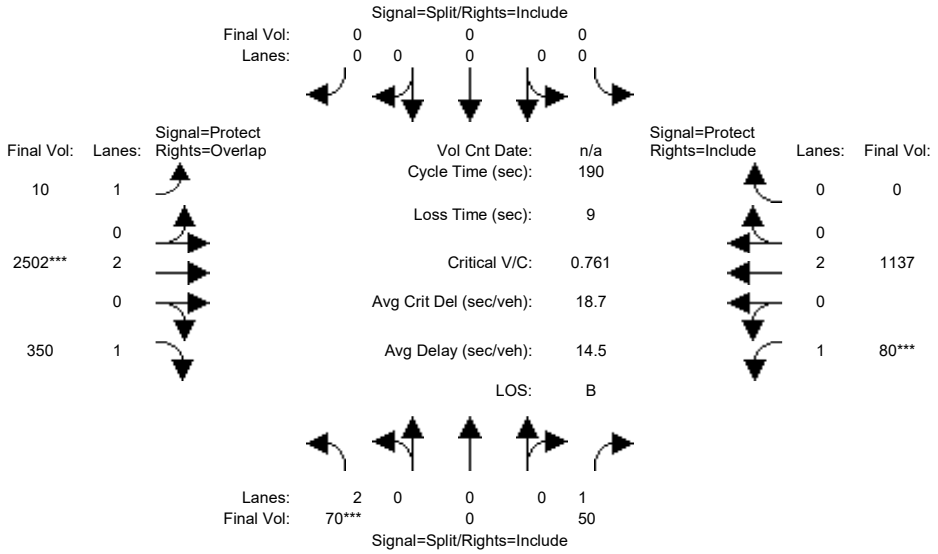
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2502	350	80	1137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2502	350	80	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2502	350	80	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	50	0	0	0	10	2502	350	80	1137	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.66	0.20	0.05	0.30	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.83	0.23	0.54	0.37	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2kAvgQ:	3	0	3	0	0	0	1	46	4	5	9	0

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

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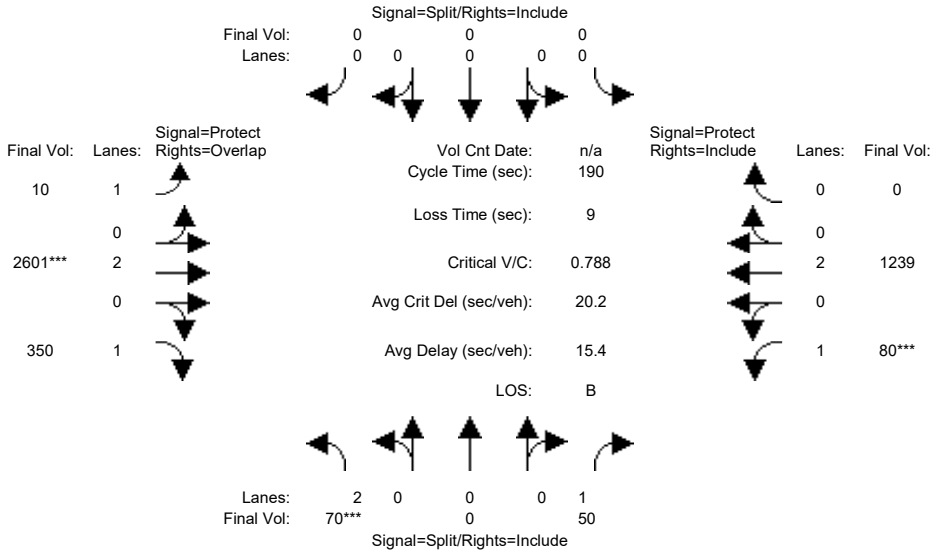
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	131	0	0	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2601	350	80	1239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2601	350	80	1239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2601	350	80	1239	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	50	0	0	0	10	2601	350	80	1239	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.68	0.20	0.05	0.33	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.86	0.23	0.54	0.40	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.2	2.2	91.0	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.2	2.2	91.0	4.9	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2kAvgQ:	3	0	3	0	0	0	1	52	4	5	10	0

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

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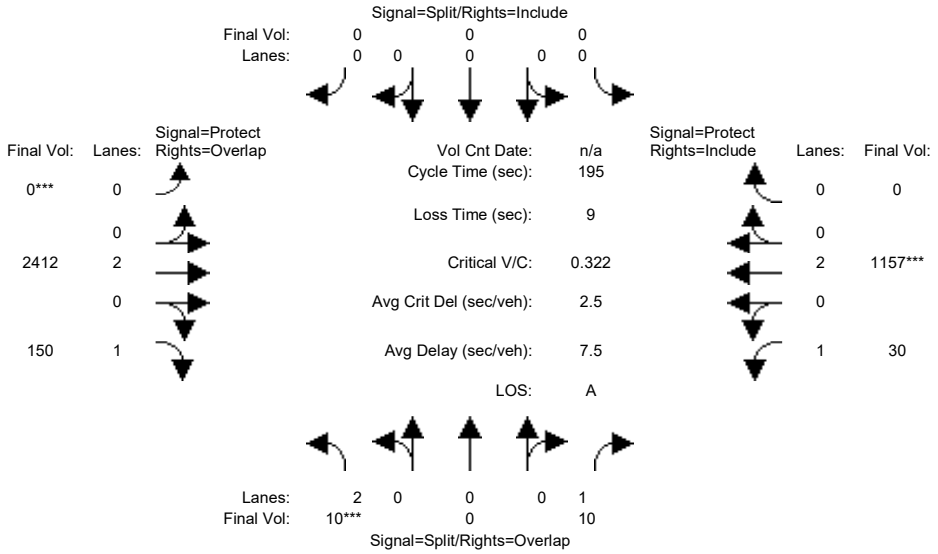
Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2412	150	30	1157	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2412	150	30	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2412	150	30	1157	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2412	150	30	1157	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.63	0.09	0.02	0.30	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.76	0.10	0.29	0.34	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	33	1	2	6	0

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

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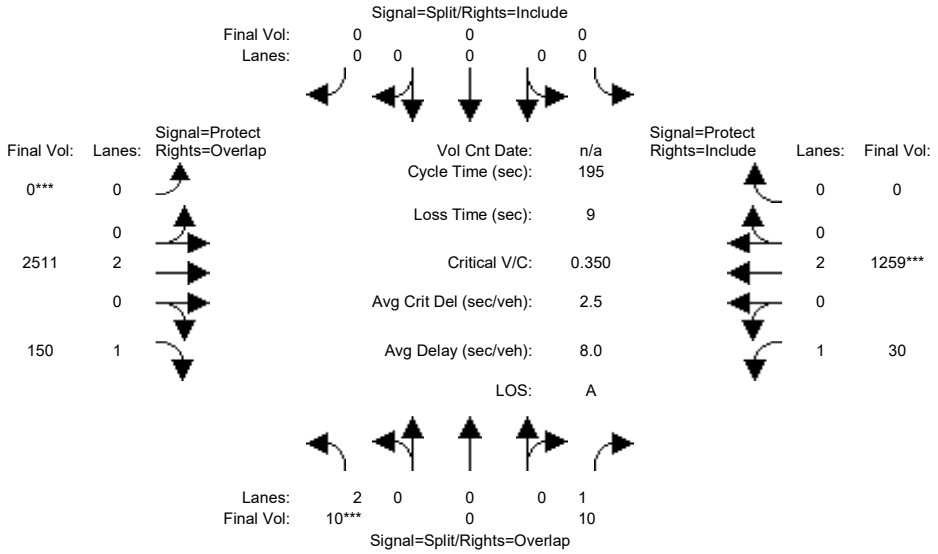
Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	131	0	0	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2511	150	30	1259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2511	150	30	1259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2511	150	30	1259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2511	150	30	1259	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.66	0.09	0.02	0.33	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.79	0.10	0.29	0.37	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.8	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.8	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	37	1	2	7	0

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

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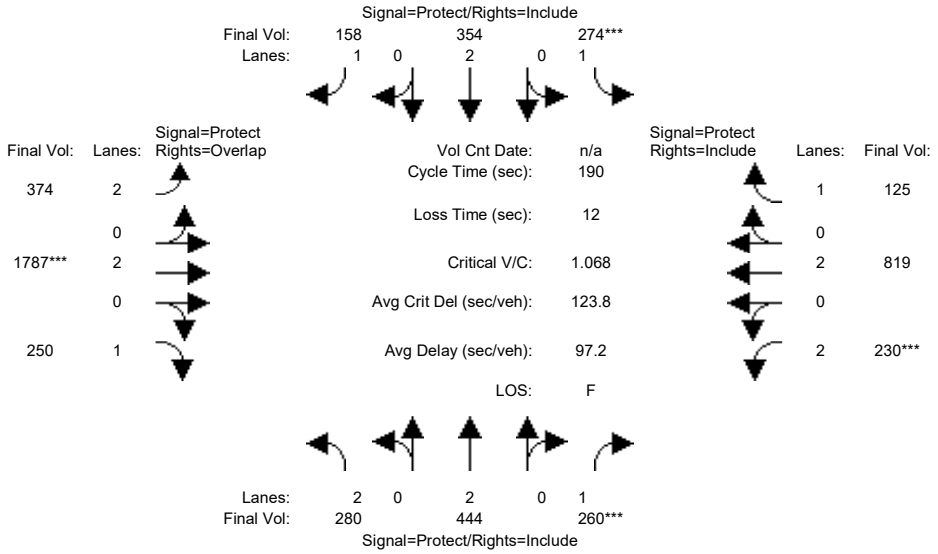
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	24	0	4	14	8	14	17	0	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	444	260	274	354	158	374	1787	250	230	819	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	444	260	274	354	158	374	1787	250	230	819	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	444	260	274	354	158	374	1787	250	230	819	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	444	260	274	354	158	374	1787	250	230	819	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.15	0.31	0.19	0.09	0.12	0.47	0.14	0.07	0.22	0.07
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.69	0.88	1.98	0.82	0.40	0.64	0.91	0.23	0.74	0.50	0.17
Delay/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2kAvgQ:	11	12	17	36	11	10	13	53	10	9	22	7

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

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Stanford 2018 GUP
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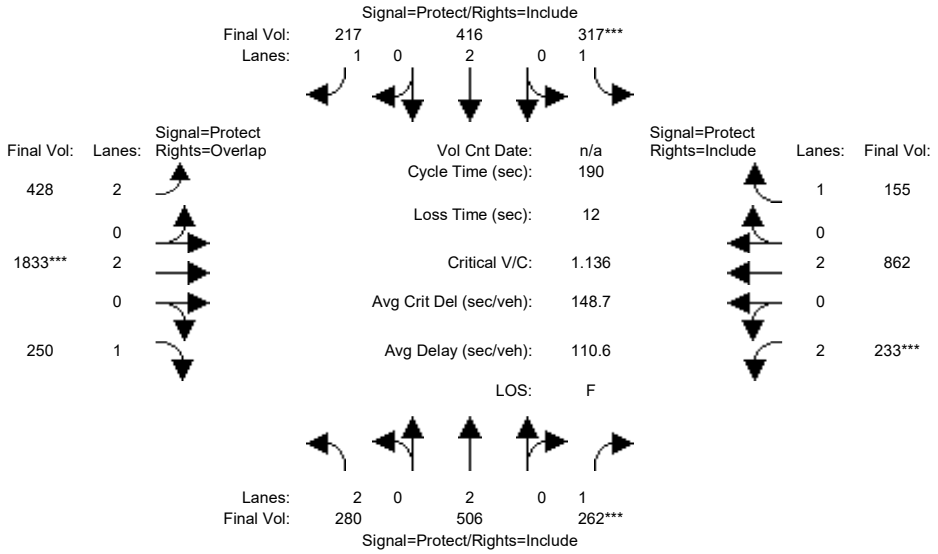
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	86	2	47	76	67	68	63	0	3	52	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	506	262	317	416	217	428	1833	250	233	862	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	506	262	317	416	217	428	1833	250	233	862	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	506	262	317	416	217	428	1833	250	233	862	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	506	262	317	416	217	428	1833	250	233	862	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.15	0.36	0.22	0.12	0.14	0.48	0.14	0.07	0.23	0.09
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.79	0.89	2.29	0.96	0.54	0.73	0.94	0.23	0.75	0.53	0.21
Delay/Veh:	116.8	87.2	108.6	686.3	110	70.3	82.1	67.1	25.1	104.6	64.4	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	87.2	108.6	686.3	110	70.3	82.1	67.1	25.1	104.6	64.4	54.5
LOS by Move:	F	F	F	F	F	E	F	E	C	F	E	D-
HCM2kAvgQ:	11	15	17	44	14	13	15	55	10	9	23	9

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

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2000 HCM Operations (Future Volume Alternative)
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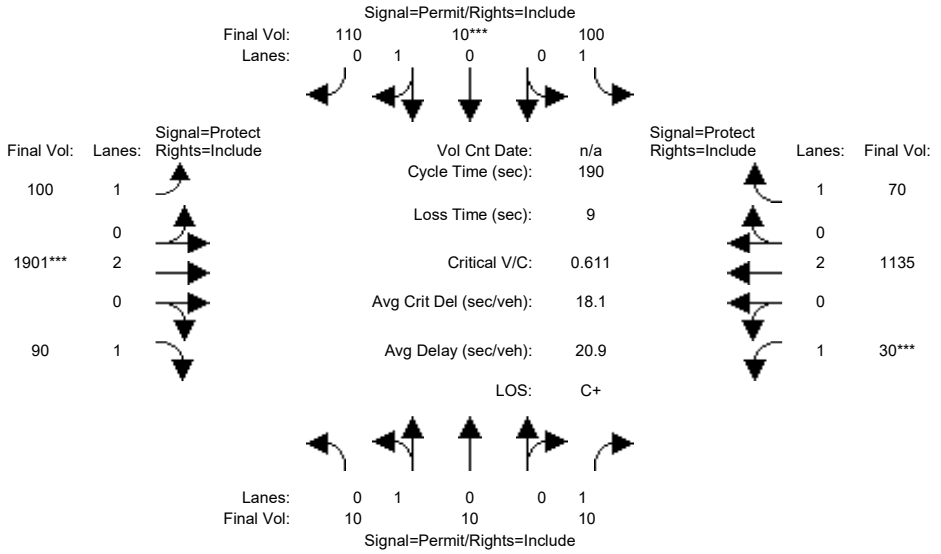
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	0	0	0	0	0	0	0	21	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	100	10	110	100	1901	90	30	1135	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	100	10	110	100	1901	90	30	1135	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	100	10	110	100	1901	90	30	1135	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	100	10	110	100	1901	90	30	1135	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.50	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	900	900	1750	1750	150	1650	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.50	0.05	0.02	0.30	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.08	0.08	0.04	0.40	0.46	0.46	0.40	0.67	0.07	0.29	0.45	0.06
Delay/Veh:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	1	1	1	6	7	7	6	27	1	2	16	2

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

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Stanford 2018 GUP
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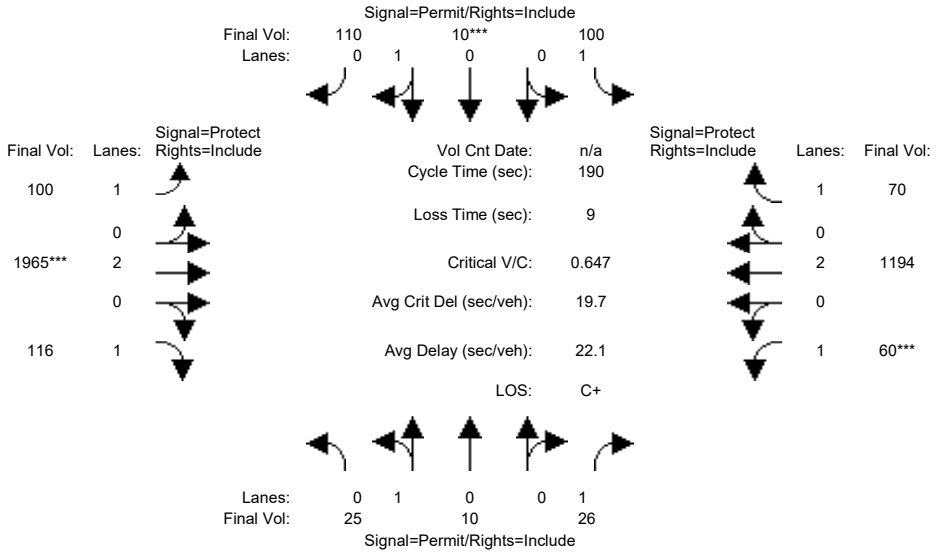
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	15	0	16	0	0	0	0	85	26	30	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	10	26	100	10	110	100	1965	116	60	1194	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	10	26	100	10	110	100	1965	116	60	1194	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	10	26	100	10	110	100	1965	116	60	1194	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	10	26	100	10	110	100	1965	116	60	1194	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.29	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1286	514	1750	1750	150	1650	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.07	0.07	0.06	0.52	0.07	0.03	0.31	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.13	0.13	0.10	0.40	0.46	0.46	0.40	0.69	0.09	0.57	0.47	0.06
Delay/Veh:	75.3	75.3	74.9	79.1	80.2	80.2	79.4	13.6	6.7	99.6	16.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	75.3	74.9	79.1	80.2	80.2	79.4	13.6	6.7	99.6	16.3	11.6
LOS by Move:	E-	E-	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	2	2	1	6	7	7	6	29	2	4	17	2

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

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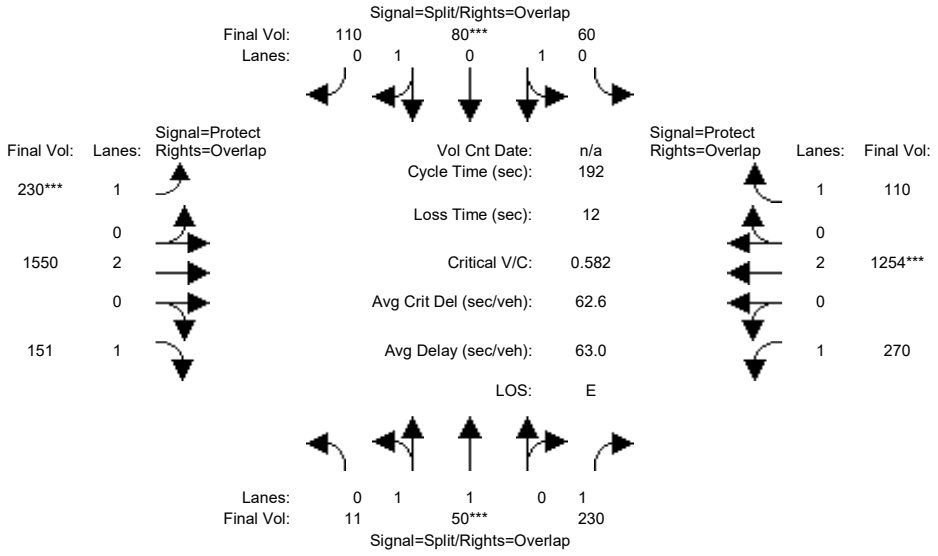
Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	1	0	0	0	0	0	0	20	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	230	60	80	110	230	1550	151	270	1254	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	230	60	80	110	230	1550	151	270	1254	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	230	60	80	110	230	1550	151	270	1254	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	50	230	60	80	110	230	1550	151	270	1254	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.13	0.41	0.09	0.15	0.33	0.06
Crit Moves:		****			****		****				****	
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.11	0.11	0.39	0.46	0.46	0.22	0.79	0.90	0.14	0.84	0.70	0.10
Delay/Veh:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D-	C+
HCM2kAvgQ:	2	2	11	8	8	6	15	47	6	17	32	4

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

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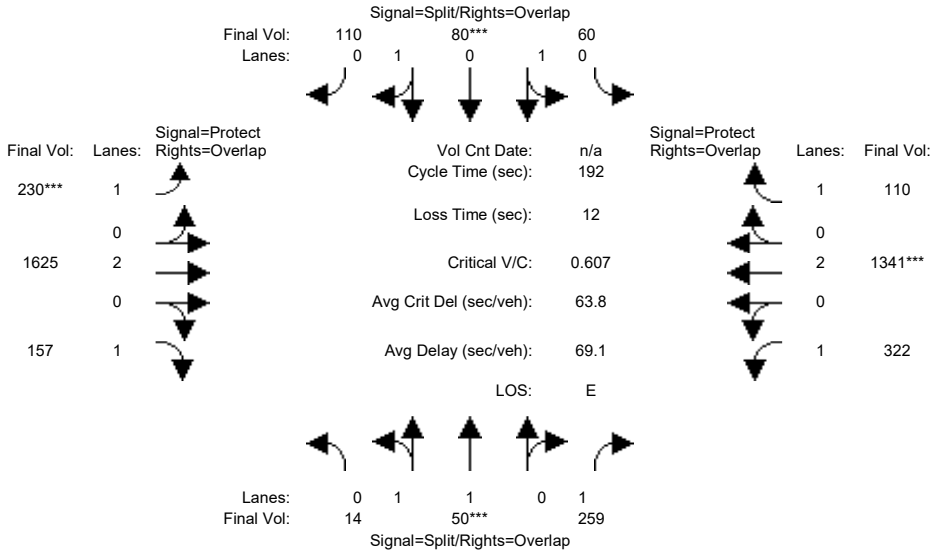
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	4	0	29	0	0	0	0	95	7	52	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	50	259	60	80	110	230	1625	157	322	1341	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	50	259	60	80	110	230	1625	157	322	1341	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	50	259	60	80	110	230	1625	157	322	1341	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	50	259	60	80	110	230	1625	157	322	1341	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.45	1.55	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	809	2890	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.15	0.07	0.07	0.07	0.13	0.43	0.09	0.18	0.35	0.06
Crit Moves:		****			****		****				****	
Green Time:	29.2	29.2	64.6	29.2	29.2	61.2	32.0	86.9	116.1	35.5	90.4	119.5
Volume/Cap:	0.11	0.11	0.44	0.46	0.46	0.22	0.79	0.94	0.15	1.00	0.75	0.10
Delay/Veh:	74.7	74.7	53.2	79.4	79.4	51.0	94.9	74.6	24.7	132.2	55.1	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	53.2	79.4	79.4	51.0	94.9	74.6	24.7	132.2	55.1	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	E+	C+
HCM2kAvgQ:	2	2	13	8	8	6	15	51	6	22	35	4

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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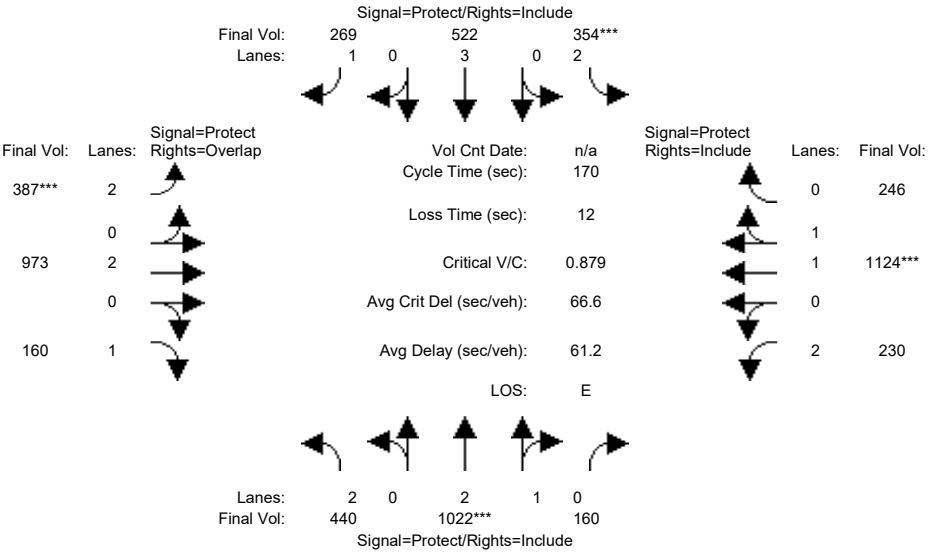
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	0	22	0	4	12	9	17	3	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1022	160	354	522	269	387	973	160	230	1124	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1022	160	354	522	269	387	973	160	230	1124	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1022	160	354	522	269	387	973	160	230	1124	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1022	160	354	522	269	387	973	160	230	1124	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.58	0.42	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	4841	758	3150	5700	1750	3150	3800	1750	3150	3035	664
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.11	0.09	0.15	0.12	0.26	0.09	0.07	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	29.8	40.8	40.8	21.7	32.8	32.8	23.8	74.2	104.0	21.2	71.6	71.6
Volume/Cap:	0.80	0.88	0.88	0.88	0.47	0.80	0.88	0.59	0.15	0.59	0.88	0.88
Delay/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
LOS by Move:	E-	E	E	F	E	E-	F	D+	B	E	D-	D-
HCM2kAvgQ:	15	23	23	12	8	15	12	18	4	7	35	35

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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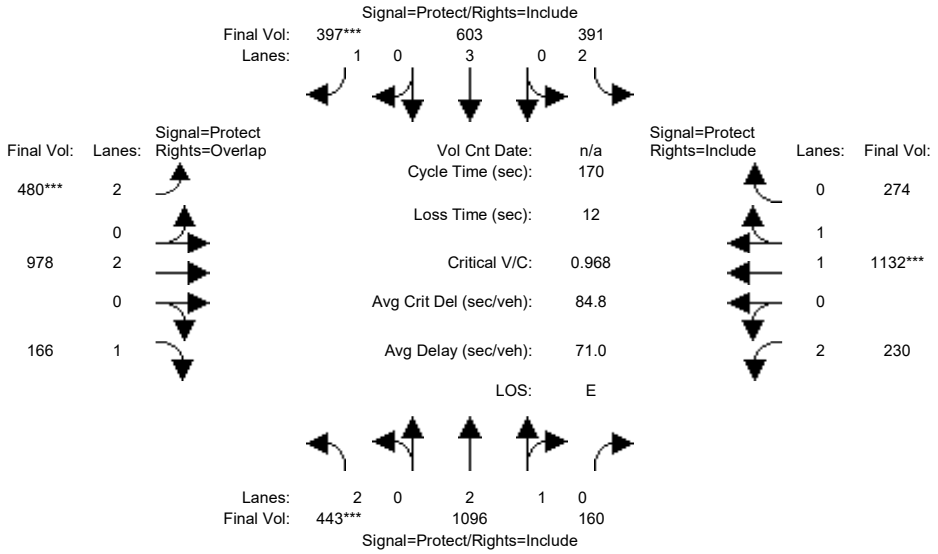
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	3	96	0	41	93	137	110	8	6	0	12	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	1096	160	391	603	397	480	978	166	230	1132	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	1096	160	391	603	397	480	978	166	230	1132	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1096	160	391	603	397	480	978	166	230	1132	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	443	1096	160	391	603	397	480	978	166	230	1132	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.60	0.40	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.60	0.40
Final Sat.:	3150	4886	713	3150	5700	1750	3150	3800	1750	3150	2978	721
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.12	0.11	0.23	0.15	0.26	0.09	0.07	0.38	0.38
Crit Moves:	****					****	****				****	
Green Time:	24.7	41.5	41.5	23.0	39.8	39.8	26.8	72.8	97.5	20.7	66.7	66.7
Volume/Cap:	0.97	0.92	0.92	0.92	0.45	0.97	0.97	0.60	0.17	0.60	0.97	0.97
Delay/Veh:	106.1	72.6	72.6	97.3	56.0	100.5	103.5	38.0	17.2	73.4	67.2	67.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.1	72.6	72.6	97.3	56.0	100.5	103.5	38.0	17.2	73.4	67.2	67.2
LOS by Move:	F	E	E	F	E+	F	F	D+	B	E	E	E
HCM2kAvgQ:	18	25	25	13	9	25	15	18	4	7	41	41

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

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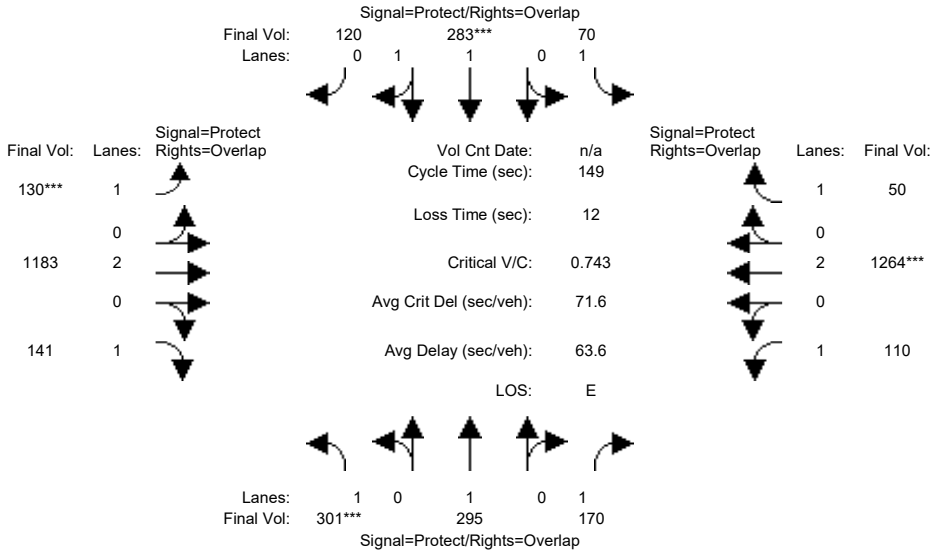
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	1	5	0	0	3	0	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	295	170	70	283	120	130	1183	141	110	1264	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	295	170	70	283	120	130	1183	141	110	1264	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	295	170	70	283	120	130	1183	141	110	1264	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	295	170	70	283	120	130	1183	141	110	1264	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2597	1101	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.10	0.04	0.11	0.11	0.07	0.31	0.08	0.06	0.33	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.87	0.47	0.22	0.46	0.50	0.31	0.54	0.80	0.14	0.53	0.89	0.06
Delay/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E	D+
HCM2kAvgQ:	18	11	5	3	9	7	7	28	6	6	32	2

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

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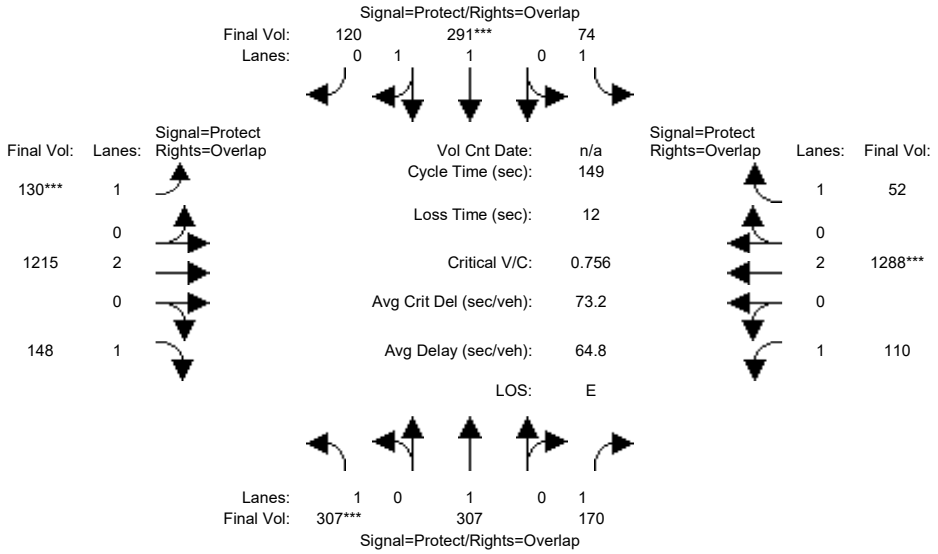
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	7	17	0	4	11	0	0	35	8	0	28	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	307	170	74	291	120	130	1215	148	110	1288	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	307	170	74	291	120	130	1215	148	110	1288	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	307	170	74	291	120	130	1215	148	110	1288	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	307	170	74	291	120	130	1215	148	110	1288	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2619	1080	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.10	0.04	0.11	0.11	0.07	0.32	0.08	0.06	0.34	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.88	0.49	0.22	0.49	0.51	0.31	0.54	0.82	0.14	0.53	0.91	0.06
Delay/Veh:	84.9	43.8	27.4	72.5	56.0	37.9	74.2	66.3	29.0	75.5	75.9	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	43.8	27.4	72.5	56.0	37.9	74.2	66.3	29.0	75.5	75.9	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E-	D+
HCM2kAvgQ:	19	12	5	4	9	7	7	30	6	6	33	2

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

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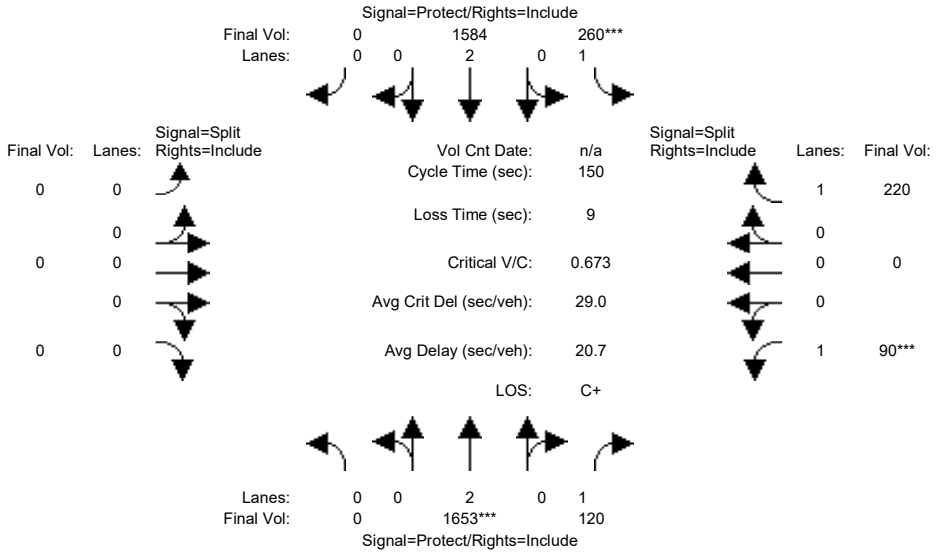
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1653	120	260	1584	0	0	0	0	90	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1653	120	260	1584	0	0	0	0	90	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1653	120	260	1584	0	0	0	0	90	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1653	120	260	1584	0	0	0	0	90	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.15	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.67	0.11	0.87	0.51	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	25	2	16	12	0	0	0	0	4	0	12

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

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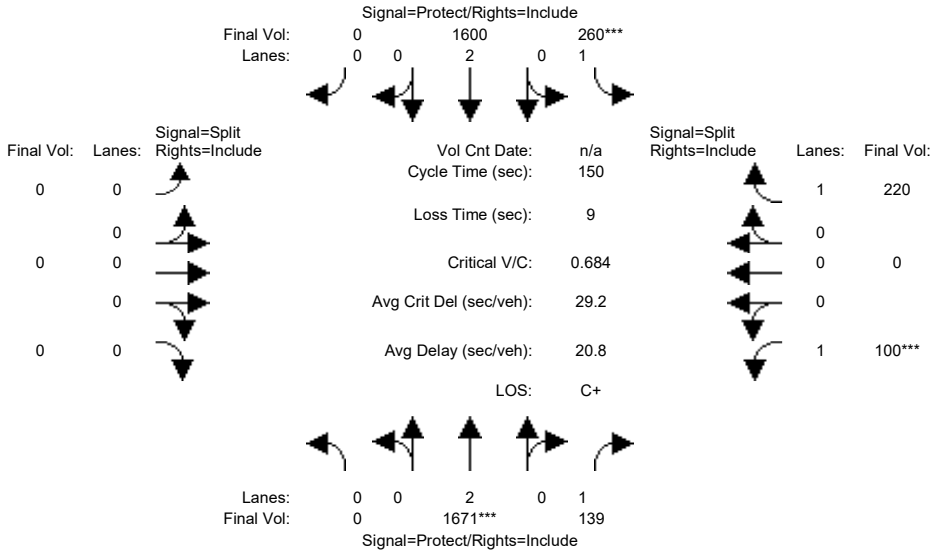
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	21	19	0	20	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1671	139	260	1600	0	0	0	0	100	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1671	139	260	1600	0	0	0	0	100	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1671	139	260	1600	0	0	0	0	100	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1671	139	260	1600	0	0	0	0	100	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.08	0.15	0.42	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.00	0.68	0.12	0.87	0.51	0.00	0.00	0.00	0.00	0.31	0.00	0.68
Delay/Veh:	0.0	18.4	10.8	88.2	4.7	0.0	0.0	0.0	0.0	56.7	0.0	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	10.8	88.2	4.7	0.0	0.0	0.0	0.0	56.7	0.0	66.6
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	25	3	16	12	0	0	0	0	5	0	12

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

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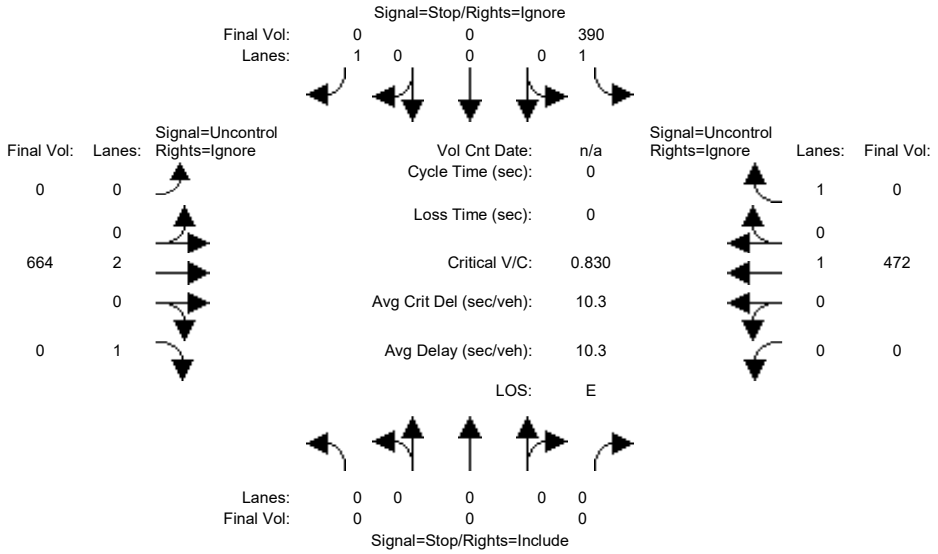
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)

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Street Name:          I-280 SB Ramps                    Alpine Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   390    0   520     0  660   180     0  470   370
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   390    0   520     0  660   180     0  470   370
Added Vol:      0    0     0     0    0     0     0    4     0     0    2     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   390    0   520     0  664   180     0  472   377
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0    0     0   390    0     0     0  664     0     0  472     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   390    0     0     0  664     0     0  472     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   804 xxxx   472  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   355 xxxx   596  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   355 xxxx   596  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    312  323 xxxxx   470  323 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.83 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   8.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  40.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     E    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             40.2           xxxxxx           xxxxxx
ApproachLOS:         *                E                *                *
Note: Queue reported is the number of cars per lane.
```

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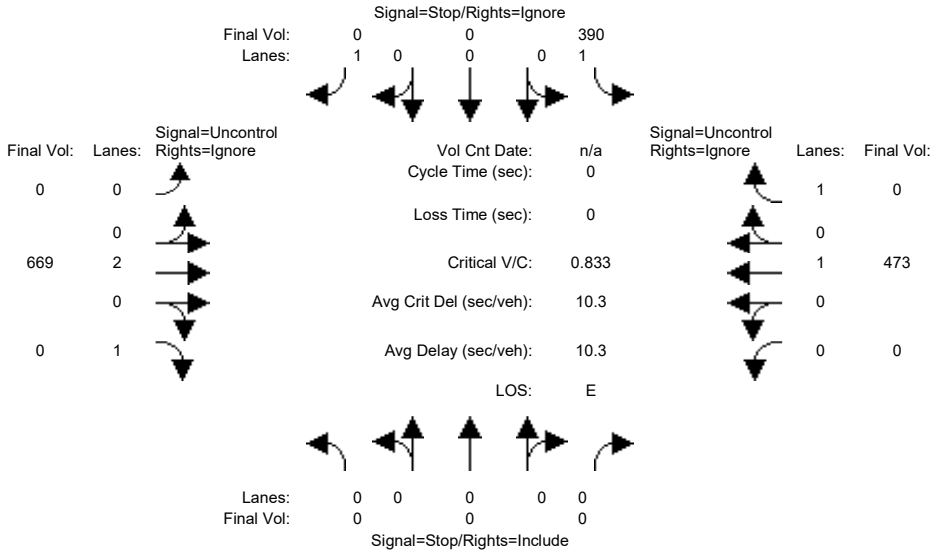
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	520	0	660	180	0	470	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	520	0	660	180	0	470	370
Added Vol:	0	0	0	0	0	0	0	9	0	0	3	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	520	0	669	180	0	473	409
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	669	0	0	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	669	0	0	473	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	808	xxxx	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	353	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	353	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	311	321	xxxxx	468	321	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.83	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			40.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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2000 HCM 4-Way Stop (Future Volume Alternative)
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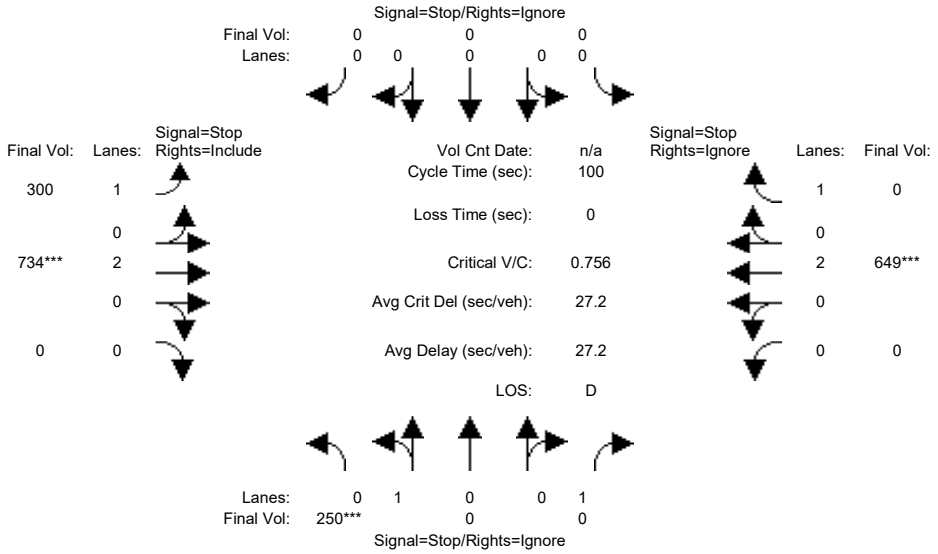
Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	11	0	0	0	0	4	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	881	0	0	0	300	734	0	0	649	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	734	0	0	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	734	0	0	649	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	734	0	0	649	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	406	0	455	0	0	0	453	971	0	0	897	480
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.76	xxxx	xxxx	0.72	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:		23.2			xxxxxx			27.6			28.1	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		23.2			xxxxxx			27.6			28.1	
LOS by Appr:		C			*			D			D	
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.2	0.0

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

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2000 HCM 4-Way Stop (Future Volume Alternative)
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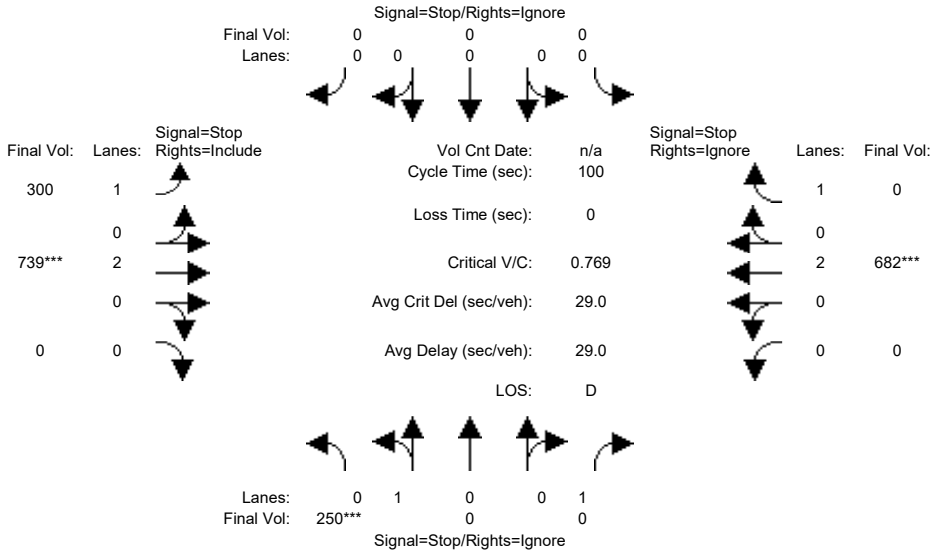
Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	41	0	0	0	0	9	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	911	0	0	0	300	739	0	0	682	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	739	0	0	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	739	0	0	682	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	739	0	0	682	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	404	0	452	0	0	0	449	961	0	0	895	479
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.67	0.77	xxxx	xxxx	0.76	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	24.8	30.3	0.0	0.0	31.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	24.8	30.3	0.0	0.0	31.3	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:		23.6			xxxxxx			28.7			31.3	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		23.6			xxxxxx			28.7			31.3	
LOS by Appr:		C			*			D			D	
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.8	2.7	0.0	0.0	2.6	0.0

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

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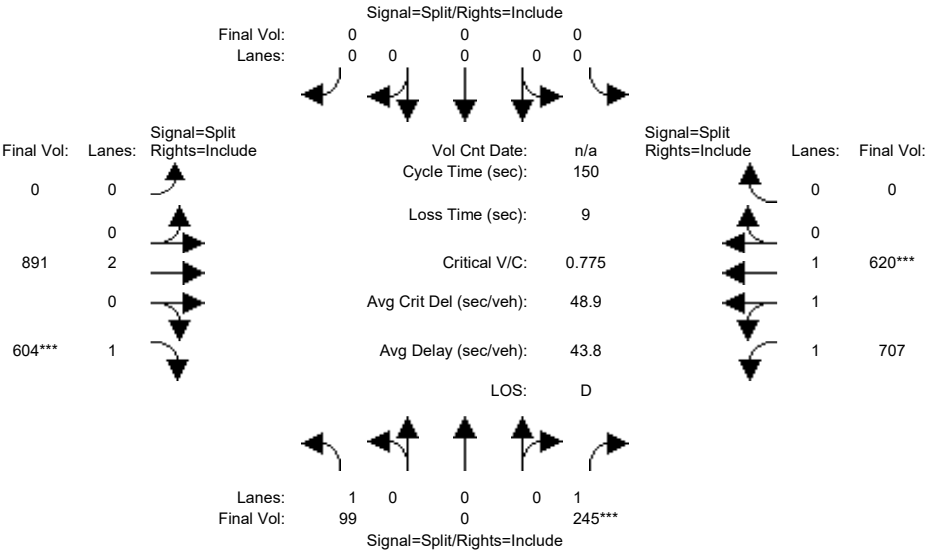
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	9	0	15	0	0	0	0	1	14	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	245	0	0	0	0	891	604	707	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	245	0	0	0	0	891	604	707	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	245	0	0	0	0	891	604	707	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	245	0	0	0	0	891	604	707	620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.64	1.36	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2901	2544	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.35	0.24	0.24	0.00
Crit Moves:			****						****		****	
Green Time:	27.1	0.0	27.1	0.0	0.0	0.0	0.0	66.8	66.8	47.1	47.1	0.0
Volume/Cap:	0.31	0.00	0.78	0.00	0.00	0.00	0.00	0.53	0.78	0.78	0.78	0.00
Delay/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D	D	A
HCM2kAvgQ:	4	0	12	0	0	0	0	15	26	19	19	0

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

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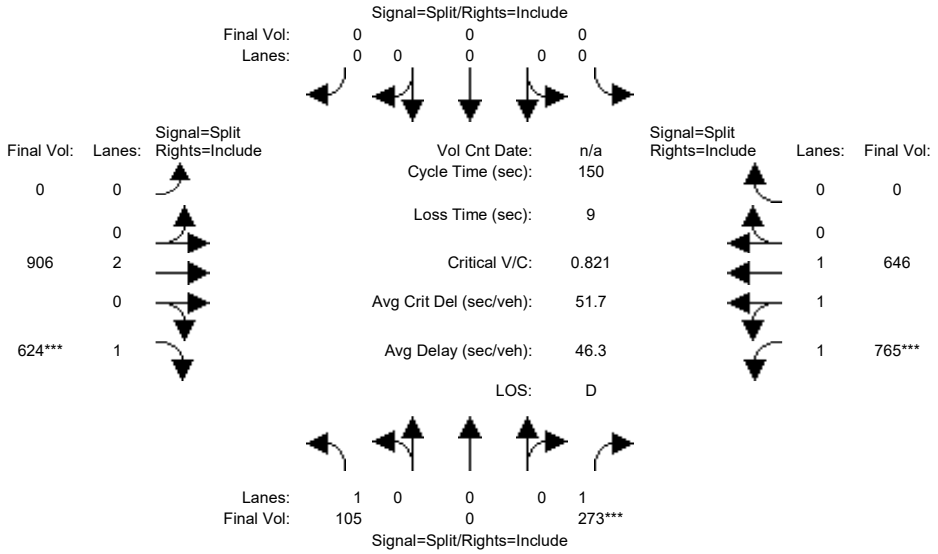
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	15	0	43	0	0	0	0	16	34	85	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	273	0	0	0	0	906	624	765	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	273	0	0	0	0	906	624	765	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	273	0	0	0	0	906	624	765	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	273	0	0	0	0	906	624	765	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.67	1.33	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2952	2493	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.36	0.26	0.26	0.00
Crit Moves:			****						****	****		
Green Time:	28.5	0.0	28.5	0.0	0.0	0.0	0.0	65.2	65.2	47.3	47.3	0.0
Volume/Cap:	0.32	0.00	0.82	0.00	0.00	0.00	0.00	0.55	0.82	0.82	0.82	0.00
Delay/Veh:	52.9	0.0	73.2	0.0	0.0	0.0	0.0	31.9	44.4	50.7	50.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	0.0	73.2	0.0	0.0	0.0	0.0	31.9	44.4	50.7	50.7	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D	D	A
HCM2kAvgQ:	4	0	14	0	0	0	0	15	29	21	21	0

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

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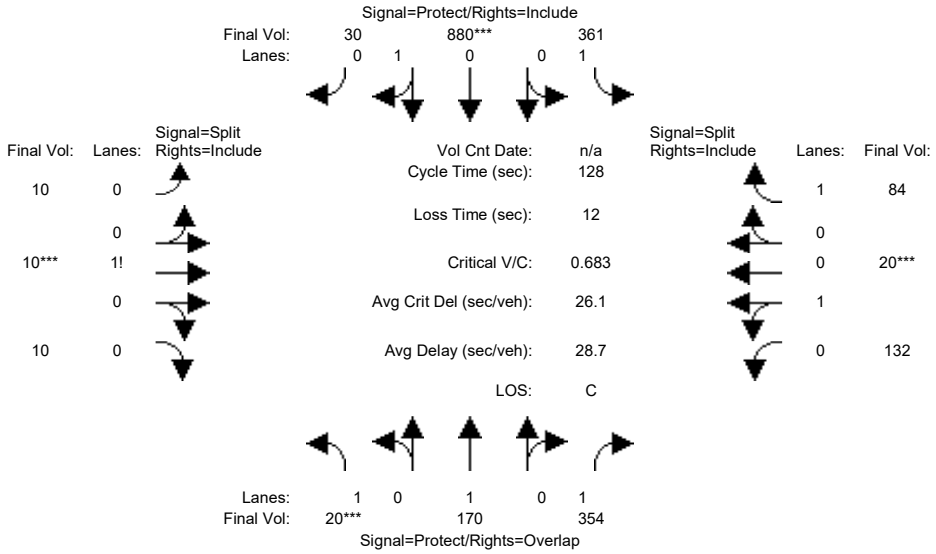
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	0	4	41	0	0	0	0	0	2	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	170	354	361	880	30	10	10	10	132	20	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	170	354	361	880	30	10	10	10	132	20	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	170	354	361	880	30	10	10	10	132	20	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	170	354	361	880	30	10	10	10	132	20	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	583	583	583	1563	237	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.20	0.21	0.51	0.51	0.02	0.02	0.02	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green Time:	8.0	34.1	48.4	59.6	85.7	85.7	8.0	8.0	8.0	14.3	14.3	14.3
Volume/Cap:	0.18	0.34	0.54	0.44	0.76	0.76	0.27	0.27	0.27	0.76	0.76	0.43
Delay/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
LOS by Move:	E+	D+	C	C	B	B	E+	E+	E+	E	E	D-
HCM2kAvgQ:	1	5	11	10	26	26	1	1	1	8	8	4

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

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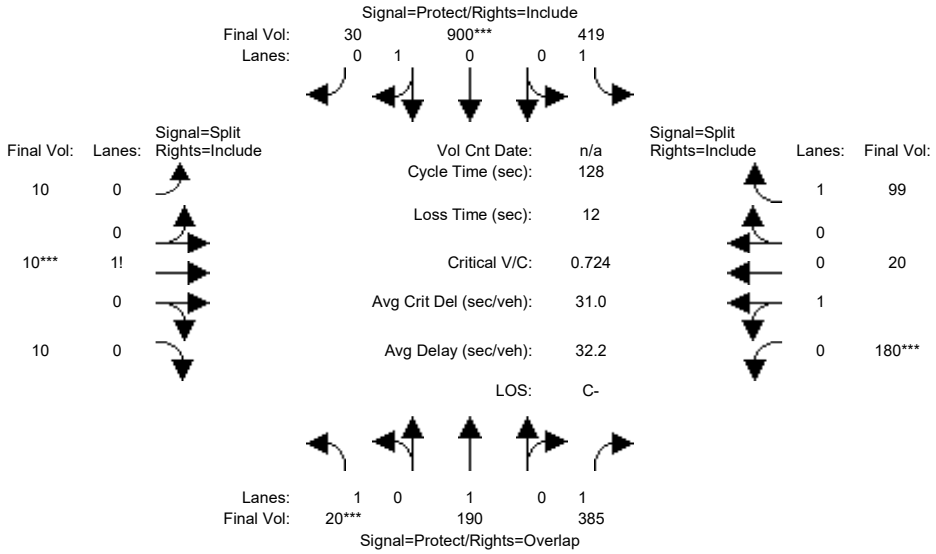
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	20	35	99	20	0	0	0	0	50	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	190	385	419	900	30	10	10	10	180	20	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	190	385	419	900	30	10	10	10	180	20	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	190	385	419	900	30	10	10	10	180	20	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	190	385	419	900	30	10	10	10	180	20	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.90	0.10	1.00
Final Sat.:	1750	1900	1750	1750	1742	58	583	583	583	1620	180	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.22	0.24	0.52	0.52	0.02	0.02	0.02	0.11	0.11	0.06
Crit Moves:	****				****			****			****	
Green Time:	8.0	28.2	45.9	62.1	82.3	82.3	8.0	8.0	8.0	17.7	17.7	17.7
Volume/Cap:	0.18	0.45	0.61	0.49	0.80	0.80	0.27	0.27	0.27	0.80	0.80	0.41
Delay/Veh:	57.7	44.0	35.5	22.8	21.0	21.0	58.6	58.6	58.6	70.5	70.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	44.0	35.5	22.8	21.0	21.0	58.6	58.6	58.6	70.5	70.5	51.5
LOS by Move:	E+	D	D+	C+	C+	C+	E+	E+	E+	E	E	D-
HCM2kAvgQ:	1	6	13	12	29	29	1	1	1	10	10	4

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

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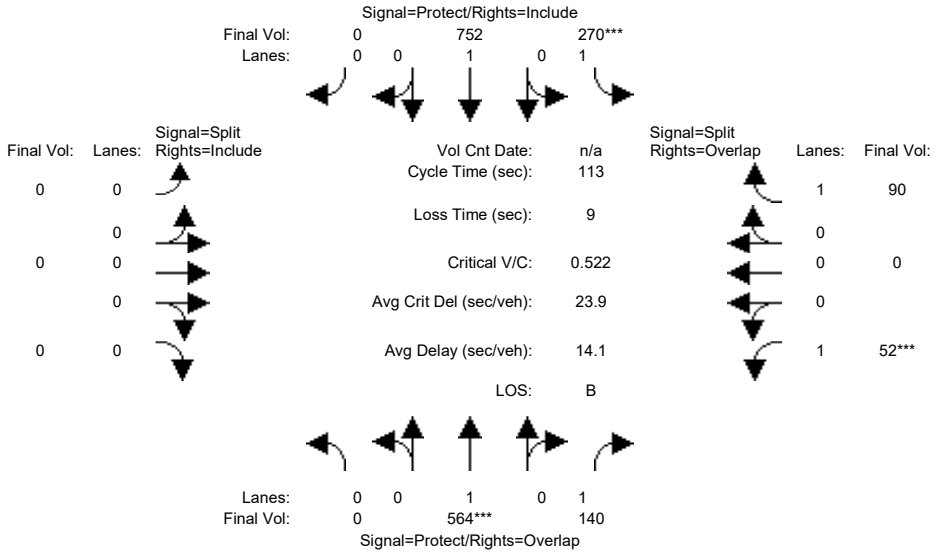
Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	4	20	0	2	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	140	270	752	0	0	0	0	52	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	564	140	270	752	0	0	0	0	52	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	140	270	752	0	0	0	0	52	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	140	270	752	0	0	0	0	52	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.15	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	63.2	71.2	32.8	96.0	0.0	0.0	0.0	0.0	8.0	0.0	40.8
Volume/Cap:	0.00	0.53	0.13	0.53	0.47	0.00	0.00	0.00	0.00	0.42	0.00	0.14
Delay/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
LOS by Move:	A	B	A	C-	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	12	2	8	6	0	0	0	0	2	0	2

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

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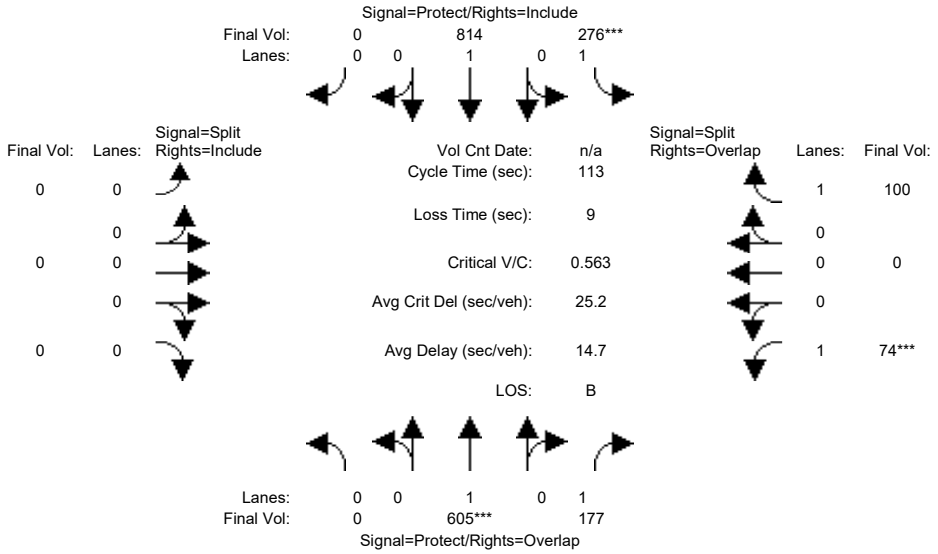
Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	45	57	6	64	0	0	0	0	34	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	605	177	276	814	0	0	0	0	74	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	605	177	276	814	0	0	0	0	74	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	605	177	276	814	0	0	0	0	74	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	605	177	276	814	0	0	0	0	74	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.10	0.16	0.43	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	63.9	72.4	31.6	95.5	0.0	0.0	0.0	0.0	8.5	0.0	40.1
Volume/Cap:	0.00	0.56	0.16	0.56	0.51	0.00	0.00	0.00	0.00	0.56	0.00	0.16
Delay/Veh:	0.0	16.4	8.2	36.3	2.6	0.0	0.0	0.0	0.0	56.0	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	8.2	36.3	2.6	0.0	0.0	0.0	0.0	56.0	0.0	25.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	E+	A	C
HCM2kAvgQ:	0	13	3	8	7	0	0	0	0	4	0	3

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

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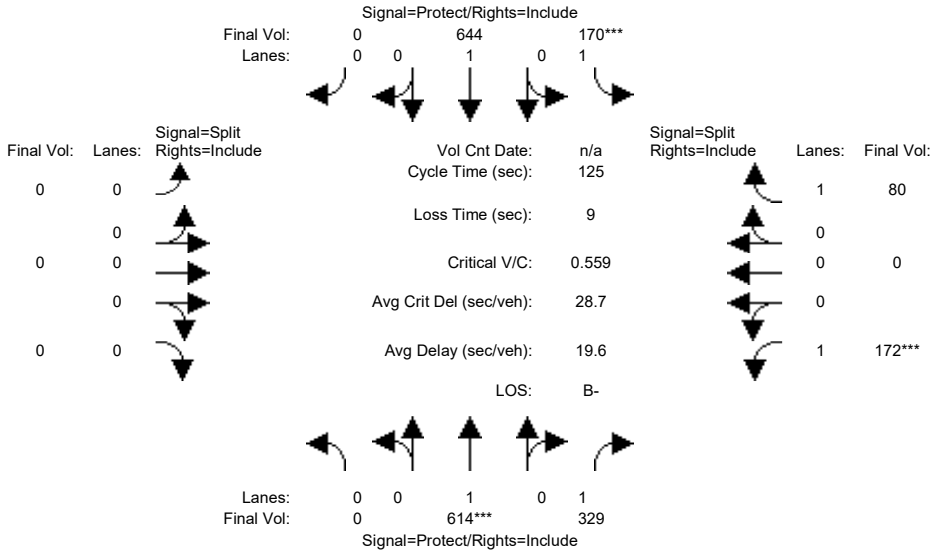
Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	24	19	0	14	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	614	329	170	644	0	0	0	0	172	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	614	329	170	644	0	0	0	0	172	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	329	170	644	0	0	0	0	172	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	614	329	170	644	0	0	0	0	172	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.19	0.10	0.34	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	72.3	72.3	21.7	94.0	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.56	0.33	0.56	0.45	0.00	0.00	0.00	0.00	0.56	0.00	0.26
Delay/Veh:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	0.0	44.9
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	14	7	6	9	0	0	0	0	7	0	3

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

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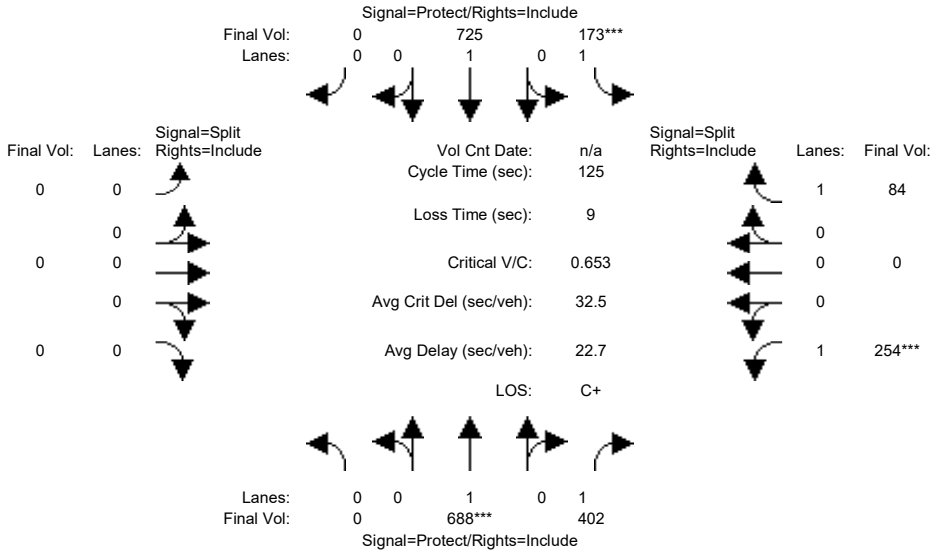
Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	98	92	3	95	0	0	0	0	94	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	688	402	173	725	0	0	0	0	254	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	688	402	173	725	0	0	0	0	254	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	688	402	173	725	0	0	0	0	254	0	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	688	402	173	725	0	0	0	0	254	0	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.23	0.10	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	69.3	69.3	18.9	88.2	0.0	0.0	0.0	0.0	27.8	0.0	27.8
Volume/Cap:	0.00	0.65	0.41	0.65	0.54	0.00	0.00	0.00	0.00	0.65	0.00	0.22
Delay/Veh:	0.0	20.9	16.4	55.7	9.2	0.0	0.0	0.0	0.0	48.2	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	16.4	55.7	9.2	0.0	0.0	0.0	0.0	48.2	0.0	40.0
LOS by Move:	A	C+	B	E+	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	18	9	7	13	0	0	0	0	10	0	3

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

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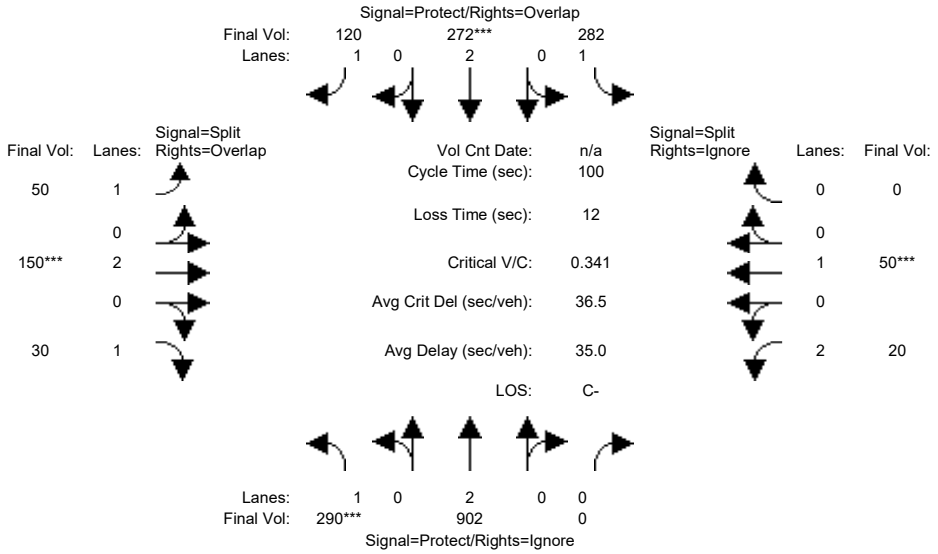
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	22	0	2	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	902	0	282	272	120	50	150	30	20	50	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	902	0	282	272	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	902	0	282	272	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	902	0	282	272	120	50	150	30	20	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.00	0.16	0.07	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.73	0.00	0.59	0.20	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D+	C	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	13	0	9	3	2	2	2	1	0	2	0

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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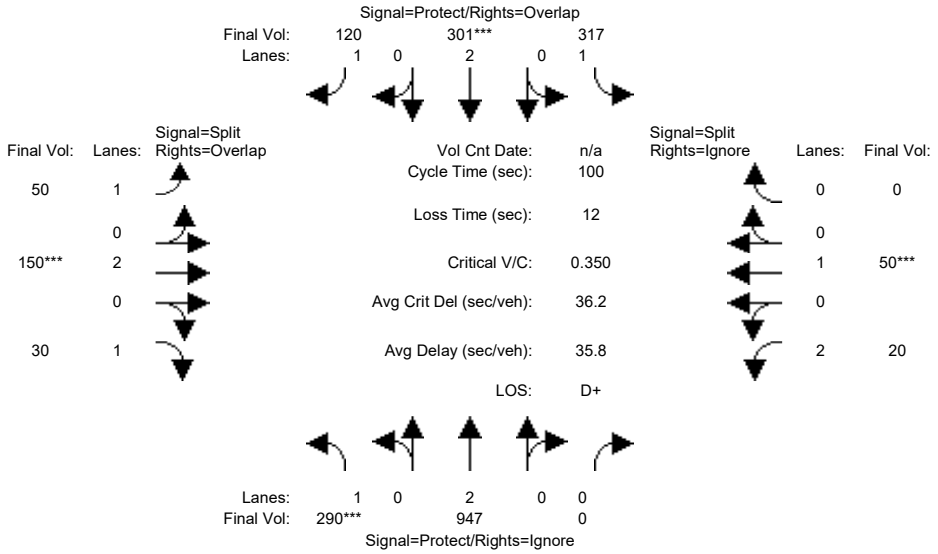
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	67	0	37	41	0	0	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	947	0	317	301	120	50	150	30	20	50	21
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	947	0	317	301	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	947	0	317	301	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	947	0	317	301	120	50	150	30	20	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.18	0.08	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.76	0.00	0.67	0.22	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	36.7	0.0	39.8	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	36.7	0.0	39.8	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D	C	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	14	0	10	3	2	2	2	1	0	2	0

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

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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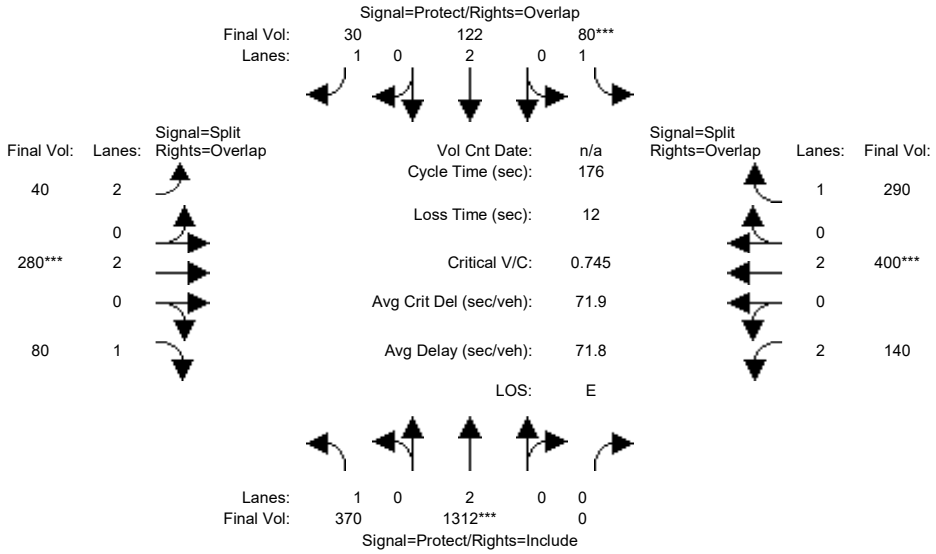
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1312	0	80	122	30	40	280	80	140	400	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1312	0	80	122	30	40	280	80	140	400	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1312	0	80	122	30	40	280	80	140	400	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1312	0	80	122	30	40	280	80	140	400	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.00	0.05	0.03	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.93	0.00	0.39	0.12	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2kAvgQ:	25	37	0	4	2	1	1	7	3	4	12	14

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

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Stanford 2018 GUP
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2000 HCM Operations (Future Volume Alternative)
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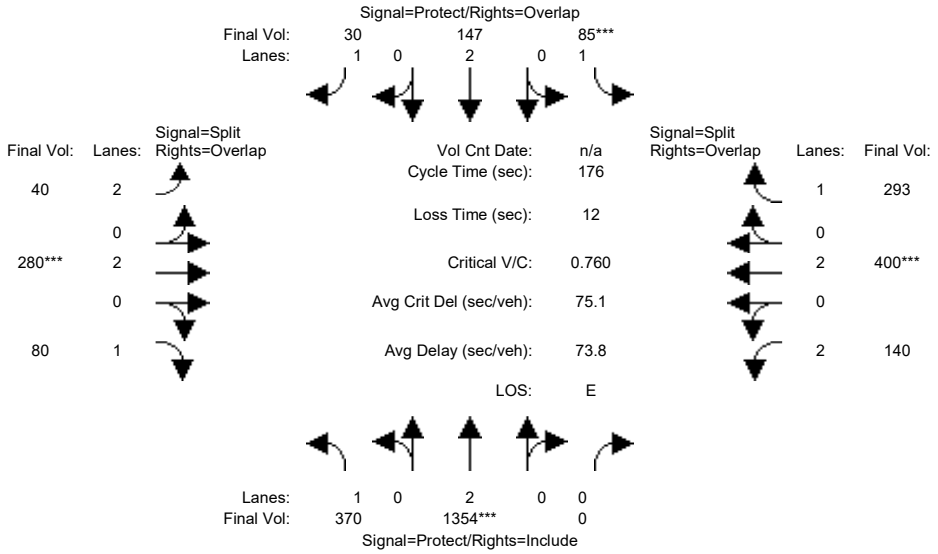
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	64	0	5	37	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1354	0	85	147	30	40	280	80	140	400	293
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1354	0	85	147	30	40	280	80	140	400	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1354	0	85	147	30	40	280	80	140	400	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1354	0	85	147	30	40	280	80	140	400	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.00	0.05	0.04	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.96	0.00	0.42	0.14	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	72.4	0.0	78.4	52.0	22.4	54.7	62.2	28.5	64.3	92.6	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	72.4	0.0	78.4	52.0	22.4	54.7	62.2	28.5	64.3	92.6	53.3
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2kAvgQ:	25	40	0	5	3	1	1	7	3	4	12	14

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

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Stanford 2018 GUP
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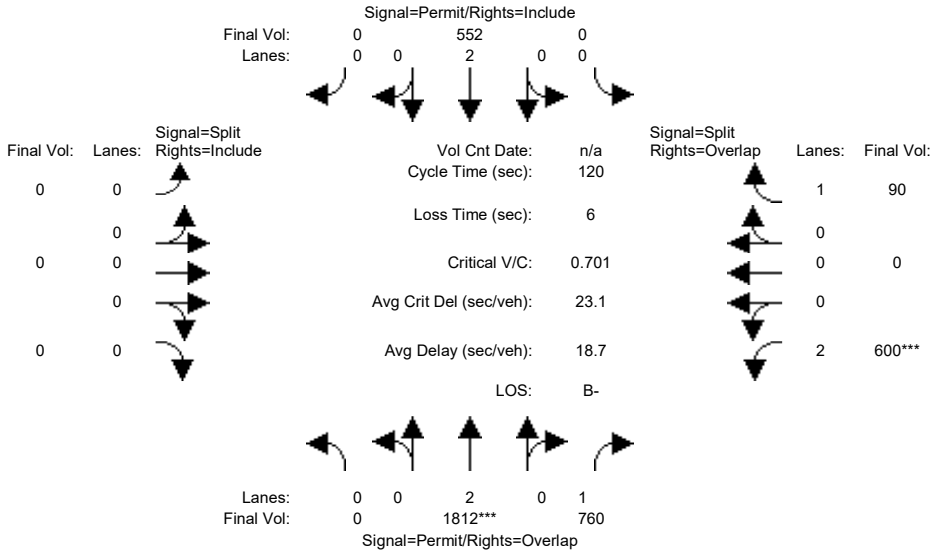
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1790	760	0	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	0	540	0	0	0	0	600	0	90
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1812	760	0	552	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1812	760	0	552	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1812	760	0	552	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1812	760	0	552	0	0	0	0	600	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.77	0.53	0.00	0.23	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.1	0.7	0.0	22.3	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	0.7	0.0	22.3	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	23	3	0	8	0	0	0	0	11	0	2

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

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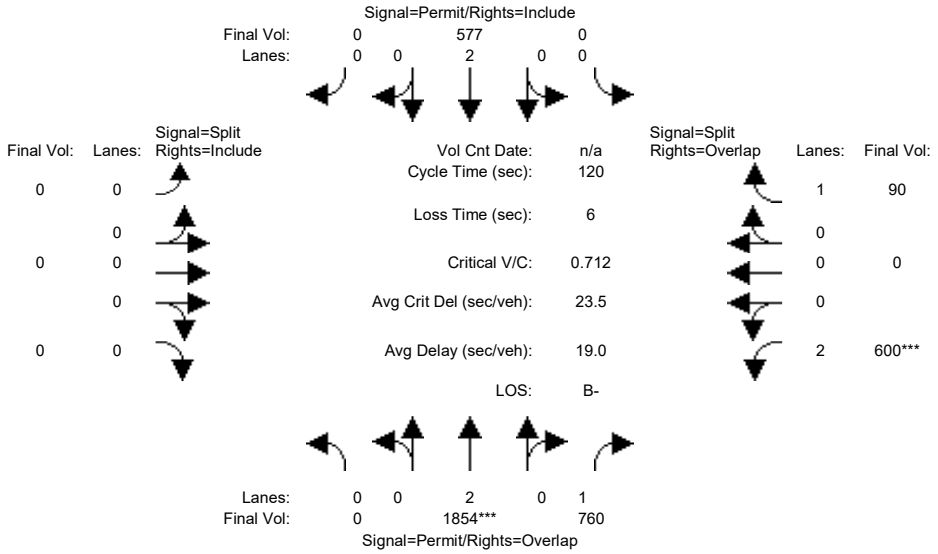
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1790	760	0	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	0	540	0	0	0	0	600	0	90
Added Vol:	0	64	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1854	760	0	577	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1854	760	0	577	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1854	760	0	577	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1854	760	0	577	0	0	0	0	600	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.79	0.53	0.00	0.25	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.7	0.7	0.0	22.5	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	0.7	0.0	22.5	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	24	3	0	9	0	0	0	0	11	0	2

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

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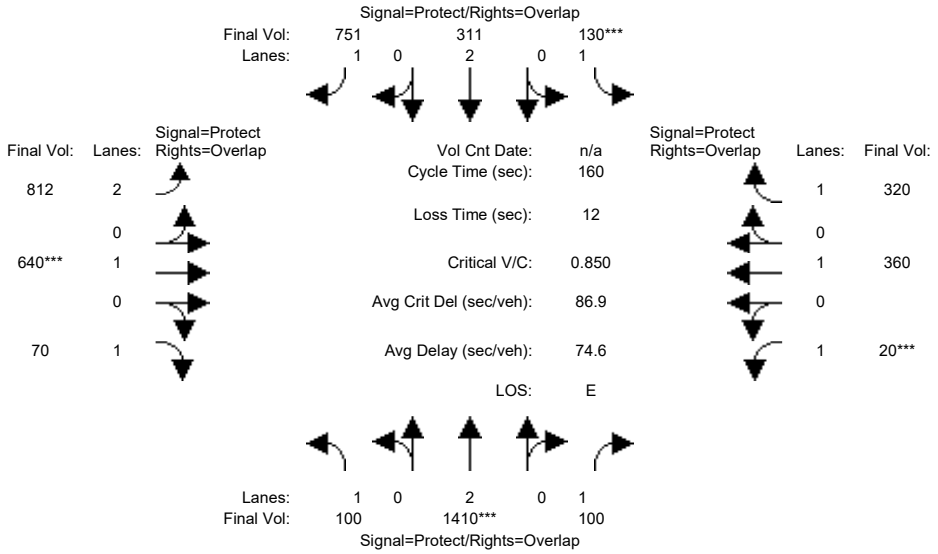
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	20	0	0	11	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1410	100	130	311	751	812	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1410	100	130	311	751	812	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1410	100	130	311	751	812	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1410	100	130	311	751	812	640	70	20	360	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.08	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.3	44.4	65.4	82.2	12.4	33.3	49.3
Volume/Cap:	0.54	1.07	0.13	0.75	0.24	0.69	0.93	0.82	0.08	0.15	0.91	0.59
Delay/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2kAvgQ:	5	43	3	8	7	40	30	33	2	1	23	16

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

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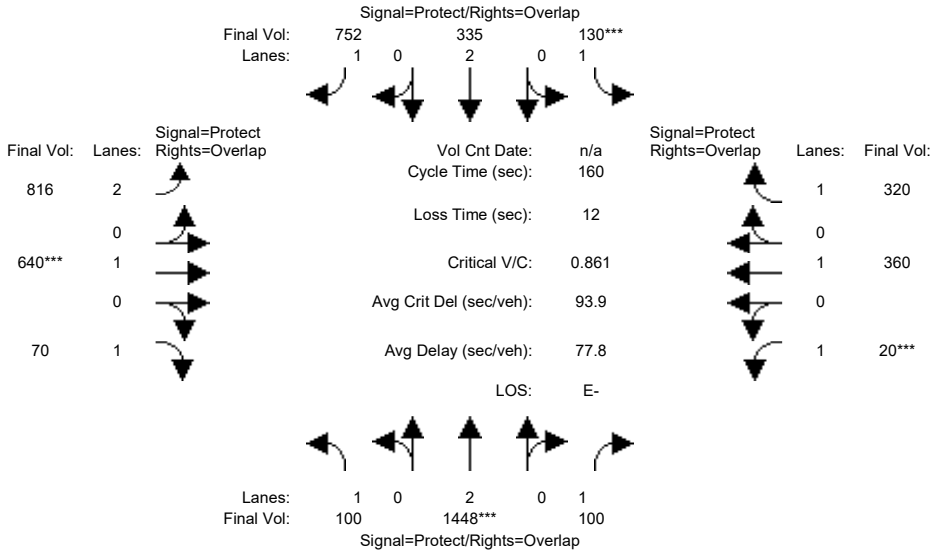
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	58	0	0	35	2	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1448	100	130	335	752	816	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1448	100	130	335	752	816	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1448	100	130	335	752	816	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1448	100	130	335	752	816	640	70	20	360	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.06	0.07	0.09	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.3	44.5	65.4	82.2	12.4	33.2	49.2
Volume/Cap:	0.54	1.09	0.13	0.75	0.26	0.69	0.93	0.82	0.08	0.15	0.91	0.60
Delay/Veh:	80.2	111	27.5	101.3	57.9	49.6	79.7	54.8	22.3	78.4	95.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	111	27.5	101.3	57.9	49.6	79.7	54.8	22.3	78.4	95.0	55.0
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2kAvgQ:	5	46	3	8	8	40	30	33	2	1	23	16

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

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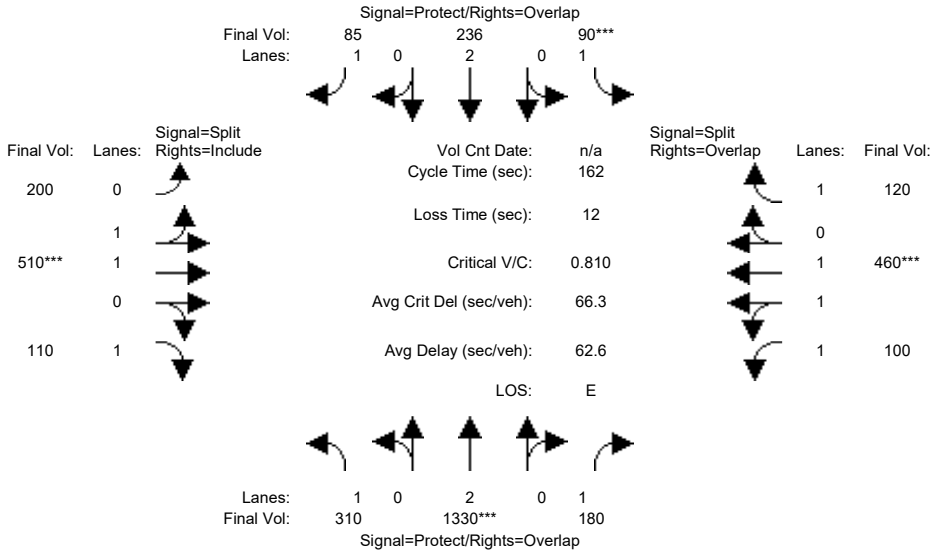
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	10	0	0	6	5	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1330	180	90	236	85	200	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1330	180	90	236	85	200	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1330	180	90	236	85	200	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	1330	180	90	236	85	200	510	110	100	460	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	1.42	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1042	2657	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.10	0.05	0.06	0.05	0.19	0.19	0.06	0.06	0.16	0.07
Crit Moves:		****		****				****			****	
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.91	0.17	0.45	0.21	0.09	0.84	0.84	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2kAvgQ:	21	37	5	5	4	2	21	21	5	5	13	5

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

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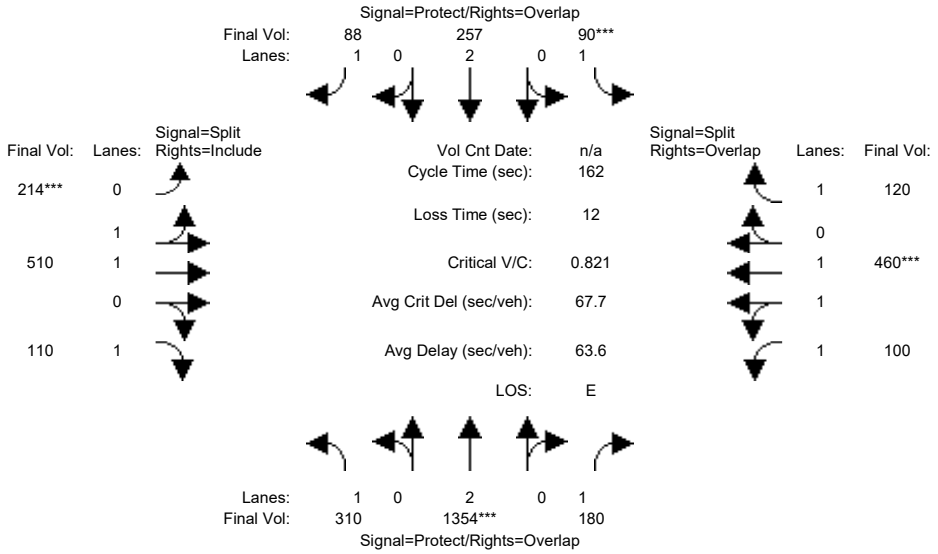
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	34	0	0	27	8	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1354	180	90	257	88	214	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1354	180	90	257	88	214	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1354	180	90	257	88	214	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	1354	180	90	257	88	214	510	110	100	460	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	1.39	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1093	2606	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.10	0.05	0.07	0.05	0.20	0.20	0.06	0.06	0.16	0.07
Crit Moves:		****		****			****				****	
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.93	0.17	0.45	0.22	0.09	0.86	0.86	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	62.7	16.6	74.0	45.7	20.3	73.4	73.4	55.9	58.6	71.5	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	62.7	16.6	74.0	45.7	20.3	73.4	73.4	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2kAvgQ:	21	38	5	5	5	2	21	21	5	5	13	5

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

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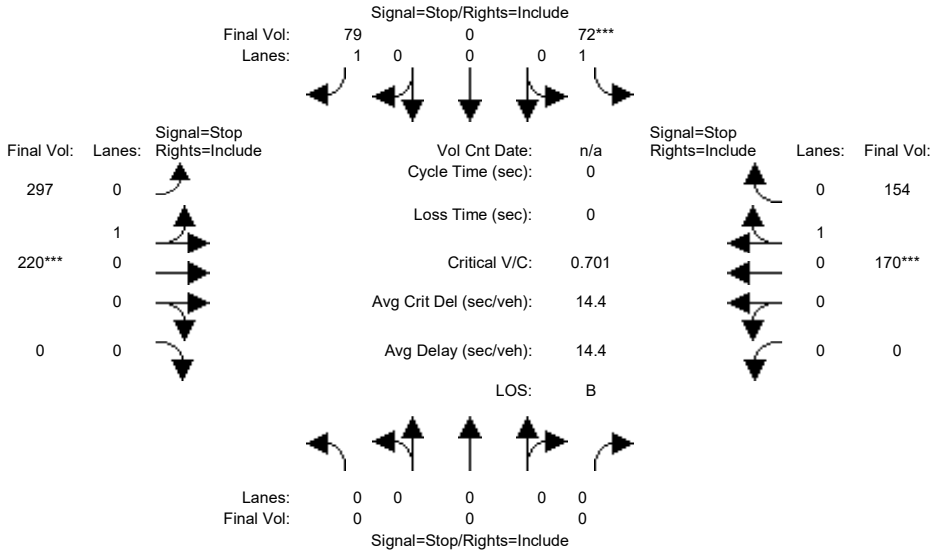
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	2	0	9	17	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	79	297	220	0	0	170	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	79	297	220	0	0	170	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	79	297	220	0	0	170	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	79	297	220	0	0	170	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.57	0.43	0.00	0.00	0.52	0.48
Final Sat.:	0	0	0	493	0	588	424	314	0	0	394	357
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.13	0.70	0.70	xxxx	xxxx	0.43	0.43
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.8			18.0			11.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.8			18.0			11.0		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	2.1	2.1	2.1	0.7	0.7	0.7

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

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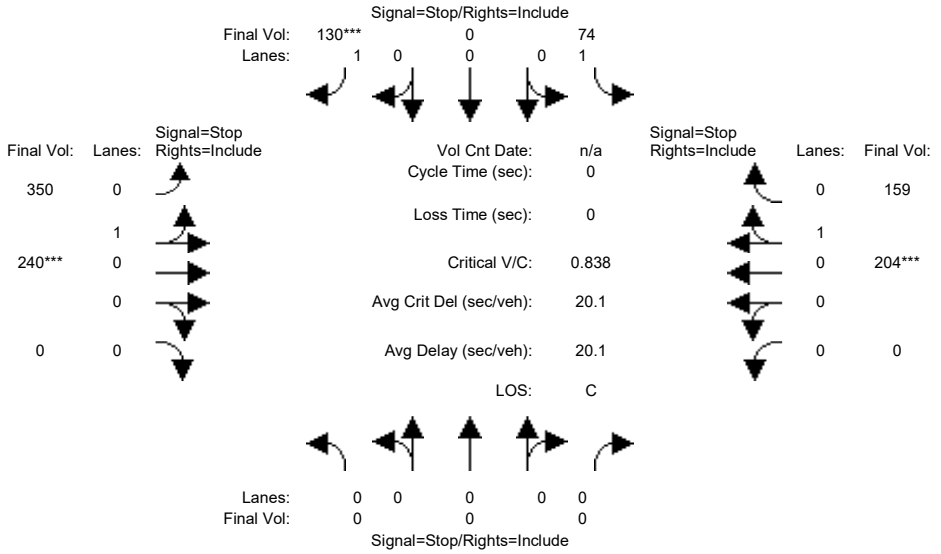
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	4	0	60	70	20	0	0	34	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	74	0	130	350	240	0	0	204	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	130	350	240	0	0	204	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	130	350	240	0	0	204	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	130	350	240	0	0	204	159
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	481	0	572	418	286	0	0	395	308
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.23	0.84	0.84	xxxx	xxxx	0.52	0.52
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	10.2	27.9	27.9	0.0	0.0	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	10.2	27.9	27.9	0.0	0.0	12.9	12.9
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.5			27.9			12.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.5			27.9			12.9		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.3	3.9	3.9	3.9	1.0	1.0	1.0

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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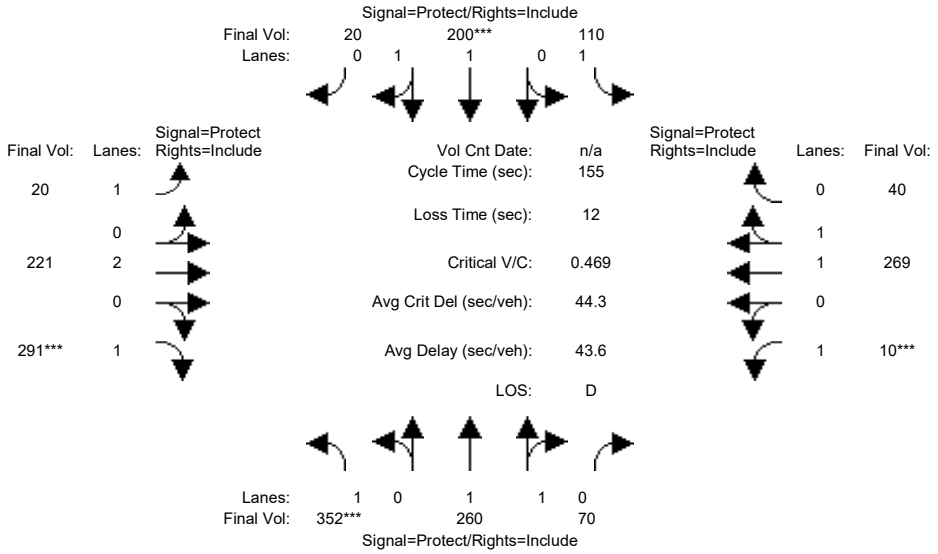
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	11	1	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	260	70	110	200	20	20	221	291	10	269	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	260	70	110	200	20	20	221	291	10	269	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	260	70	110	200	20	20	221	291	10	269	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	260	70	110	200	20	20	221	291	10	269	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.56	0.44	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2915	785	1750	3363	336	1750	3800	1750	1750	3221	479
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.06	0.06	0.06	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	64.1	48.7	48.7	34.3	18.9	18.9	21.0	53.0	53.0	7.0	38.9	38.9
Volume/Cap:	0.49	0.28	0.28	0.28	0.49	0.49	0.08	0.17	0.49	0.13	0.33	0.33
Delay/Veh:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
LOS by Move:	C-	D	D	D	E	E	E+	D+	D	E	D	D
HCM2kAvgQ:	13	6	6	4	5	5	1	3	11	0	6	6

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

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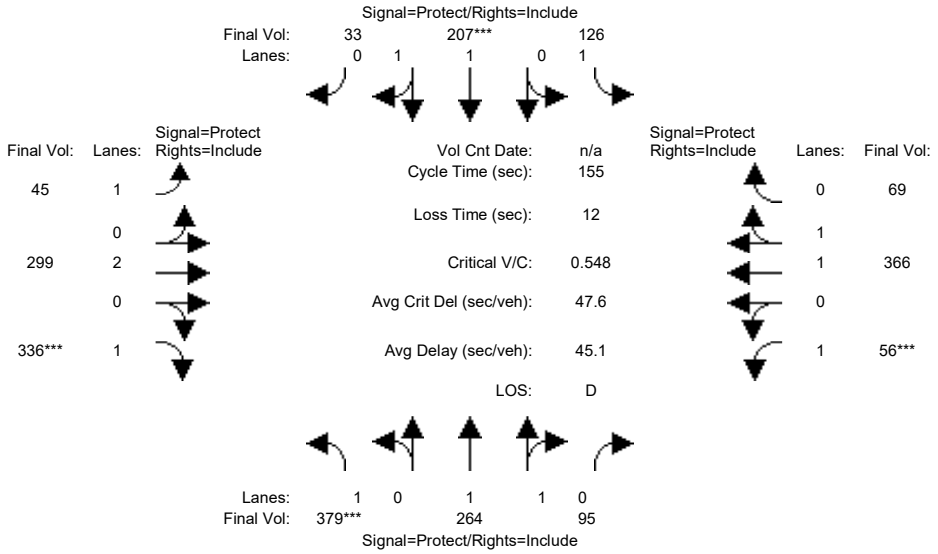
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	29	4	25	16	7	13	25	89	46	46	116	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	264	95	126	207	33	45	299	336	56	366	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	264	95	126	207	33	45	299	336	56	366	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	264	95	126	207	33	45	299	336	56	366	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	264	95	126	207	33	45	299	336	56	366	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	2720	979	1750	3191	509	1750	3800	1750	1750	3113	587
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.07	0.06	0.06	0.03	0.08	0.19	0.03	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	61.3	45.7	45.7	33.9	18.4	18.4	17.6	54.3	54.3	9.1	45.8	45.8
Volume/Cap:	0.55	0.33	0.33	0.33	0.55	0.55	0.23	0.22	0.55	0.55	0.40	0.40
Delay/Veh:	37.1	42.8	42.8	51.5	65.9	65.9	63.1	35.6	41.5	77.1	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	42.8	42.8	51.5	65.9	65.9	63.1	35.6	41.5	77.1	43.8	43.8
LOS by Move:	D+	D	D	D-	E	E	E	D+	D	E-	D	D
HCM2kAvgQ:	14	6	6	5	5	5	2	5	14	3	8	8

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

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Stanford 2018 GUP
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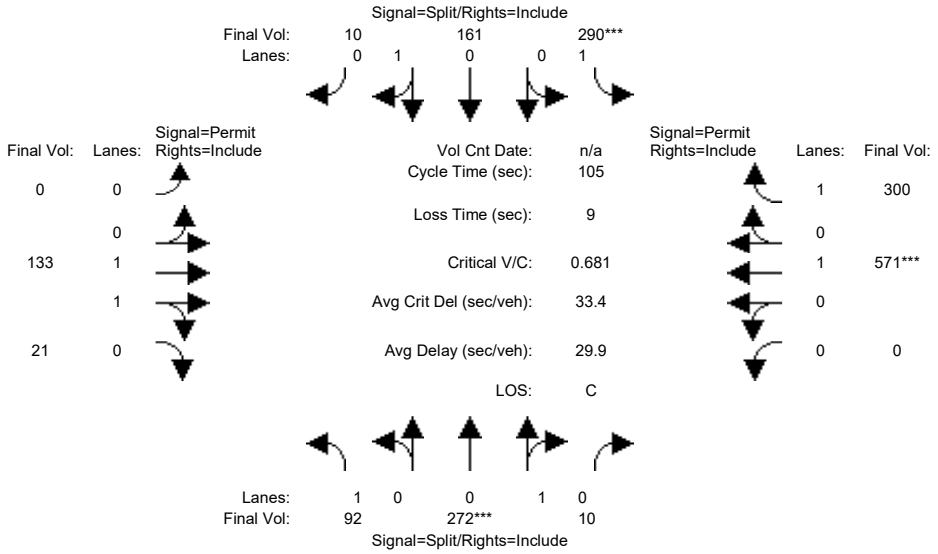
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	2	2	0	0	1	0	0	23	1	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	272	10	290	161	10	0	133	21	0	571	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	272	10	290	161	10	0	133	21	0	571	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	272	10	290	161	10	0	133	21	0	571	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	272	10	290	161	10	0	133	21	0	571	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.94	0.06	0.00	1.72	0.28	0.00	1.00	1.00
Final Sat.:	1750	1736	64	1750	1695	105	0	3195	504	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.17	0.10	0.10	0.00	0.04	0.04	0.00	0.30	0.17
Crit Moves:		****		****							****	
Green Time:	24.1	24.1	24.1	25.5	25.5	25.5	0.0	46.3	46.3	0.0	46.3	46.3
Volume/Cap:	0.23	0.68	0.68	0.68	0.39	0.39	0.00	0.09	0.09	0.00	0.68	0.39
Delay/Veh:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	C+
HCM2kAvgQ:	3	9	9	9	5	5	0	1	1	0	15	7

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

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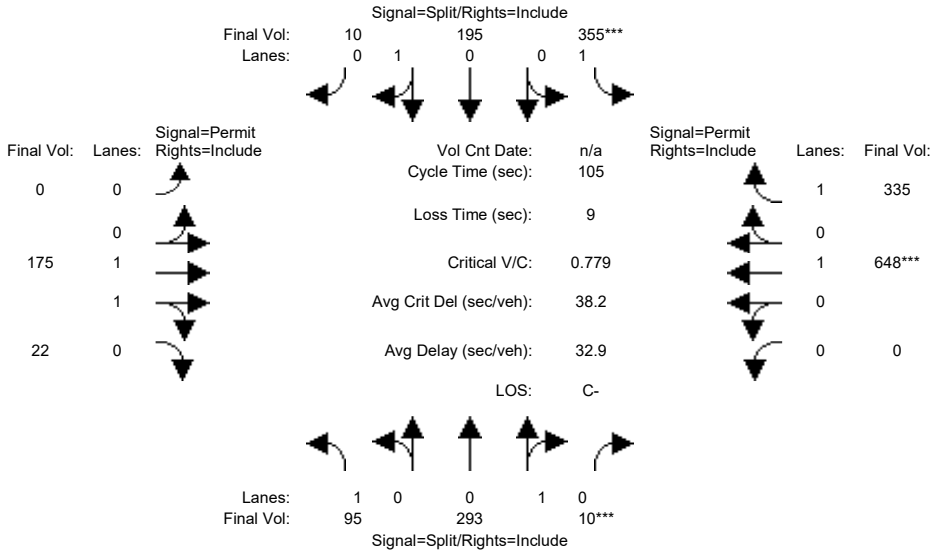
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	5	23	0	65	35	0	0	65	2	0	118	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	293	10	355	195	10	0	175	22	0	648	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	293	10	355	195	10	0	175	22	0	648	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	293	10	355	195	10	0	175	22	0	648	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	293	10	355	195	10	0	175	22	0	648	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.97	0.03	1.00	0.95	0.05	0.00	1.77	0.23	0.00	1.00	1.00
Final Sat.:	1750	1741	59	1750	1712	88	0	3286	413	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.20	0.11	0.11	0.00	0.05	0.05	0.00	0.34	0.19
Crit Moves:			****	****							****	
Green Time:	22.7	22.7	22.7	27.3	27.3	27.3	0.0	46.0	46.0	0.0	46.0	46.0
Volume/Cap:	0.25	0.78	0.78	0.78	0.44	0.44	0.00	0.12	0.12	0.00	0.78	0.44
Delay/Veh:	34.5	48.5	48.5	44.4	33.1	33.1	0.0	17.6	17.6	0.0	29.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	48.5	48.5	44.4	33.1	33.1	0.0	17.6	17.6	0.0	29.9	20.9
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	C+
HCM2kAvgQ:	3	10	10	12	6	6	0	2	2	0	18	8

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

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2000 HCM Operations (Future Volume Alternative)
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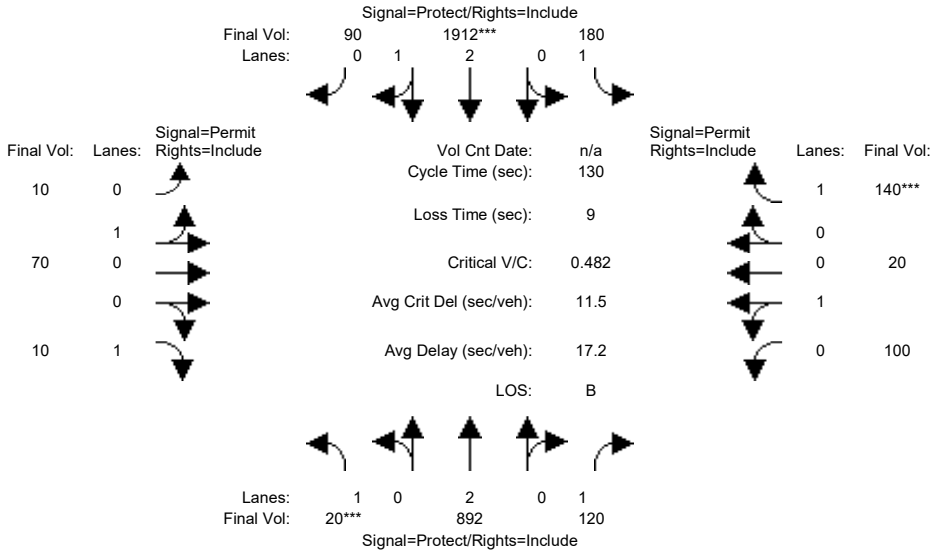
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	12	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	892	120	180	1912	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	892	120	180	1912	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	892	120	180	1912	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	892	120	180	1912	90	10	70	10	100	20	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5348	252	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.10	0.36	0.36	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	****				****							****
Green Time:	7.0	69.6	69.6	30.5	93.2	93.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.21	0.44	0.13	0.44	0.50	0.50	0.28	0.28	0.04	0.42	0.42	0.50
Delay/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	10	2	7	12	12	3	3	0	5	5	6

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

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Stanford 2018 GUP
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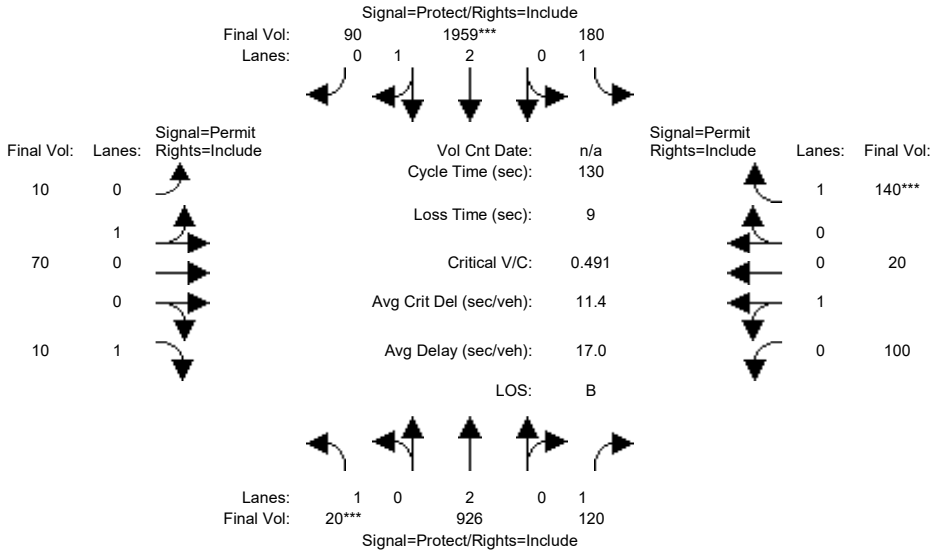
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	46	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	926	120	180	1959	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	926	120	180	1959	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	926	120	180	1959	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	926	120	180	1959	90	10	70	10	100	20	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5354	246	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.07	0.10	0.37	0.37	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	****				****							****
Green Time:	7.0	70.7	70.7	29.8	93.5	93.5	20.5	20.5	20.5	20.5	20.5	20.5
Volume/Cap:	0.21	0.45	0.13	0.45	0.51	0.51	0.28	0.28	0.04	0.42	0.42	0.51
Delay/Veh:	60.0	18.0	14.6	43.8	8.2	8.2	48.9	48.9	46.5	50.5	50.5	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.0	14.6	43.8	8.2	8.2	48.9	48.9	46.5	50.5	50.5	51.7
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	11	2	7	12	12	3	3	0	5	5	6

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

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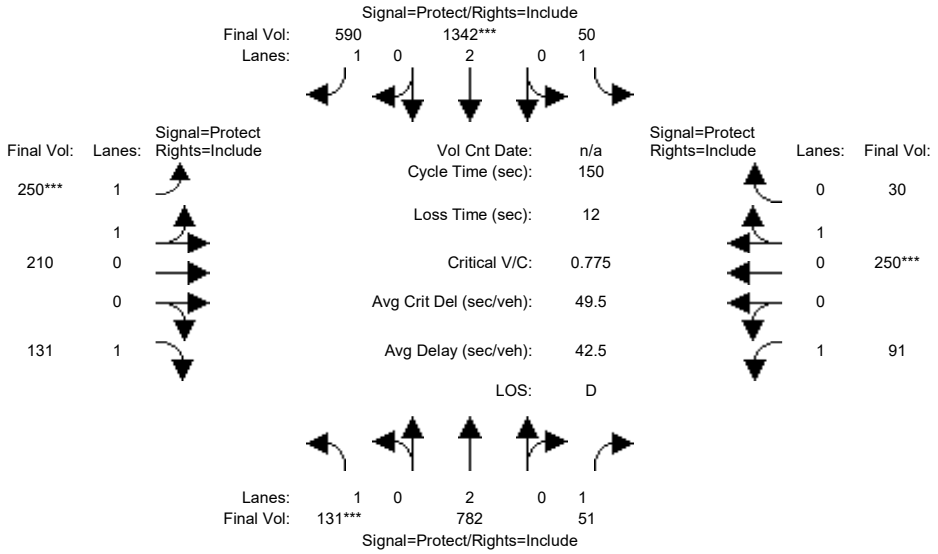
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	1	12	1	0	22	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	782	51	50	1342	590	250	210	131	91	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	782	51	50	1342	590	250	210	131	91	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	782	51	50	1342	590	250	210	131	91	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	782	51	50	1342	590	250	210	131	91	250	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.03	0.03	0.35	0.34	0.13	0.13	0.07	0.05	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	14.5	67.5	67.5	15.3	68.3	68.3	25.1	39.4	39.4	15.8	30.1	30.1
Volume/Cap:	0.78	0.46	0.06	0.28	0.78	0.74	0.78	0.49	0.29	0.49	0.78	0.78
Delay/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
LOS by Move:	F	C	C	E	D+	D+	E	D	D	E	E	E
HCM2kAvgQ:	7	12	1	2	26	24	12	10	5	5	14	14

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

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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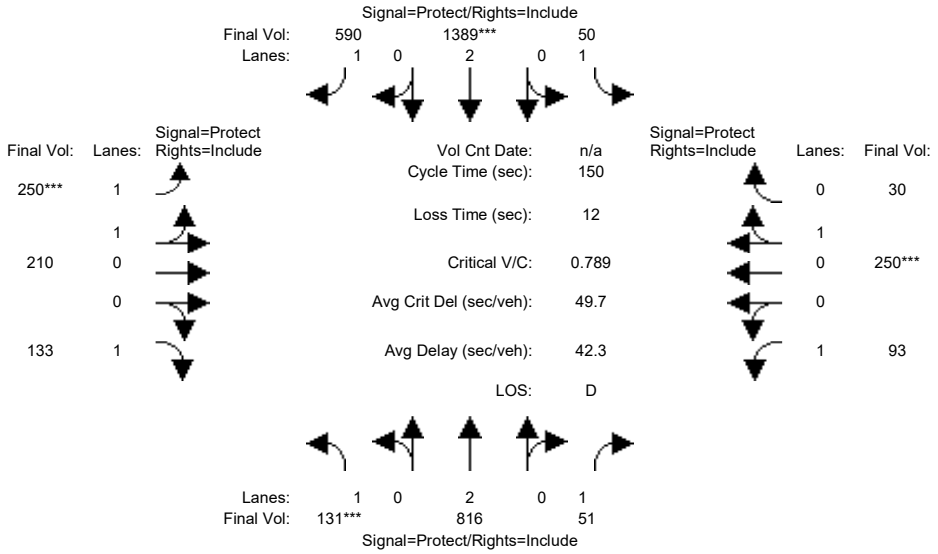
Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	1	46	1	0	69	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	816	51	50	1389	590	250	210	133	93	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	816	51	50	1389	590	250	210	133	93	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	816	51	50	1389	590	250	210	133	93	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	816	51	50	1389	590	250	210	133	93	250	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.03	0.03	0.37	0.34	0.13	0.13	0.08	0.05	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	14.2	68.8	68.8	15.0	69.5	69.5	24.7	38.5	38.5	15.8	29.6	29.6
Volume/Cap:	0.79	0.47	0.06	0.29	0.79	0.73	0.79	0.51	0.30	0.51	0.79	0.79
Delay/Veh:	88.2	28.2	22.7	63.5	36.5	35.9	67.3	48.1	45.2	65.7	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	28.2	22.7	63.5	36.5	35.9	67.3	48.1	45.2	65.7	68.5	68.5
LOS by Move:	F	C	C+	E	D+	D+	E	D	D	E	E	E
HCM2kAvgQ:	7	12	1	2	27	23	13	10	5	5	15	15

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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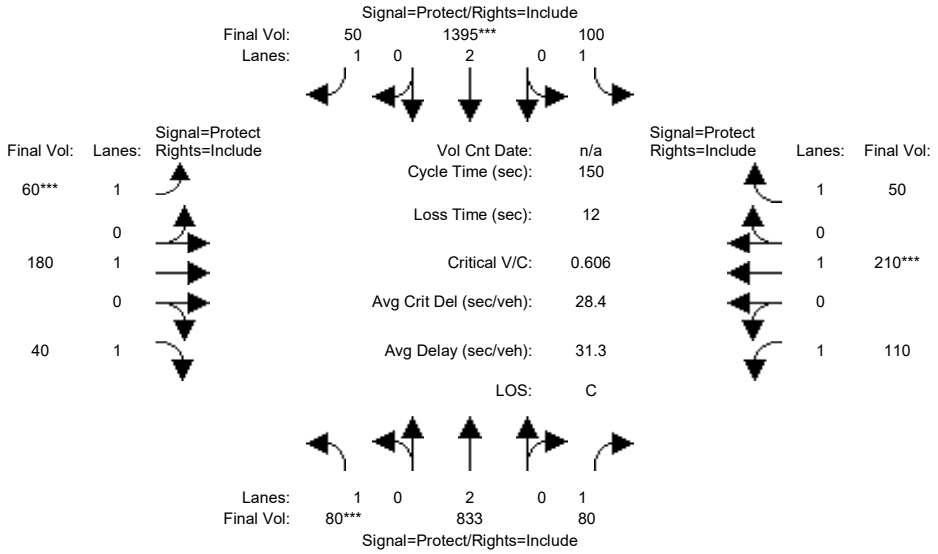
Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	833	80	100	1395	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	833	80	100	1395	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	833	80	100	1395	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	833	80	100	1395	50	60	180	40	110	210	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.05	0.06	0.37	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.3	81.0	81.0	21.1	90.8	90.8	8.5	21.5	21.5	14.3	27.4	27.4
Volume/Cap:	0.61	0.41	0.08	0.41	0.61	0.05	0.61	0.66	0.16	0.66	0.61	0.16
Delay/Veh:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
LOS by Move:	E-	C+	B	E+	B-	B	E-	E	E+	E	E+	D-
HCM2kAvgQ:	4	11	2	4	19	1	4	9	2	6	9	2

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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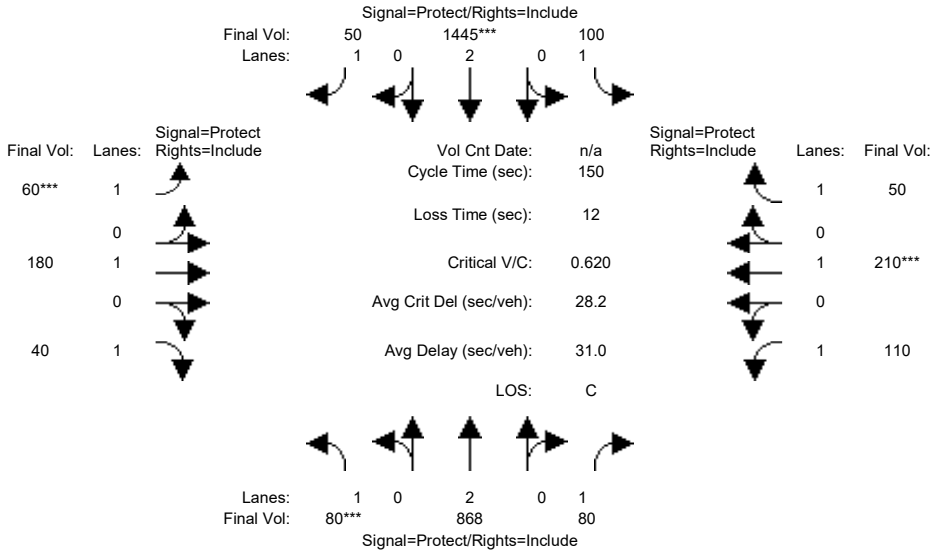
2018 with Full-Offset AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	48	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	868	80	100	1445	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	868	80	100	1445	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	868	80	100	1445	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	868	80	100	1445	50	60	180	40	110	210	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.05	0.06	0.38	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.1	82.4	82.4	20.6	91.9	91.9	8.3	21.0	21.0	14.0	26.7	26.7
Volume/Cap:	0.62	0.42	0.08	0.42	0.62	0.05	0.62	0.68	0.16	0.68	0.62	0.16
Delay/Veh:	76.4	19.9	16.0	60.4	18.7	11.6	81.1	67.9	57.0	76.5	60.5	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	19.9	16.0	60.4	18.7	11.6	81.1	67.9	57.0	76.5	60.5	52.4
LOS by Move:	E-	B-	B	E	B-	B+	F	E	E+	E-	E	D-
HCM2kAvgQ:	4	11	2	4	20	1	4	9	2	6	10	2

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

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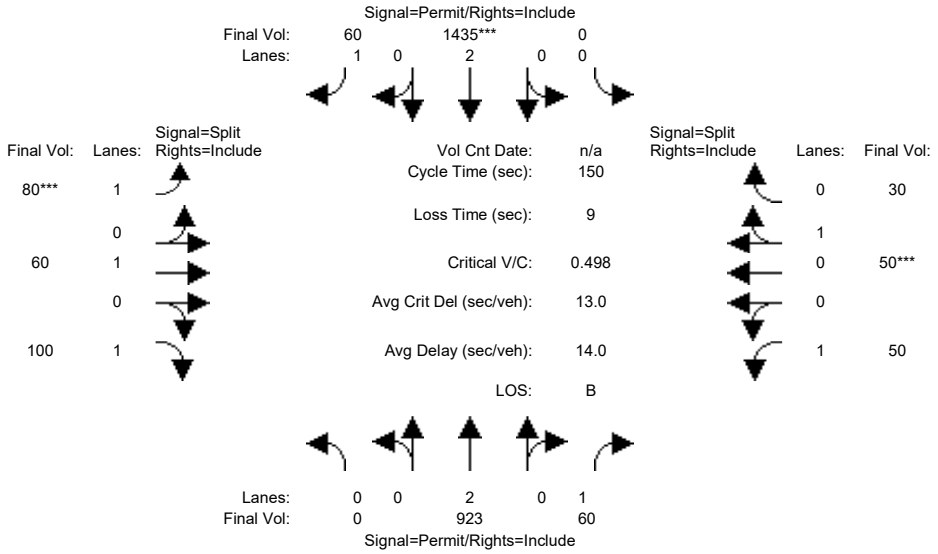
Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	923	60	0	1435	60	80	60	100	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	923	60	0	1435	60	80	60	100	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	60	0	1435	60	80	60	100	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	923	60	0	1435	60	80	60	100	50	50	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1125	675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.03	0.00	0.38	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	114	113.8	0.0	114	113.8	17.2	17.2	17.2	13.4	13.4	13.4
Volume/Cap:	0.00	0.32	0.05	0.00	0.50	0.05	0.40	0.28	0.50	0.32	0.50	0.50
Delay/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	7	1	0	12	1	4	2	5	3	4	4

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

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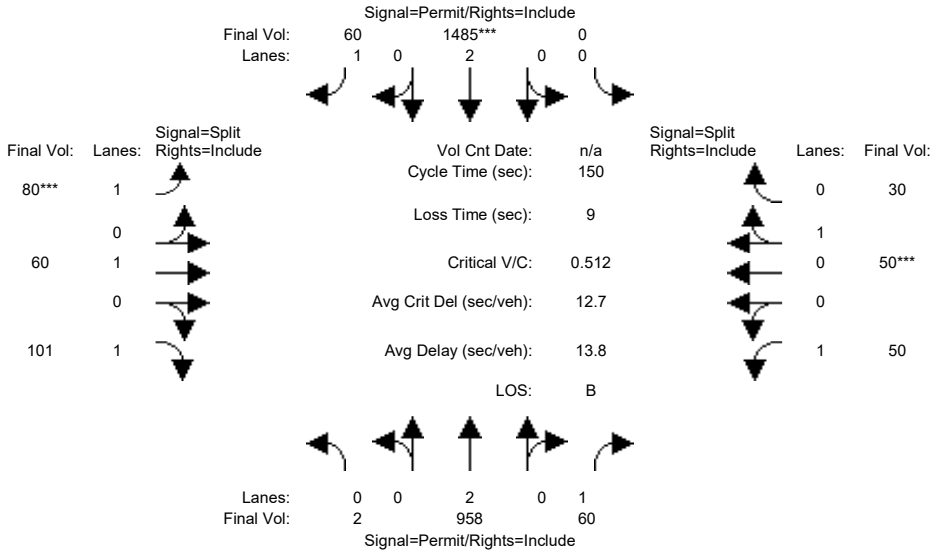
Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	2	48	0	0	75	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	958	60	0	1485	60	80	60	101	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	958	60	0	1485	60	80	60	101	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	958	60	0	1485	60	80	60	101	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	958	60	0	1485	60	80	60	101	50	50	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	8	3692	1750	0	3800	1750	1750	1900	1750	1750	1125	675
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.03	0.00	0.39	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	114.6	115	114.6	0.0	115	114.6	16.9	16.9	16.9	13.0	13.0	13.0
Volume/Cap:	0.34	0.34	0.04	0.00	0.51	0.04	0.41	0.28	0.51	0.33	0.51	0.51
Delay/Veh:	5.7	5.7	4.3	0.0	7.0	4.3	63.2	61.7	64.9	65.6	68.3	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	4.3	0.0	7.0	4.3	63.2	61.7	64.9	65.6	68.3	68.3
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2kAvgQ:	7	7	1	0	13	1	4	2	5	3	4	4

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

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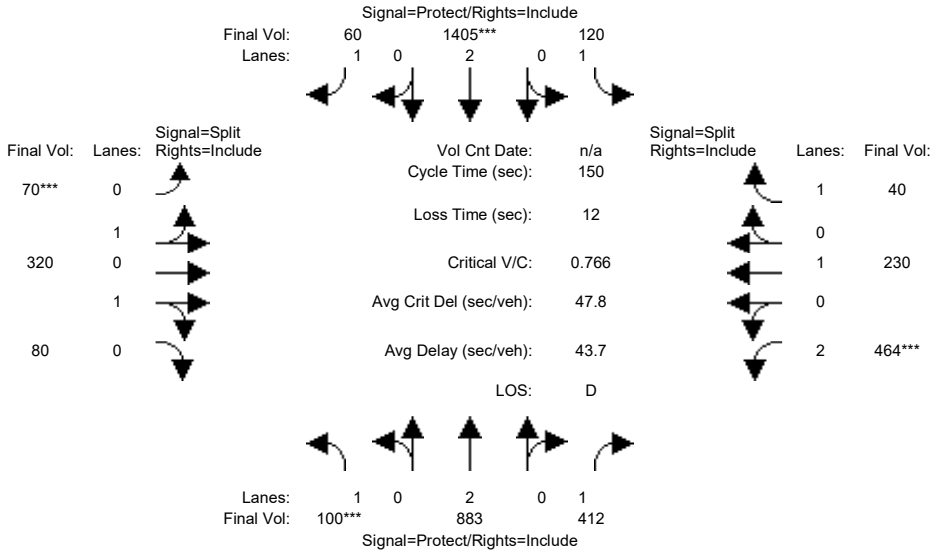
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	13	2	0	25	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	883	412	120	1405	60	70	320	80	464	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	883	412	120	1405	60	70	320	80	464	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	883	412	120	1405	60	70	320	80	464	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	883	412	120	1405	60	70	320	80	464	230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.24	0.07	0.37	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	****				****		****			****		
Green Time:	11.2	64.7	64.7	18.9	72.4	72.4	25.6	25.6	25.6	28.8	28.8	28.8
Volume/Cap:	0.77	0.54	0.55	0.55	0.77	0.07	0.77	0.77	0.77	0.77	0.63	0.12
Delay/Veh:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2kAvgQ:	5	15	15	5	26	2	12	12	12	13	10	2

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

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Stanford 2018 GUP
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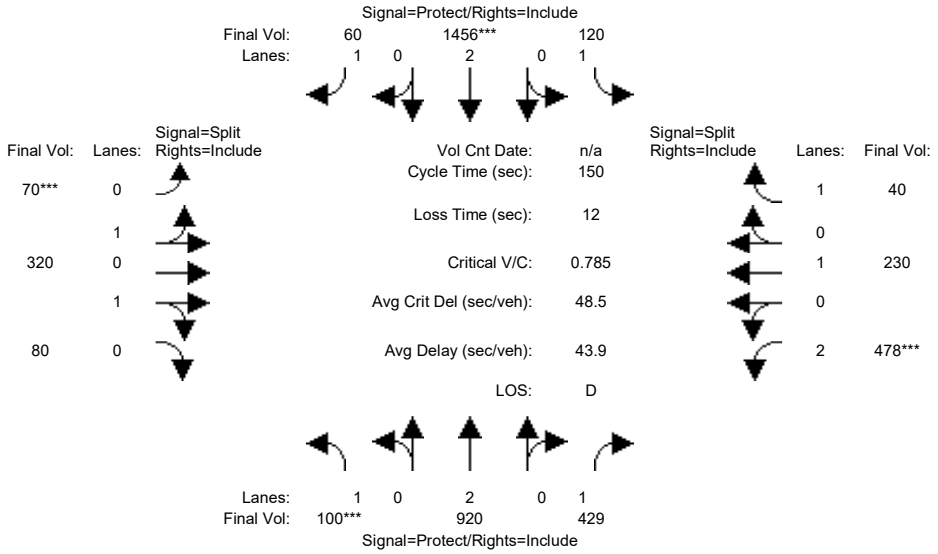
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	50	19	0	76	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	920	429	120	1456	60	70	320	80	478	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	920	429	120	1456	60	70	320	80	478	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	920	429	120	1456	60	70	320	80	478	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	920	429	120	1456	60	70	320	80	478	230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.25	0.07	0.38	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	****				****		****			****		
Green Time:	10.9	65.7	65.7	18.4	73.2	73.2	24.9	24.9	24.9	29.0	29.0	29.0
Volume/Cap:	0.79	0.55	0.56	0.56	0.79	0.07	0.79	0.79	0.79	0.79	0.63	0.12
Delay/Veh:	95.1	31.7	32.3	65.3	34.2	20.4	66.8	66.8	66.8	64.2	59.0	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	31.7	32.3	65.3	34.2	20.4	66.8	66.8	66.8	64.2	59.0	50.1
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2kAvgQ:	5	15	15	6	28	1	13	13	13	13	10	2

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

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

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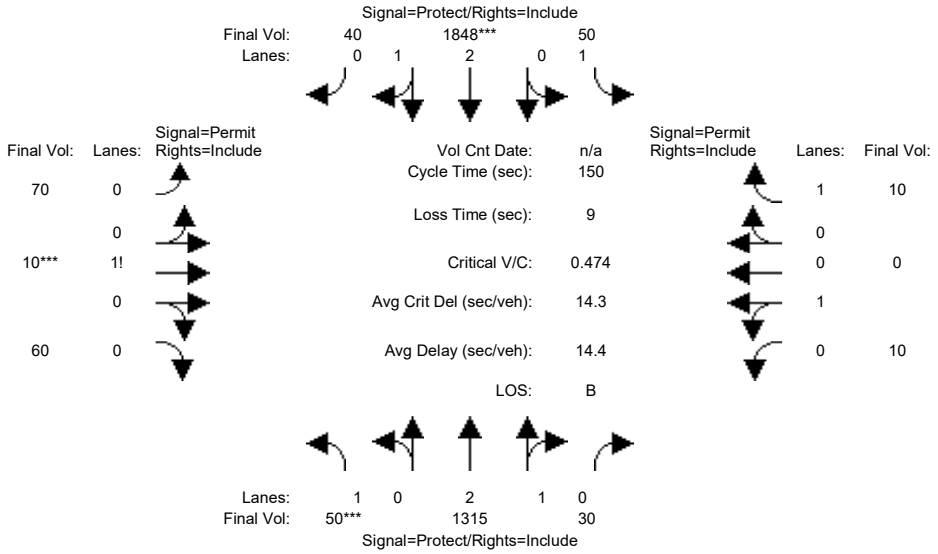
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1315	30	50	1848	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1315	30	50	1848	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1315	30	50	1848	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1315	30	50	1848	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.93	0.07	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5475	125	1750	5481	119	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.34	0.34	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	96.9	96.9	18.8	107	106.7	25.3	25.3	25.3	25.3	0.0	25.3
Volume/Cap:	0.47	0.37	0.37	0.23	0.47	0.47	0.47	0.47	0.47	0.03	0.00	0.03
Delay/Veh:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
LOS by Move:	E	B	B	E+	A	A	E+	E+	E+	D-	A	D-
HCM2kAvgQ:	2	9	9	2	12	12	7	7	7	0	0	0

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

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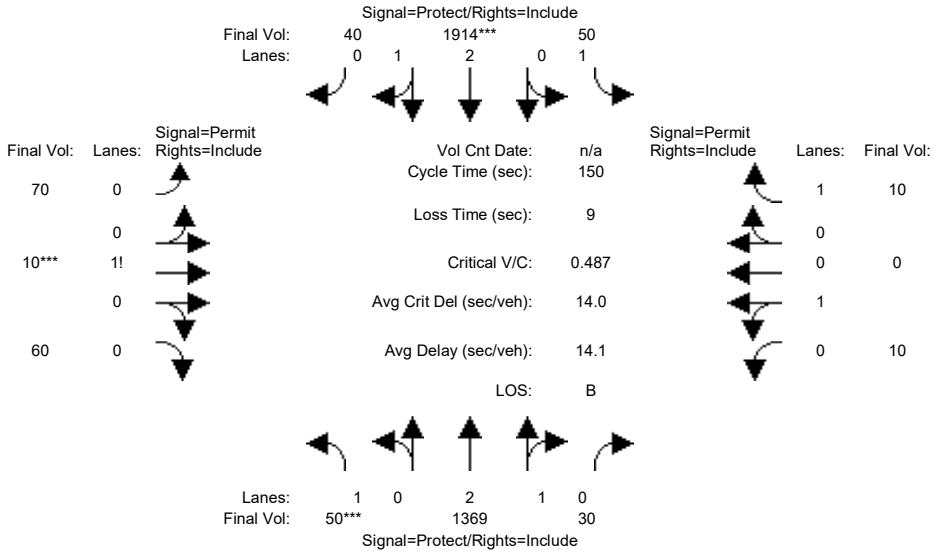
Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	69	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1369	30	50	1914	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1369	30	50	1914	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1369	30	50	1914	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1369	30	50	1914	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5480	120	1750	5485	115	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.35	0.35	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	8.8	98.0	98.0	18.3	108	107.5	24.7	24.7	24.7	24.7	0.0	24.7
Volume/Cap:	0.49	0.38	0.38	0.23	0.49	0.49	0.49	0.49	0.49	0.03	0.00	0.03
Delay/Veh:	72.0	12.1	12.1	60.1	9.3	9.3	58.2	58.2	58.2	52.7	0.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	12.1	12.1	60.1	9.3	9.3	58.2	58.2	58.2	52.7	0.0	52.7
LOS by Move:	E	B	B	E	A	A	E+	E+	E+	D-	A	D-
HCM2kAvgQ:	2	10	10	2	13	13	7	7	7	0	0	0

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

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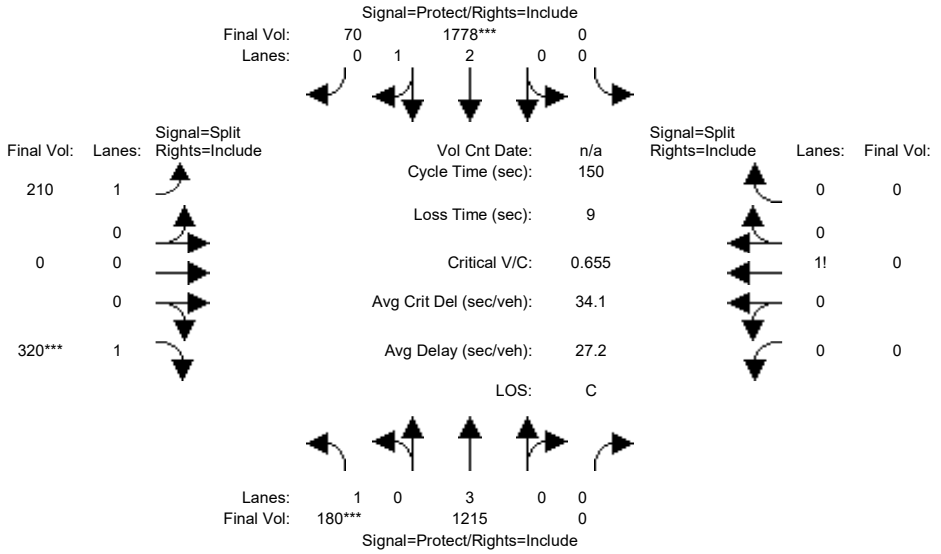
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1215	0	0	1778	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1215	0	0	1778	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1215	0	0	1778	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1215	0	0	1778	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5388	212	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.33	0.33	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.6	99.1	0.0	0.0	75.6	75.6	41.9	0.0	41.9	0.0	0.0	0.0
Volume/Cap:	0.66	0.32	0.00	0.00	0.66	0.66	0.43	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	8	8	0	0	21	21	9	0	15	0	0	0

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

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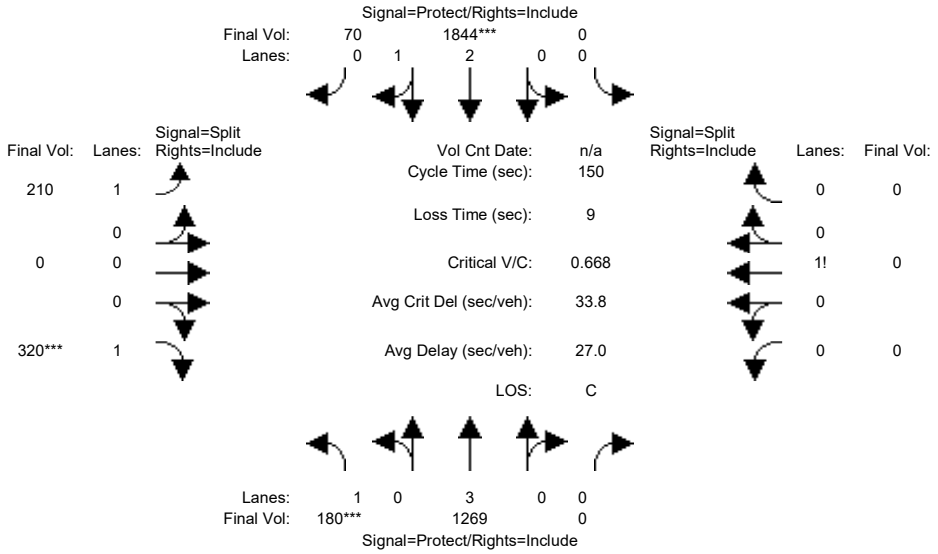
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	69	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1269	0	0	1844	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1269	0	0	1844	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1269	0	0	1844	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1269	0	0	1844	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5395	205	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.00	0.00	0.34	0.34	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.1	99.9	0.0	0.0	76.8	76.8	41.1	0.0	41.1	0.0	0.0	0.0
Volume/Cap:	0.67	0.33	0.00	0.00	0.67	0.67	0.44	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	66.1	10.8	0.0	0.0	27.7	27.7	45.6	0.0	52.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	10.8	0.0	0.0	27.7	27.7	45.6	0.0	52.0	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	8	8	0	0	22	22	9	0	15	0	0	0

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

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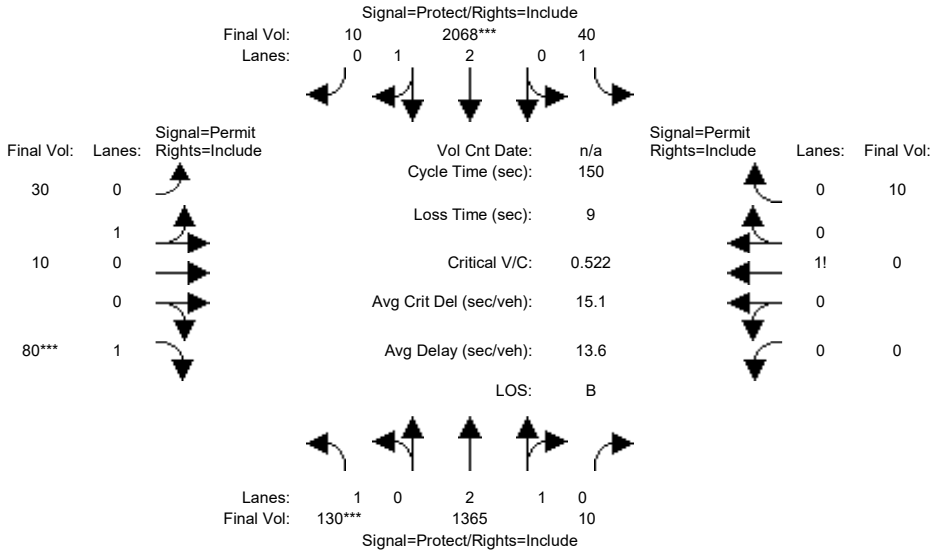
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1365	10	40	2068	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1365	10	40	2068	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1365	10	40	2068	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1365	10	40	2068	10	30	10	80	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5559	41	1750	5573	27	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.02	0.37	0.37	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	21.3	107	107.5	20.4	107	106.5	13.1	13.1	13.1	0.0	0.0	13.1
Volume/Cap:	0.52	0.34	0.34	0.17	0.52	0.52	0.25	0.25	0.52	0.00	0.00	0.07
Delay/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
LOS by Move:	E	A	A	E+	B+	B+	E	E	E	A	A	E
HCM2kAvgQ:	6	8	8	2	14	14	2	2	4	0	0	0

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

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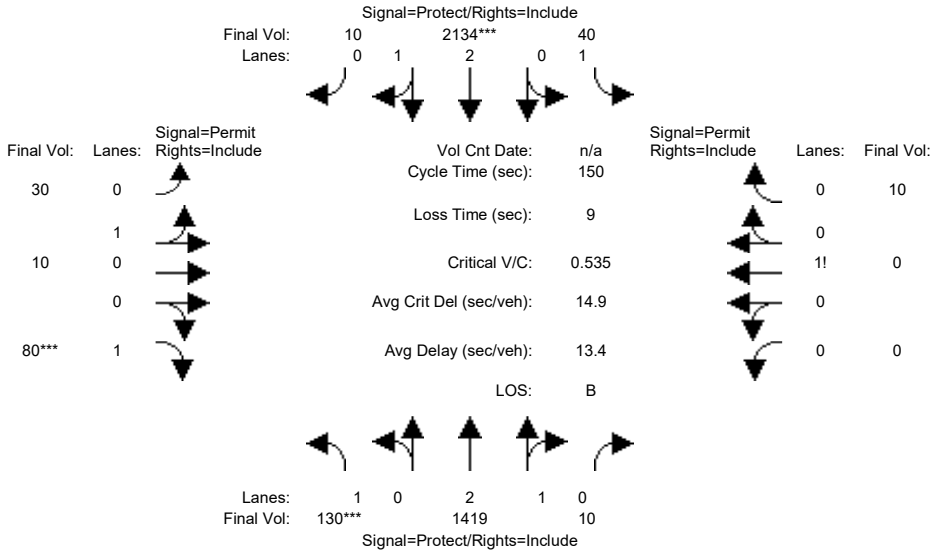
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	69	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1419	10	40	2134	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1419	10	40	2134	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1419	10	40	2134	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1419	10	40	2134	10	30	10	80	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5561	39	1750	5574	26	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.02	0.38	0.38	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.8	108	108.4	19.8	107	107.4	12.8	12.8	12.8	0.0	0.0	12.8
Volume/Cap:	0.53	0.35	0.35	0.17	0.53	0.53	0.26	0.26	0.53	0.00	0.00	0.07
Delay/Veh:	62.4	7.8	7.8	58.2	10.0	10.0	65.1	65.1	69.5	0.0	0.0	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	7.8	7.8	58.2	10.0	10.0	65.1	65.1	69.5	0.0	0.0	63.3
LOS by Move:	E	A	A	E+	A	A	E	E	E	A	A	E
HCM2kAvgQ:	6	8	8	2	15	15	2	2	5	0	0	0

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

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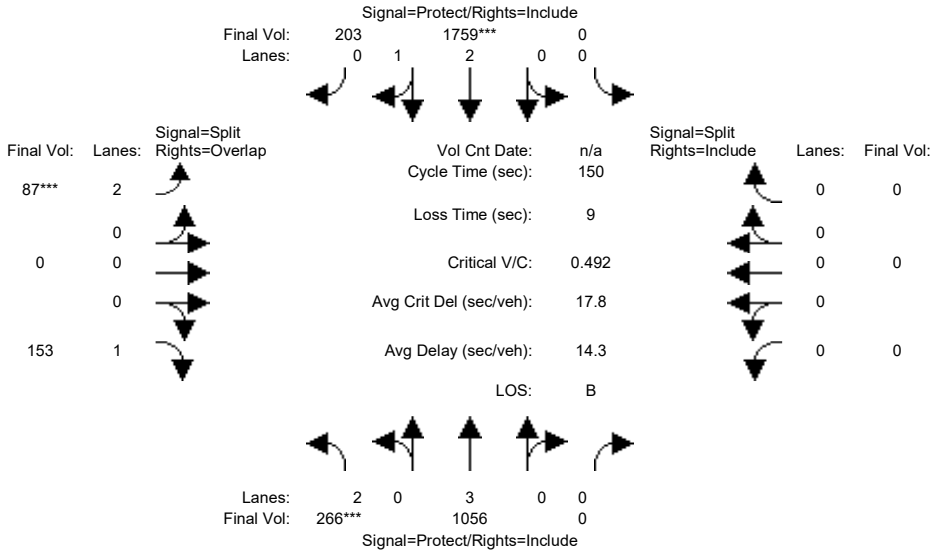
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	6	6	0	0	9	13	7	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1056	0	0	1759	203	87	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1056	0	0	1759	203	87	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1056	0	0	1759	203	87	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1056	0	0	1759	203	87	0	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5020	579	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.00	0.00	0.35	0.35	0.03	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	25.4	131	0.0	0.0	106	105.6	10.0	0.0	35.4	0.0	0.0	0.0
Volume/Cap:	0.50	0.21	0.00	0.00	0.50	0.50	0.41	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D	A	A	A
HCM2kAvgQ:	6	3	0	0	14	14	2	0	6	0	0	0

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

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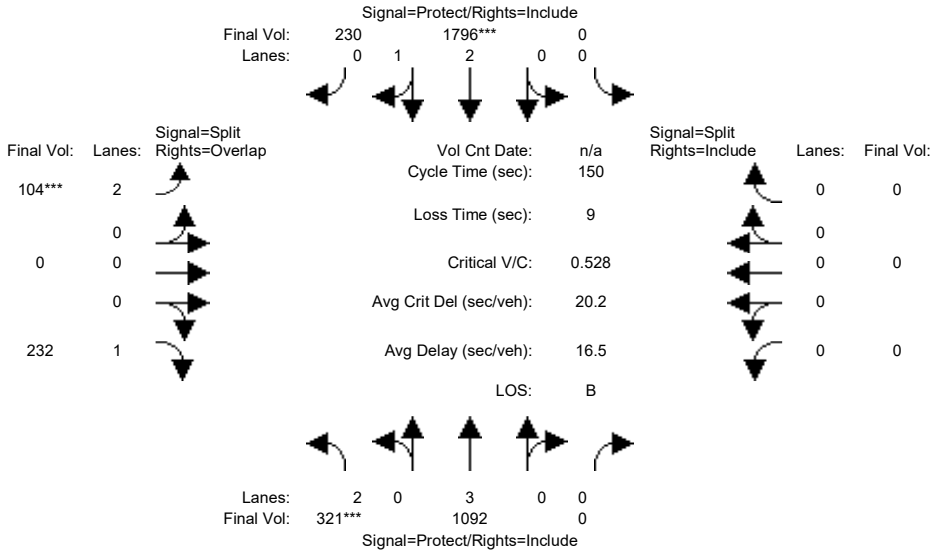
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	61	42	0	0	46	40	24	0	82	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	1092	0	0	1796	230	104	0	232	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1092	0	0	1796	230	104	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1092	0	0	1796	230	104	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	1092	0	0	1796	230	104	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.65	0.35	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	4963	636	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.36	0.36	0.03	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.8	131	0.0	0.0	102	102.2	10.0	0.0	38.8	0.0	0.0	0.0
Volume/Cap:	0.53	0.22	0.00	0.00	0.53	0.53	0.50	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	55.4	1.5	0.0	0.0	12.1	12.1	69.4	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	1.5	0.0	0.0	12.1	12.1	69.4	0.0	48.5	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	8	3	0	0	15	15	3	0	10	0	0	0

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

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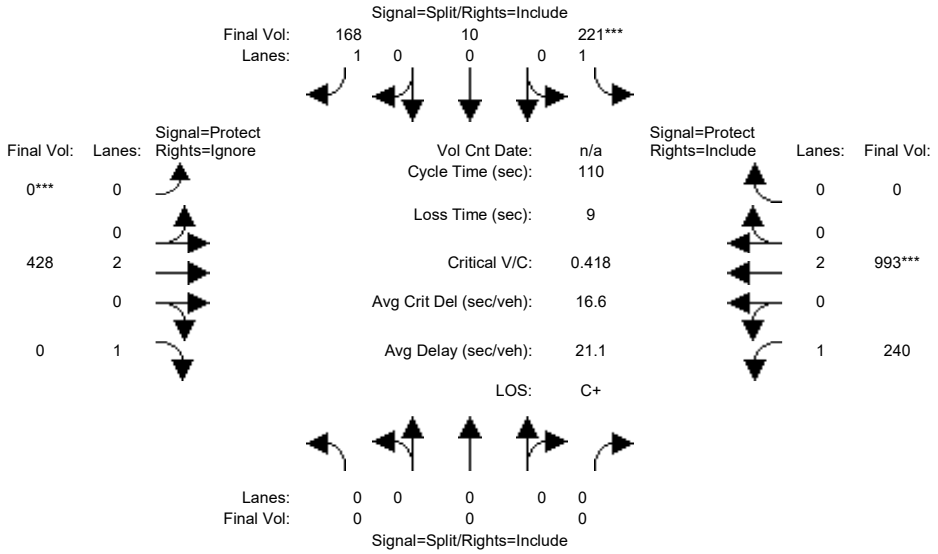
Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	160	0	410	40	240	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	160	0	410	40	240	960	0
Added Vol:	0	0	0	1	0	8	0	18	5	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	168	0	428	45	240	993	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	168	0	428	0	240	993	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	168	0	428	0	240	993	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	168	0	428	0	240	993	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.06	0.94	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	101	1699	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.10	0.10	0.00	0.11	0.00	0.14	0.26	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.3	32.3	32.3	0.0	31.0	0.0	37.7	68.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.34	0.34	0.00	0.40	0.00	0.40	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	30.6	30.6	0.0	32.2	0.0	28.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	30.6	30.6	0.0	32.2	0.0	28.0	10.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C-	A	C	B+	A
HCM2kAvgQ:	0	0	0	6	5	5	0	6	0	6	8	0

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

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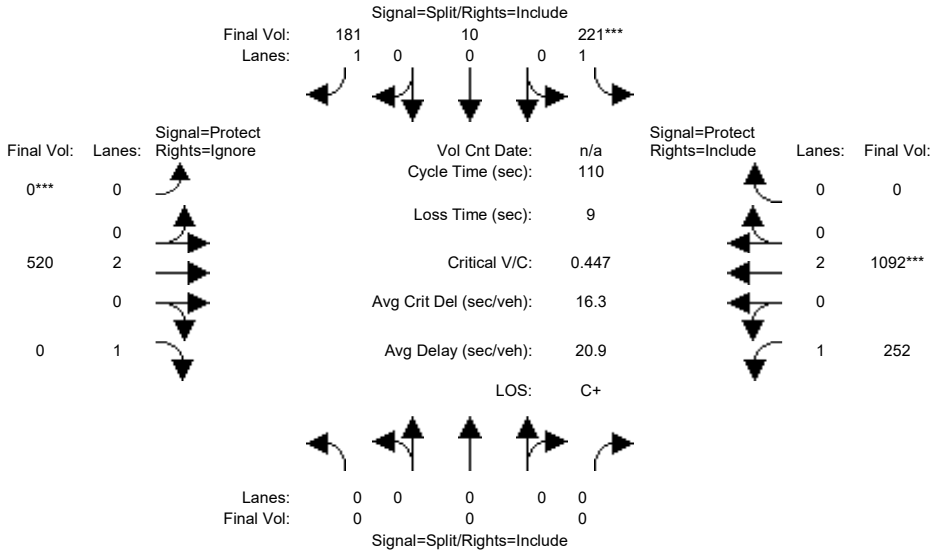
Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	160	0	410	40	240	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	160	0	410	40	240	960	0
Added Vol:	0	0	0	1	0	21	0	110	20	12	132	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	181	0	520	60	252	1092	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	181	0	520	0	252	1092	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	181	0	520	0	252	1092	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	181	0	520	0	252	1092	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	94	1706	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.11	0.11	0.00	0.14	0.00	0.14	0.29	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	30.2	30.2	30.2	0.0	34.5	0.0	36.3	70.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.39	0.39	0.00	0.44	0.00	0.44	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	33.3	32.6	32.6	0.0	30.3	0.0	29.4	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	32.6	32.6	0.0	30.3	0.0	29.4	9.9	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	7	6	6	0	7	0	7	9	0

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

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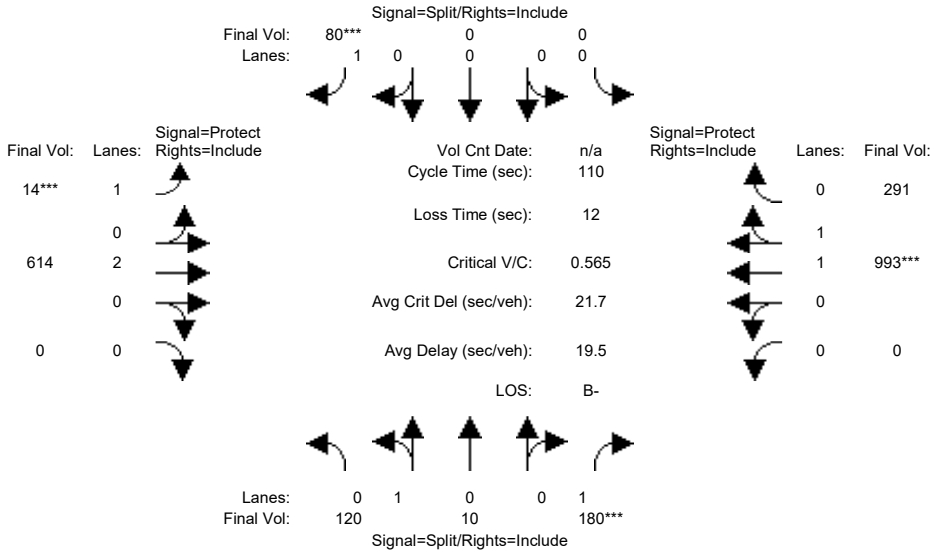
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	10	0	0	0	0	0	4	14	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	180	0	0	80	14	614	0	0	993	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	180	0	0	80	14	614	0	0	993	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	180	0	0	80	14	614	0	0	993	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	10	180	0	0	80	14	614	0	0	993	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.92	0.08	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.53	0.47
Final Sat.:	1662	138	1750	0	0	1750	1750	3800	0	0	2861	838
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.35	0.35
Crit Moves:			****			****	****				****	
Green Time:	18.5	18.5	18.5	0.0	0.0	10.0	7.0	69.5	0.0	0.0	62.5	62.5
Volume/Cap:	0.43	0.43	0.61	0.00	0.00	0.50	0.13	0.26	0.00	0.00	0.61	0.61
Delay/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2kAvgQ:	4	4	7	0	0	3	0	4	0	0	14	14

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

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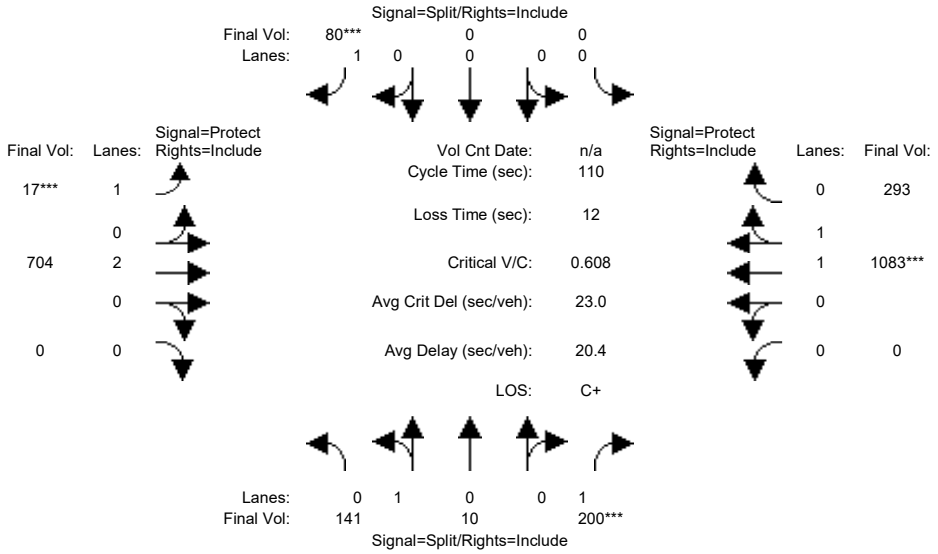
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	31	0	20	0	0	0	7	104	0	0	113	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	10	200	0	0	80	17	704	0	0	1083	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	10	200	0	0	80	17	704	0	0	1083	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	10	200	0	0	80	17	704	0	0	1083	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	10	200	0	0	80	17	704	0	0	1083	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	1681	119	1750	0	0	1750	1750	3800	0	0	2912	788
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.00	0.00	0.05	0.01	0.19	0.00	0.00	0.37	0.37
Crit Moves:			****			****	****				****	
Green Time:	19.0	19.0	19.0	0.0	0.0	10.0	7.0	69.0	0.0	0.0	62.0	62.0
Volume/Cap:	0.48	0.48	0.66	0.00	0.00	0.50	0.15	0.30	0.00	0.00	0.66	0.66
Delay/Veh:	42.2	42.2	47.8	0.0	0.0	50.2	49.3	9.5	0.0	0.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	42.2	47.8	0.0	0.0	50.2	49.3	9.5	0.0	0.0	17.5	17.5
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2kAvgQ:	5	5	8	0	0	3	1	5	0	0	16	16

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

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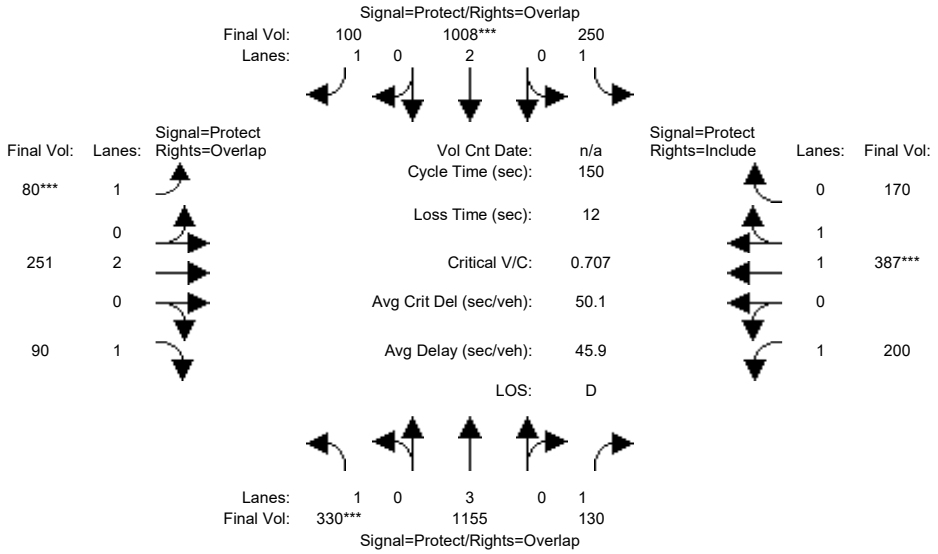
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	1140	130	250	1000	100	80	230	90	200	350	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1140	130	250	1000	100	80	230	90	200	350	170
Added Vol:	0	15	0	0	8	0	0	21	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1155	130	250	1008	100	80	251	90	200	387	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1155	130	250	1008	100	80	251	90	200	387	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1155	130	250	1008	100	80	251	90	200	387	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1155	130	250	1008	100	80	251	90	200	387	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2570	1129
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.07	0.14	0.27	0.06	0.05	0.07	0.05	0.11	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	39.9	56.4	82.8	39.7	56.2	66.2	10.0	15.4	55.4	26.5	31.9	31.9
Volume/Cap:	0.71	0.54	0.13	0.54	0.71	0.13	0.69	0.64	0.14	0.65	0.71	0.71
Delay/Veh:	54.8	36.9	16.3	48.6	41.6	24.9	84.1	68.2	31.6	62.2	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	36.9	16.3	48.6	41.6	24.9	84.1	68.2	31.6	62.2	57.7	57.7
LOS by Move:	D-	D+	B	D	D	C	F	E	C	E	E+	E+
HCM2kAvgQ:	15	13	3	10	19	3	4	6	3	9	12	12

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

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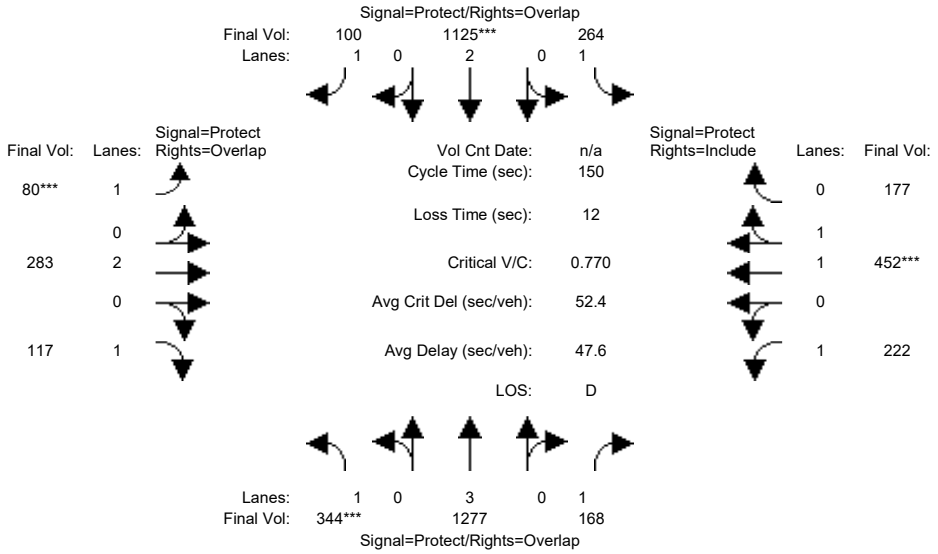
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	1140	130	250	1000	100	80	230	90	200	350	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1140	130	250	1000	100	80	230	90	200	350	170
Added Vol:	14	137	38	14	125	0	0	53	27	22	102	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1277	168	264	1125	100	80	283	117	222	452	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1277	168	264	1125	100	80	283	117	222	452	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1277	168	264	1125	100	80	283	117	222	452	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1277	168	264	1125	100	80	283	117	222	452	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2658	1041
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.10	0.15	0.30	0.06	0.05	0.07	0.07	0.13	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	38.0	56.9	83.9	38.3	57.2	67.2	10.0	15.8	53.8	27.0	32.8	32.8
Volume/Cap:	0.78	0.59	0.17	0.59	0.78	0.13	0.69	0.70	0.19	0.70	0.78	0.78
Delay/Veh:	60.5	37.7	16.2	51.1	43.5	24.3	84.1	70.4	33.2	64.8	59.9	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	37.7	16.2	51.1	43.5	24.3	84.1	70.4	33.2	64.8	59.9	59.9
LOS by Move:	E	D+	B	D-	D	C	F	E	C-	E	E+	E+
HCM2kAvgQ:	16	15	4	11	23	3	4	6	4	10	14	14

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

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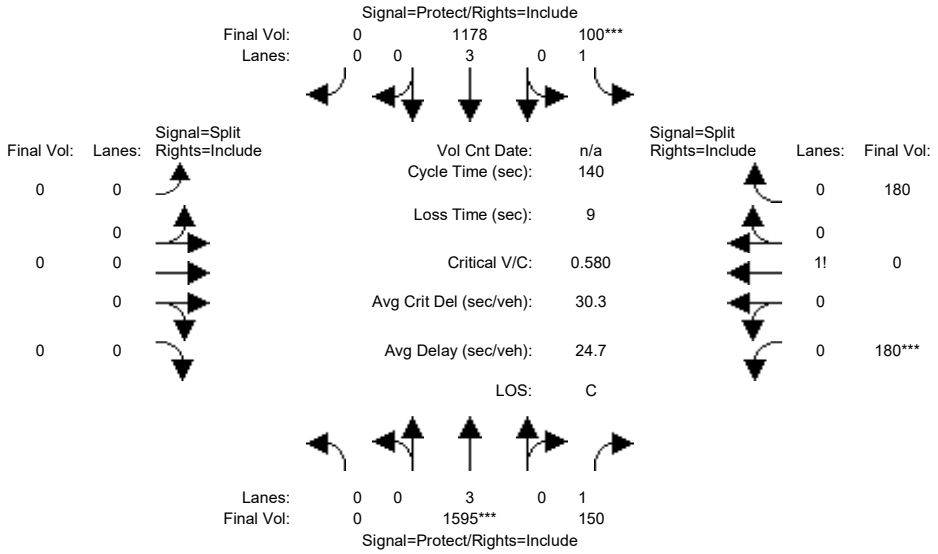
Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1595	150	100	1178	0	0	0	0	180	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1595	150	100	1178	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1595	150	100	1178	0	0	0	0	180	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1595	150	100	1178	0	0	0	0	180	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.06	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****		****						****		
Green Time:	0.0	67.5	67.5	13.8	81.3	0.0	0.0	0.0	0.0	49.7	0.0	49.7
Volume/Cap:	0.00	0.58	0.18	0.58	0.36	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
LOS by Move:	A	C	C+	E	B	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	16	4	4	8	0	0	0	0	13	0	13

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

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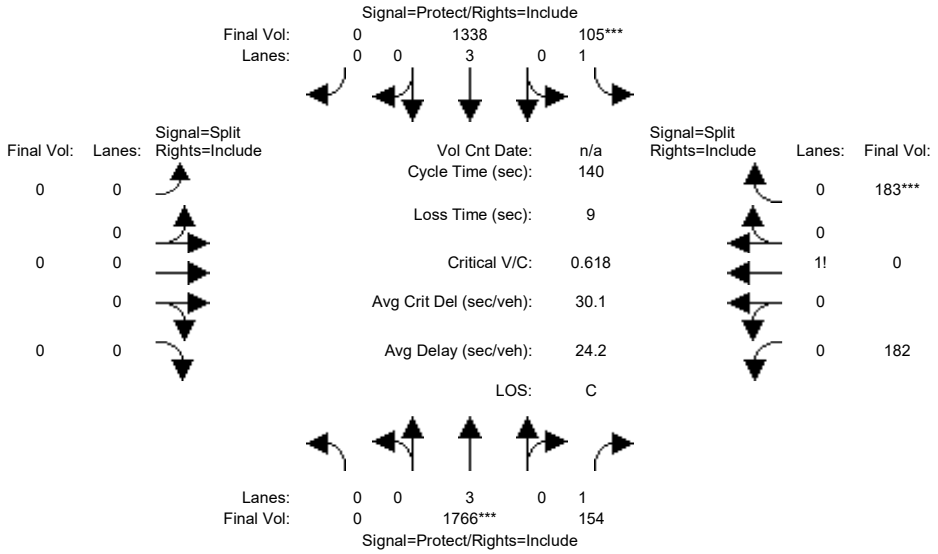
Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	186	4	5	168	0	0	0	0	2	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1766	154	105	1338	0	0	0	0	182	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1766	154	105	1338	0	0	0	0	182	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1766	154	105	1338	0	0	0	0	182	0	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1766	154	105	1338	0	0	0	0	182	0	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	873	0	877
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.06	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****		****								****
Green Time:	0.0	70.2	70.2	13.6	83.8	0.0	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.00	0.62	0.18	0.62	0.39	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Delay/Veh:	0.0	25.6	19.2	67.5	14.8	0.0	0.0	0.0	0.0	40.8	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	19.2	67.5	14.8	0.0	0.0	0.0	0.0	40.8	0.0	40.8
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	18	4	5	9	0	0	0	0	14	0	14

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

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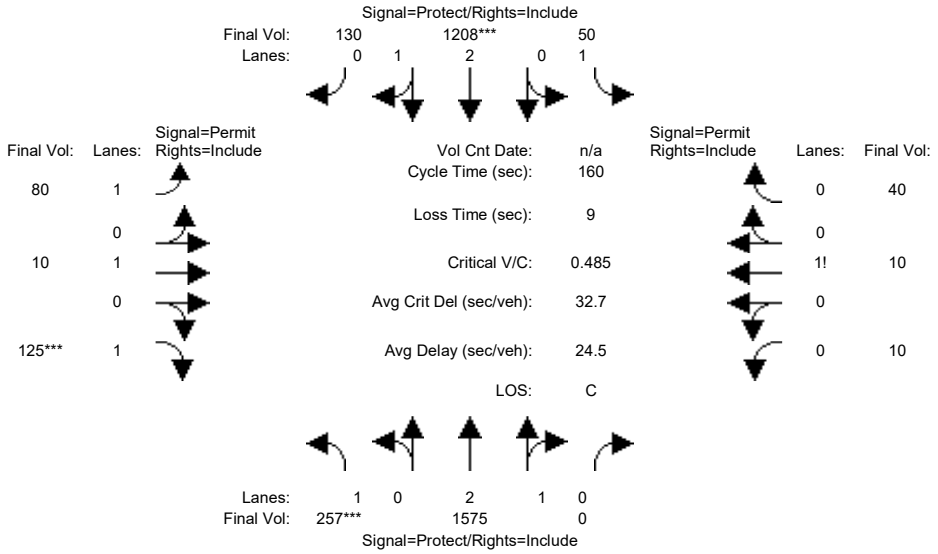
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	27	15	0	0	8	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1575	0	50	1208	130	80	10	125	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1575	0	50	1208	130	80	10	125	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1575	0	50	1208	130	80	10	125	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	1575	0	50	1208	130	80	10	125	10	10	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.70	0.30	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	5055	544	1750	1900	1750	292	292	1167
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.00	0.03	0.24	0.24	0.05	0.01	0.07	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	48.5	110	0.0	17.2	78.9	78.9	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.48	0.41	0.00	0.27	0.48	0.48	0.31	0.04	0.48	0.23	0.23	0.23
Delay/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
LOS by Move:	D	B+	A	E	C	C	E	E+	E	E	E	E
HCM2kAvgQ:	11	11	0	2	14	14	4	0	6	3	3	3

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

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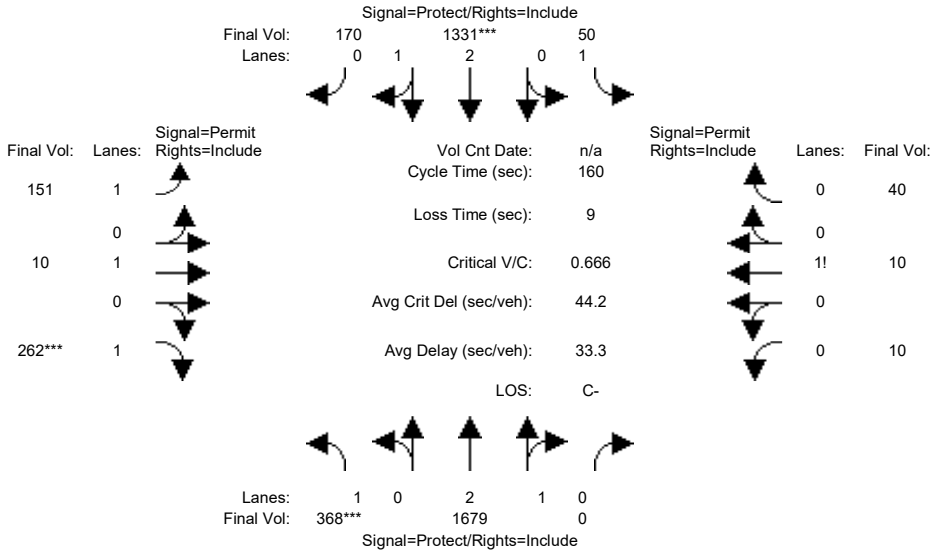
Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	138	119	0	0	131	40	71	0	152	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	1679	0	50	1331	170	151	10	262	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	1679	0	50	1331	170	151	10	262	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1679	0	50	1331	170	151	10	262	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1679	0	50	1331	170	151	10	262	10	10	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.65	0.35	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	4965	634	1750	1900	1750	292	292	1167
Capacity Analysis Module:												
Vol/Sat:	0.21	0.30	0.00	0.03	0.27	0.27	0.09	0.01	0.15	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	50.6	100	0.0	14.6	64.5	64.5	36.0	36.0	36.0	36.0	36.0	36.0
Volume/Cap:	0.67	0.48	0.00	0.31	0.67	0.67	0.38	0.02	0.67	0.15	0.15	0.15
Delay/Veh:	50.5	16.0	0.0	69.1	39.7	39.7	53.2	48.3	60.8	49.9	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	16.0	0.0	69.1	39.7	39.7	53.2	48.3	60.8	49.9	49.9	49.9
LOS by Move:	D	B	A	E	D	D	D-	D	E	D	D	D
HCM2kAvgQ:	16	14	0	2	20	20	7	0	13	3	3	3

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

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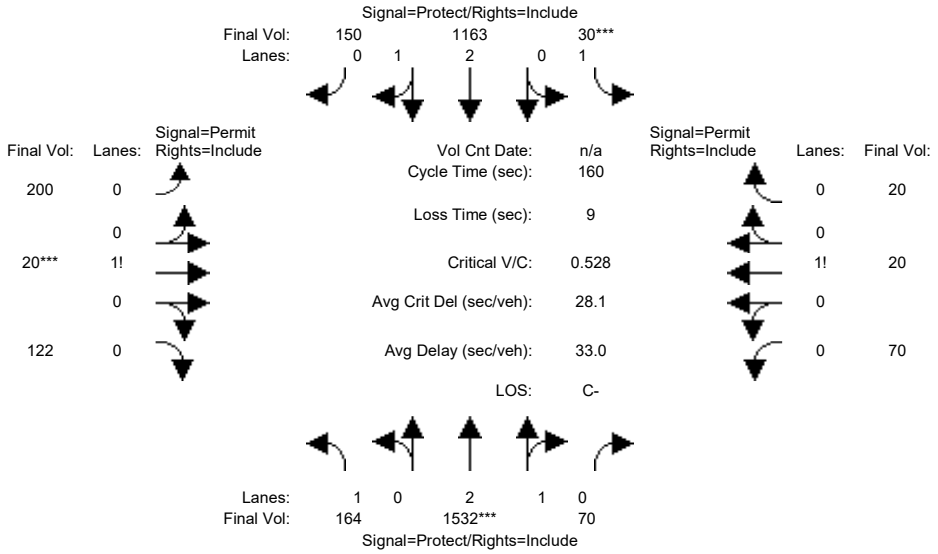
Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	4	42	0	0	23	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1532	70	30	1163	150	200	20	122	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1532	70	30	1163	150	200	20	122	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1532	70	30	1163	150	200	20	122	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1532	70	30	1163	150	200	20	122	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.64	0.36	0.58	0.06	0.36	0.64	0.18	0.18
Final Sat.:	1750	5355	245	1750	4959	640	1023	102	624	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.02	0.23	0.23	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:		****		****				****				
Green Time:	26.4	85.6	85.6	7.0	66.1	66.1	58.4	58.4	58.4	58.4	58.4	58.4
Volume/Cap:	0.57	0.54	0.54	0.39	0.57	0.57	0.54	0.54	0.54	0.17	0.17	0.17
Delay/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
LOS by Move:	E	C	C	E-	D+	D+	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	17	17	2	16	16	14	14	14	4	4	4

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

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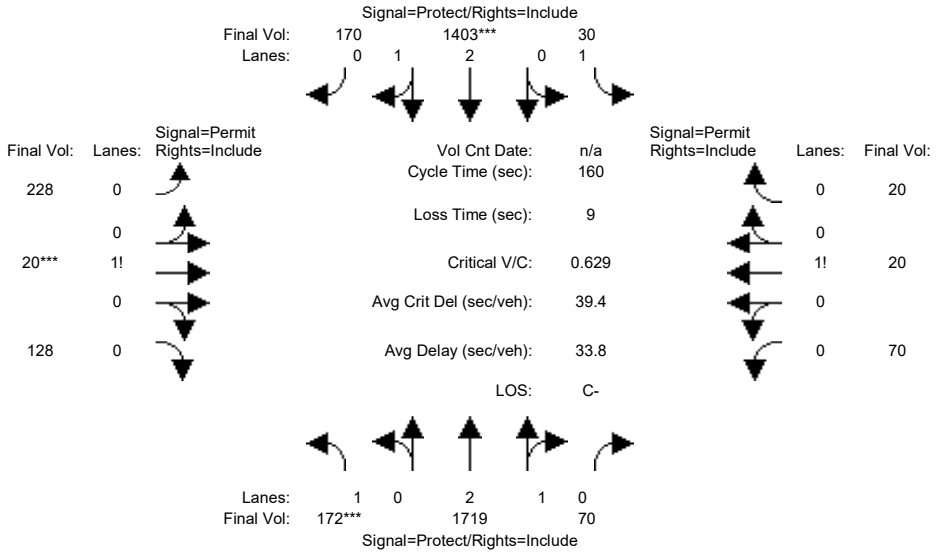
Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	12	229	0	0	263	20	28	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1719	70	30	1403	170	228	20	128	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1719	70	30	1403	170	228	20	128	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1719	70	30	1403	170	228	20	128	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1719	70	30	1403	170	228	20	128	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	2.66	0.34	0.61	0.05	0.34	0.64	0.18	0.18
Final Sat.:	1750	5381	219	1750	4994	605	1061	93	596	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.02	0.28	0.28	0.21	0.21	0.21	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	25.0	84.8	84.8	11.6	71.4	71.4	54.6	54.6	54.6	54.6	54.6	54.6
Volume/Cap:	0.63	0.60	0.60	0.24	0.63	0.63	0.63	0.63	0.63	0.18	0.18	0.18
Delay/Veh:	67.8	26.3	26.3	71.0	34.6	34.6	46.4	46.4	46.4	37.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	26.3	26.3	71.0	34.6	34.6	46.4	46.4	46.4	37.2	37.2	37.2
LOS by Move:	E	C	C	E	C-	C-	D	D	D	D+	D+	D+
HCM2kAvgQ:	8	20	20	1	19	19	17	17	17	4	4	4

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

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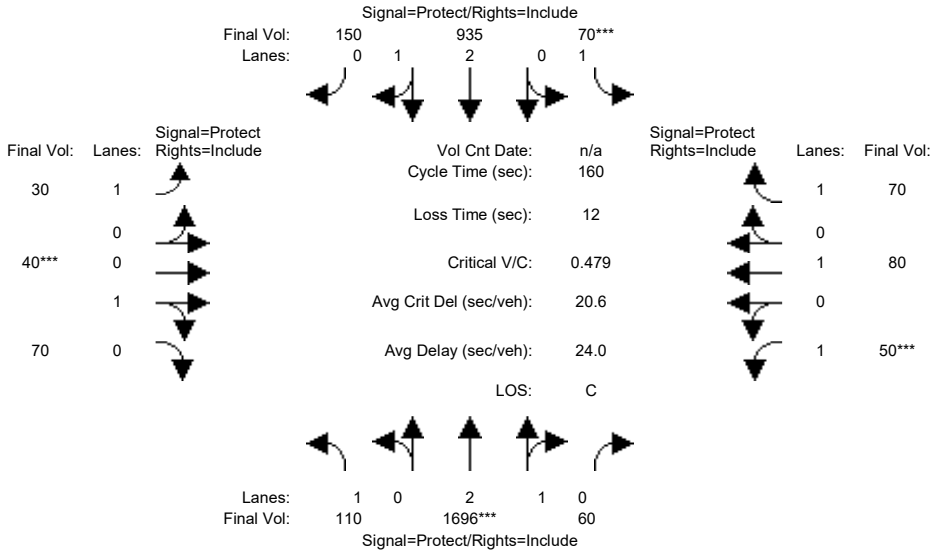
Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1650	60	70	910	150	30	40	70	50	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	46	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1696	60	70	935	150	30	40	70	50	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1696	60	70	935	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1696	60	70	935	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1696	60	70	935	150	30	40	70	50	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.57	0.43	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5408	191	1750	4825	774	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.04	0.19	0.19	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	28.9	105	104.7	13.4	89.1	89.1	12.3	20.4	20.4	9.5	17.6	17.6
Volume/Cap:	0.35	0.48	0.48	0.48	0.35	0.35	0.22	0.48	0.48	0.48	0.38	0.36
Delay/Veh:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E-	E	E
HCM2kAvgQ:	5	14	14	3	9	9	2	6	6	3	4	4

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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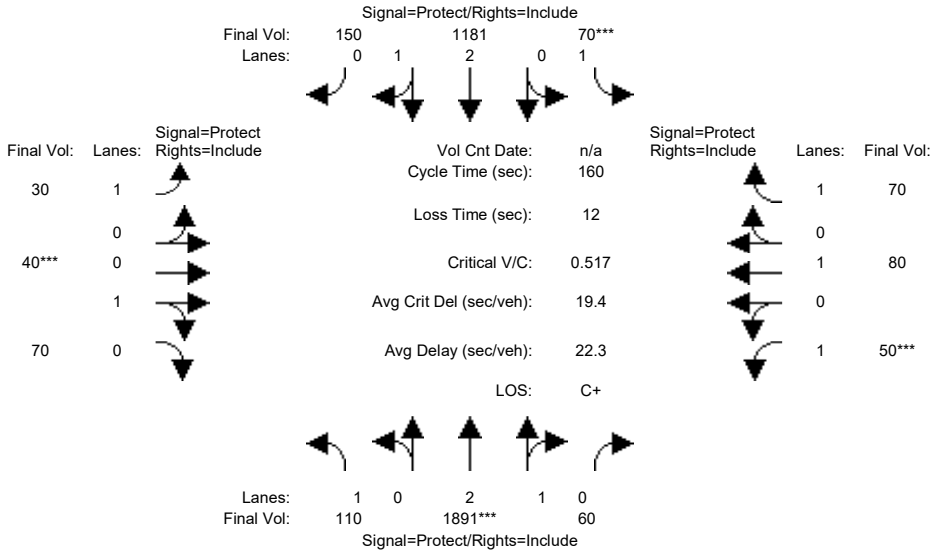
Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1650	60	70	910	150	30	40	70	50	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	241	0	0	271	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1891	60	70	1181	150	30	40	70	50	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1891	60	70	1181	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1891	60	70	1181	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1891	60	70	1181	150	30	40	70	50	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.65	0.35	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5428	172	1750	4968	631	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.04	0.24	0.24	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	25.1	108	107.9	12.4	95.1	95.1	11.4	18.9	18.9	8.8	16.3	16.3
Volume/Cap:	0.40	0.52	0.52	0.52	0.40	0.40	0.24	0.52	0.52	0.52	0.41	0.39
Delay/Veh:	61.6	13.2	13.2	74.4	17.4	17.4	71.2	68.5	68.5	78.3	68.8	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	13.2	13.2	74.4	17.4	17.4	71.2	68.5	68.5	78.3	68.8	68.6
LOS by Move:	E	B	B	E	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	15	15	3	11	11	2	6	6	3	4	4

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

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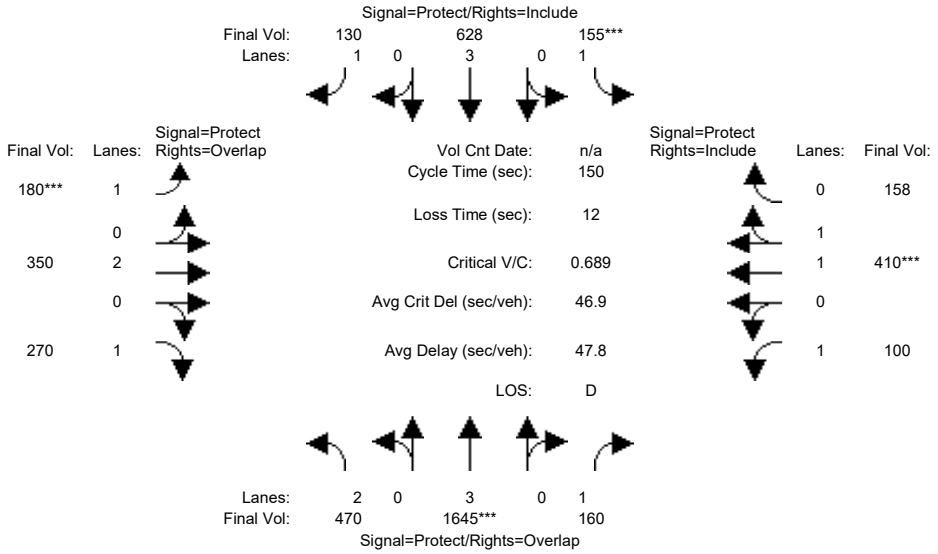
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	0	15	0	5	8	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1645	160	155	628	130	180	350	270	100	410	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1645	160	155	628	130	180	350	270	100	410	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1645	160	155	628	130	180	350	270	100	410	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	1645	160	155	628	130	180	350	270	100	410	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2670	1029
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.09	0.09	0.11	0.07	0.10	0.09	0.15	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	47.3	62.9	84.2	19.3	34.9	34.9	22.4	34.5	81.7	21.4	33.4	33.4
Volume/Cap:	0.47	0.69	0.16	0.69	0.47	0.32	0.69	0.40	0.28	0.40	0.69	0.69
Delay/Veh:	41.7	36.4	15.9	71.2	49.9	48.2	68.0	49.3	18.5	59.5	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	36.4	15.9	99.6	69.9	67.4	68.0	49.3	18.5	59.5	56.0	56.0
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2kAvgQ:	10	20	4	9	8	5	8	7	7	4	12	12

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

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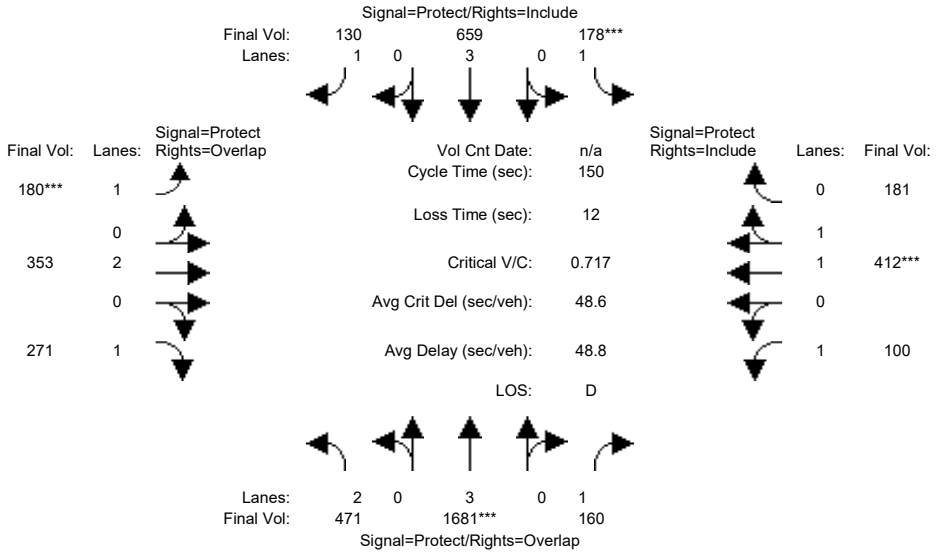
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	1	51	0	28	39	0	0	3	1	0	2	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	1681	160	178	659	130	180	353	271	100	412	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1681	160	178	659	130	180	353	271	100	412	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1681	160	178	659	130	180	353	271	100	412	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1681	160	178	659	130	180	353	271	100	412	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2570	1129
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.09	0.10	0.12	0.07	0.10	0.09	0.15	0.06	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	46.8	61.7	82.6	21.3	36.2	36.2	21.5	34.1	80.9	21.0	33.5	33.5
Volume/Cap:	0.48	0.72	0.17	0.72	0.48	0.31	0.72	0.41	0.29	0.41	0.72	0.72
Delay/Veh:	42.1	38.0	16.7	71.1	49.1	47.1	70.9	49.7	19.0	60.0	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	38.0	16.7	99.6	68.7	65.9	70.9	49.7	19.0	60.0	56.9	56.9
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2kAvgQ:	10	21	4	10	9	5	9	7	7	4	12	12

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

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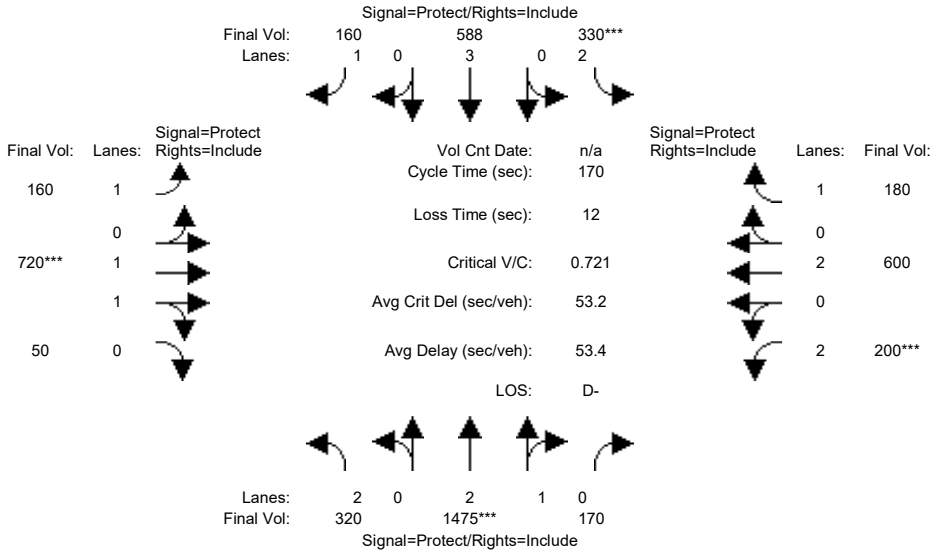
Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1475	170	330	588	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1475	170	330	588	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1475	170	330	588	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1475	170	330	588	160	160	720	50	200	600	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5021	579	3150	5700	1750	1750	3460	240	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.10	0.10	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:		****		****				****		****		
Green Time:	35.8	69.3	69.3	24.7	58.1	58.1	21.9	49.1	49.1	15.0	42.2	42.2
Volume/Cap:	0.48	0.72	0.72	0.72	0.30	0.27	0.71	0.72	0.72	0.72	0.64	0.41
Delay/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
LOS by Move:	E+	D	D	E	D	D	F	E+	E+	F	E+	D-
HCM2kAvgQ:	9	24	24	10	7	6	9	18	18	7	14	8

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

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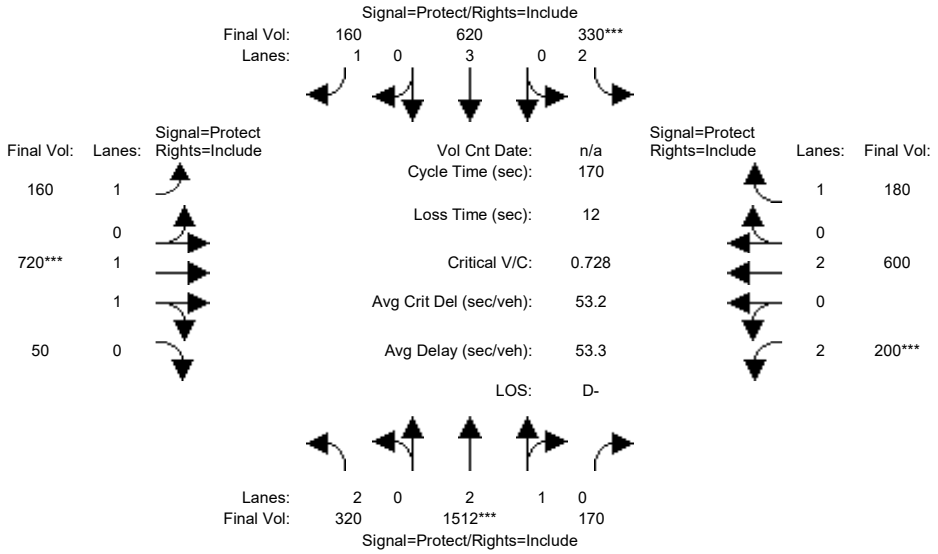
Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	52	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1512	170	330	620	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1512	170	330	620	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1512	170	330	620	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1512	170	330	620	160	160	720	50	200	600	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5033	566	3150	5700	1750	1750	3460	240	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.10	0.11	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:		****		****				****		****		
Green Time:	36.1	70.1	70.1	24.5	58.5	58.5	21.6	48.6	48.6	14.8	41.8	41.8
Volume/Cap:	0.48	0.73	0.73	0.73	0.32	0.27	0.72	0.73	0.73	0.73	0.64	0.42
Delay/Veh:	59.3	43.1	43.1	75.5	41.1	40.5	82.0	57.3	57.3	85.1	59.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	43.1	43.1	75.5	41.1	40.5	82.0	57.3	57.3	85.1	59.0	54.6
LOS by Move:	E+	D	D	E-	D	D	F	E+	E+	F	E+	D-
HCM2kAvgQ:	9	25	25	10	7	6	9	19	19	8	14	8

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

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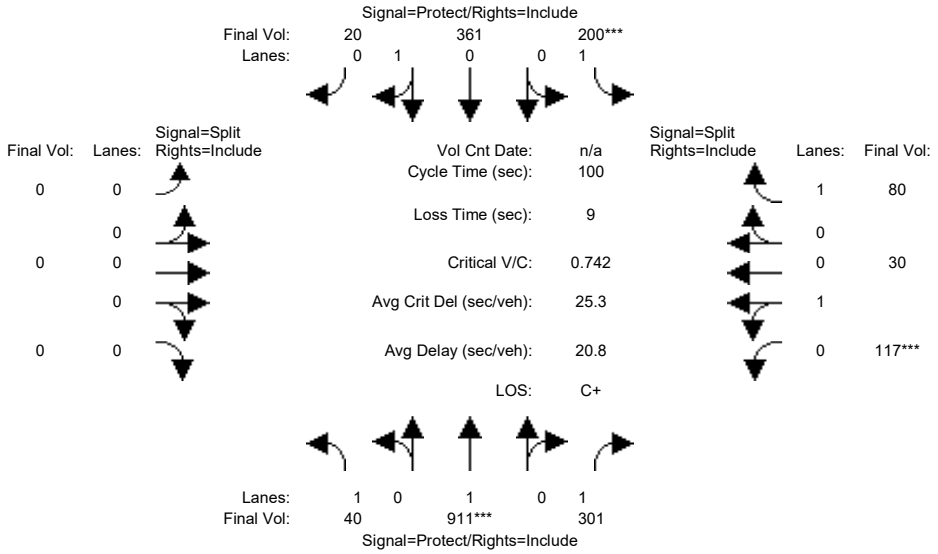
Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	1	1	0	1	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	911	301	200	361	20	0	0	0	117	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	911	301	200	361	20	0	0	0	117	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	911	301	200	361	20	0	0	0	117	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	911	301	200	361	20	0	0	0	117	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.80	0.20	1.00
Final Sat.:	1750	1900	1750	1750	1706	94	0	0	0	1433	367	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.17	0.11	0.21	0.21	0.00	0.00	0.00	0.08	0.08	0.05
Crit Moves:		****		****						****		
Green Time:	19.9	64.6	64.6	15.4	60.1	60.1	0.0	0.0	0.0	11.0	11.0	11.0
Volume/Cap:	0.11	0.74	0.27	0.74	0.35	0.35	0.00	0.00	0.00	0.74	0.74	0.42
Delay/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
LOS by Move:	C-	B	A	D	B+	B+	A	A	A	E+	E+	D
HCM2kAvgQ:	1	20	4	8	6	6	0	0	0	5	5	2

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

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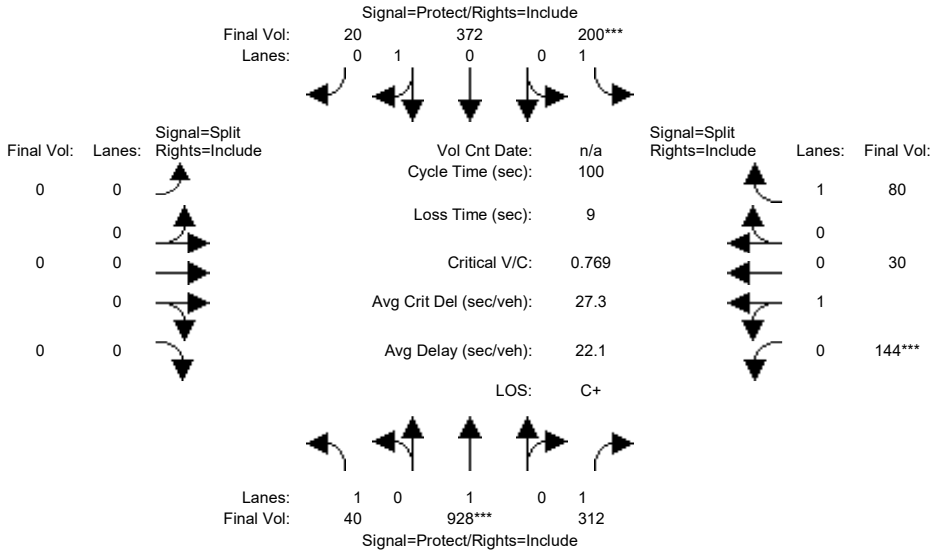
Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	18	12	0	12	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	928	312	200	372	20	0	0	0	144	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	928	312	200	372	20	0	0	0	144	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	928	312	200	372	20	0	0	0	144	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	928	312	200	372	20	0	0	0	144	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.83	0.17	1.00
Final Sat.:	1750	1900	1750	1750	1708	92	0	0	0	1490	310	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.18	0.11	0.22	0.22	0.00	0.00	0.00	0.10	0.10	0.05
Crit Moves:		****		****						****		
Green Time:	19.1	63.6	63.6	14.9	59.3	59.3	0.0	0.0	0.0	12.6	12.6	12.6
Volume/Cap:	0.12	0.77	0.28	0.77	0.37	0.37	0.00	0.00	0.00	0.77	0.77	0.36
Delay/Veh:	33.7	16.0	8.2	53.9	10.8	10.8	0.0	0.0	0.0	57.0	57.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	16.0	8.2	53.9	10.8	10.8	0.0	0.0	0.0	57.0	57.0	41.1
LOS by Move:	C-	B	A	D-	B+	B+	A	A	A	E+	E+	D
HCM2kAvgQ:	1	21	5	8	7	7	0	0	0	6	6	2

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

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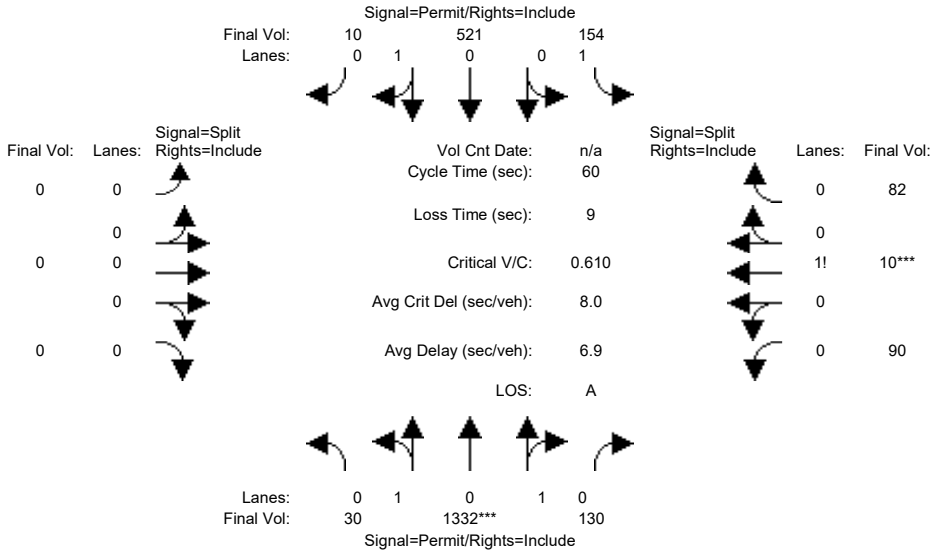
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1330	130	150	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1330	130	150	520	10	0	0	0	90	10	80
Added Vol:	0	2	0	4	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1332	130	154	521	10	0	0	0	90	10	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1332	130	154	521	10	0	0	0	90	10	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1332	130	154	521	10	0	0	0	90	10	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1332	130	154	521	10	0	0	0	90	10	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.79	0.17	1.00	0.98	0.02	0.00	0.00	0.00	0.50	0.05	0.45
Final Sat.:	72	3214	314	1750	1766	34	0	0	0	865	96	788
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.09	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	40.8	40.8	40.8	40.8	40.8	40.8	0.0	0.0	0.0	10.2	10.2	10.2
Volume/Cap:	0.61	0.61	0.61	0.13	0.43	0.43	0.00	0.00	0.00	0.61	0.61	0.61
Delay/Veh:	5.7	5.7	5.7	3.4	4.6	4.6	0.0	0.0	0.0	26.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	5.7	3.4	4.6	4.6	0.0	0.0	0.0	26.7	26.7	26.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	9	9	9	1	5	5	0	0	0	3	3	3

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

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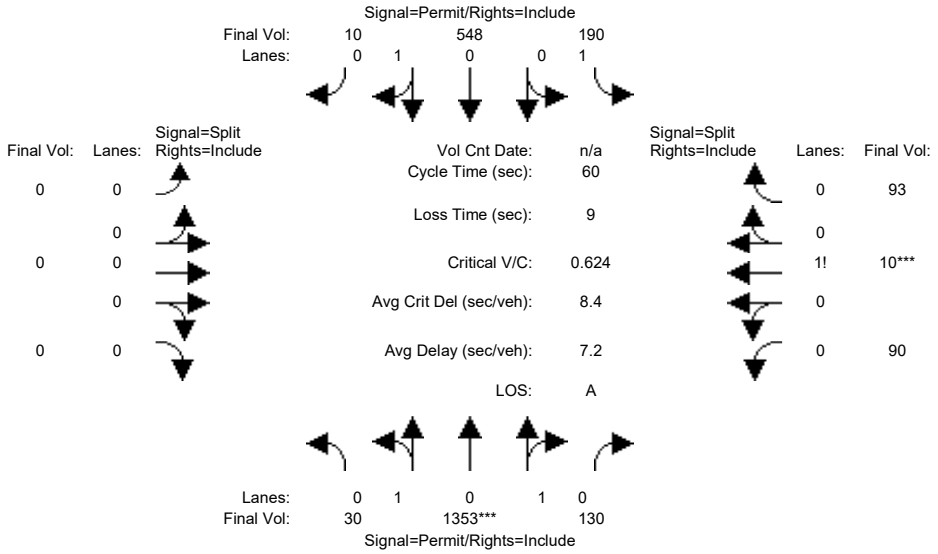
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1330	130	150	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1330	130	150	520	10	0	0	0	90	10	80
Added Vol:	0	23	0	40	28	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1353	130	190	548	10	0	0	0	90	10	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1353	130	190	548	10	0	0	0	90	10	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1353	130	190	548	10	0	0	0	90	10	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1353	130	190	548	10	0	0	0	90	10	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.79	0.17	1.00	0.98	0.02	0.00	0.00	0.00	0.47	0.05	0.48
Final Sat.:	71	3219	309	1750	1768	32	0	0	0	816	91	843
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.11	0.31	0.31	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	40.4	40.4	40.4	40.4	40.4	40.4	0.0	0.0	0.0	10.6	10.6	10.6
Volume/Cap:	0.62	0.62	0.62	0.16	0.46	0.46	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	6.0	6.0	6.0	3.7	4.9	4.9	0.0	0.0	0.0	26.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	3.7	4.9	4.9	0.0	0.0	0.0	26.8	26.8	26.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	9	9	9	1	5	5	0	0	0	4	4	4

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

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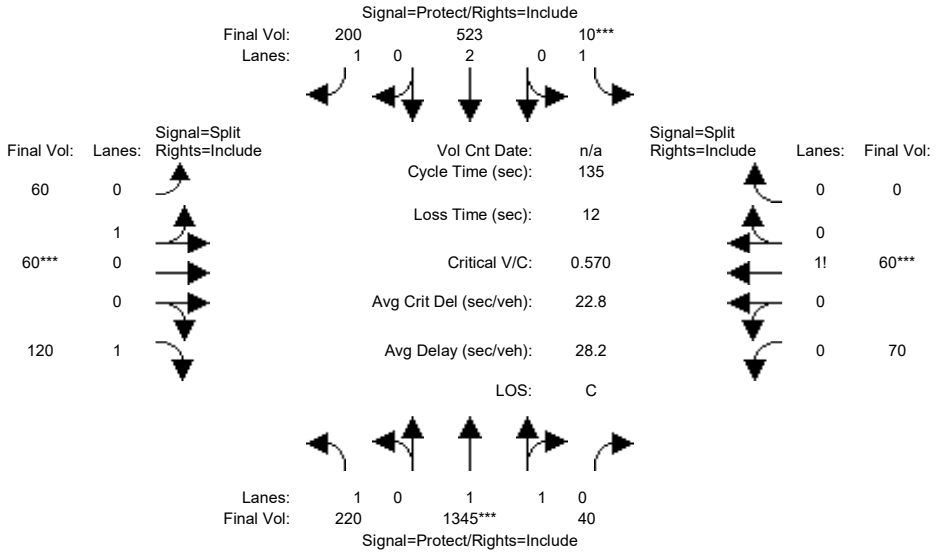
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1345	40	10	523	200	60	60	120	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1345	40	10	523	200	60	60	120	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1345	40	10	523	200	60	60	120	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1345	40	10	523	200	60	60	120	70	60	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.50	0.50	1.00	0.54	0.46	0.00
Final Sat.:	1750	3593	107	1750	3800	1750	900	900	1750	969	831	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.37	0.01	0.14	0.11	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:		****		****				****			****	
Green Time:	43.6	84.3	84.3	7.0	47.7	47.7	15.4	15.4	15.4	16.3	16.3	0.0
Volume/Cap:	0.39	0.60	0.60	0.11	0.39	0.32	0.58	0.58	0.60	0.60	0.60	0.00
Delay/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
LOS by Move:	D+	B	B	E	C-	C-	E	E	E	E	E	A
HCM2kAvgQ:	7	17	17	1	8	6	5	5	5	6	6	0

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

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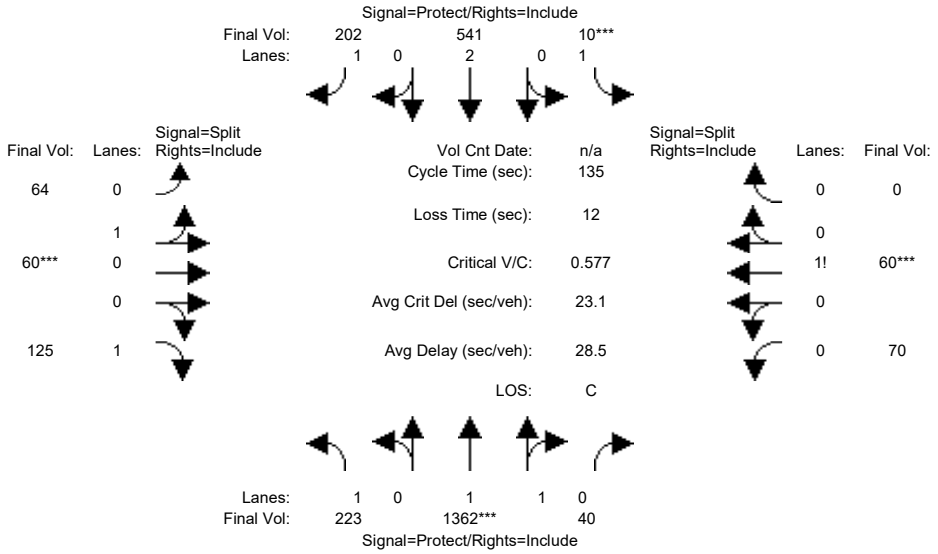
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	3	22	0	0	21	2	4	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1362	40	10	541	202	64	60	125	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1362	40	10	541	202	64	60	125	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1362	40	10	541	202	64	60	125	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1362	40	10	541	202	64	60	125	70	60	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.52	0.48	1.00	0.54	0.46	0.00
Final Sat.:	1750	3594	106	1750	3800	1750	929	871	1750	969	831	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.01	0.14	0.12	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:		****		****				****			****	
Green Time:	43.0	84.1	84.1	7.0	48.1	48.1	15.9	15.9	15.9	16.0	16.0	0.0
Volume/Cap:	0.40	0.61	0.61	0.11	0.40	0.32	0.59	0.59	0.61	0.61	0.61	0.00
Delay/Veh:	36.4	15.9	15.9	61.6	32.8	31.9	60.7	60.7	61.8	61.5	61.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	15.9	15.9	61.6	32.8	31.9	60.7	60.7	61.8	61.5	61.5	0.0
LOS by Move:	D+	B	B	E	C-	C	E	E	E	E	E	A
HCM2kAvgQ:	8	18	18	1	8	6	5	5	5	6	6	0

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

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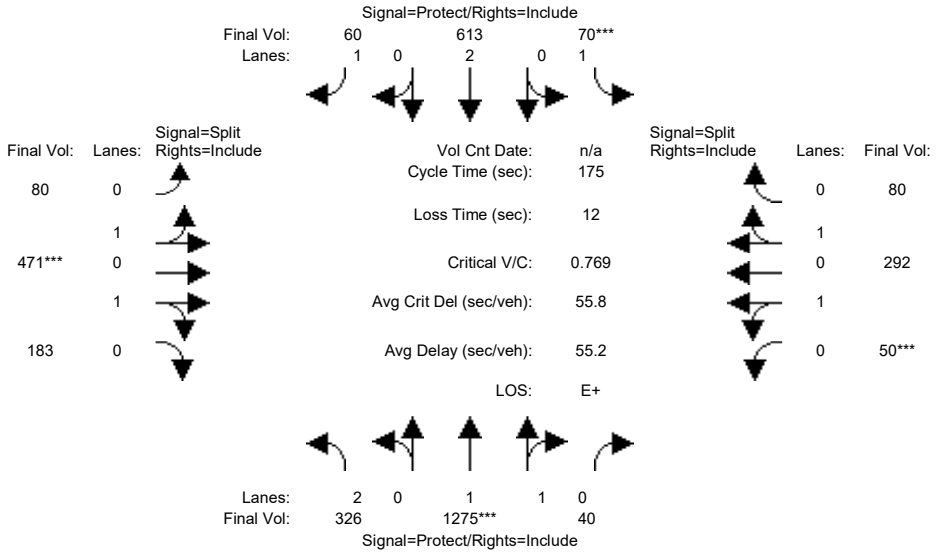
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	6	5	0	0	3	0	0	1	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1275	40	70	613	60	80	471	183	50	292	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1275	40	70	613	60	80	471	183	50	292	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1275	40	70	613	60	80	471	183	50	292	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1275	40	70	613	60	80	471	183	50	292	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.22	1.28	0.50	0.24	1.38	0.38
Final Sat.:	3150	3587	113	1750	3800	1750	392	2310	898	427	2491	682
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.04	0.16	0.03	0.20	0.20	0.20	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	35.2	80.9	80.9	9.1	54.8	54.8	46.4	46.4	46.4	26.7	26.7	26.7
Volume/Cap:	0.52	0.77	0.77	0.77	0.52	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2kAvgQ:	9	28	28	6	13	2	19	19	19	12	12	12

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

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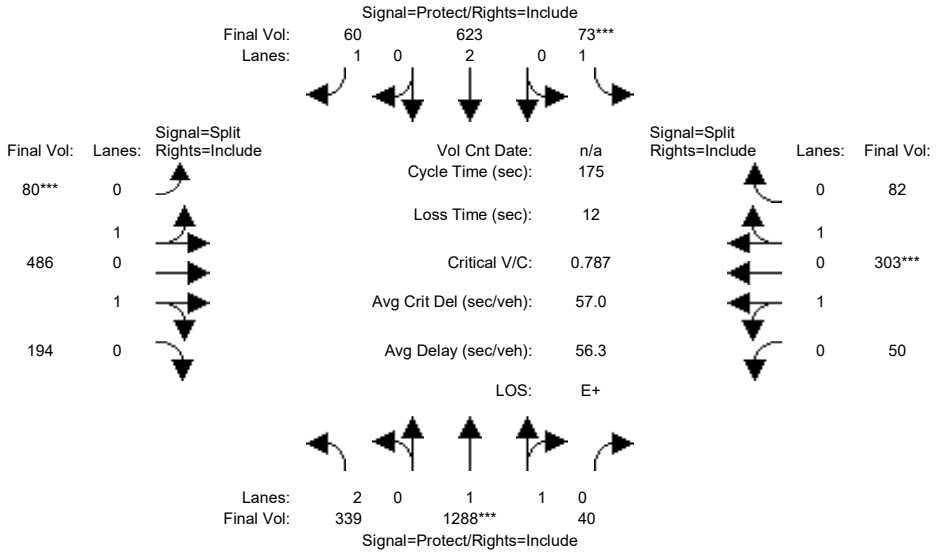
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	19	18	0	3	13	0	0	16	14	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1288	40	73	623	60	80	486	194	50	303	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1288	40	73	623	60	80	486	194	50	303	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1288	40	73	623	60	80	486	194	50	303	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1288	40	73	623	60	80	486	194	50	303	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.39	0.38
Final Sat.:	3150	3588	111	1750	3800	1750	379	2302	919	414	2508	679
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	35.3	79.9	79.9	9.3	53.8	53.8	47.0	47.0	47.0	26.9	26.9	26.9
Volume/Cap:	0.53	0.79	0.79	0.79	0.53	0.11	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	63.3	42.9	42.9	116.6	50.7	43.5	63.7	63.7	63.7	78.7	78.7	78.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	42.9	42.9	116.6	50.7	43.5	63.7	63.7	63.7	78.7	78.7	78.7
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2kAvgQ:	9	28	28	6	14	2	20	20	20	12	12	12

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

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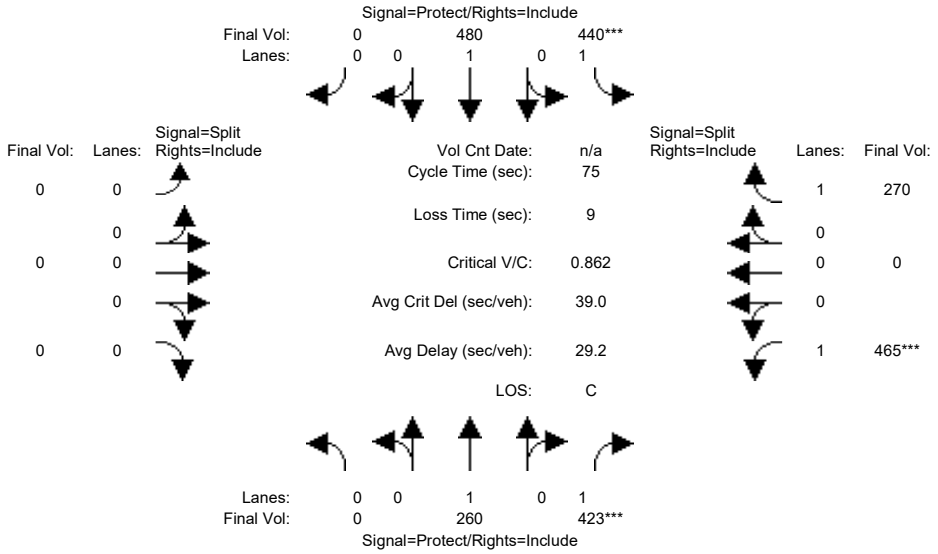
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	3	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	423	440	480	0	0	0	0	465	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	423	440	480	0	0	0	0	465	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	423	440	480	0	0	0	0	465	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	423	440	480	0	0	0	0	465	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.24	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.0	21.0	21.9	42.9	0.0	0.0	0.0	0.0	23.1	0.0	23.1
Volume/Cap:	0.00	0.49	0.86	0.86	0.44	0.00	0.00	0.00	0.00	0.86	0.00	0.50
Delay/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
LOS by Move:	A	C	D	D	A	A	A	A	A	D+	A	C+
HCM2kAvgQ:	0	5	11	14	7	0	0	0	0	12	0	5

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

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Stanford 2018 GUP
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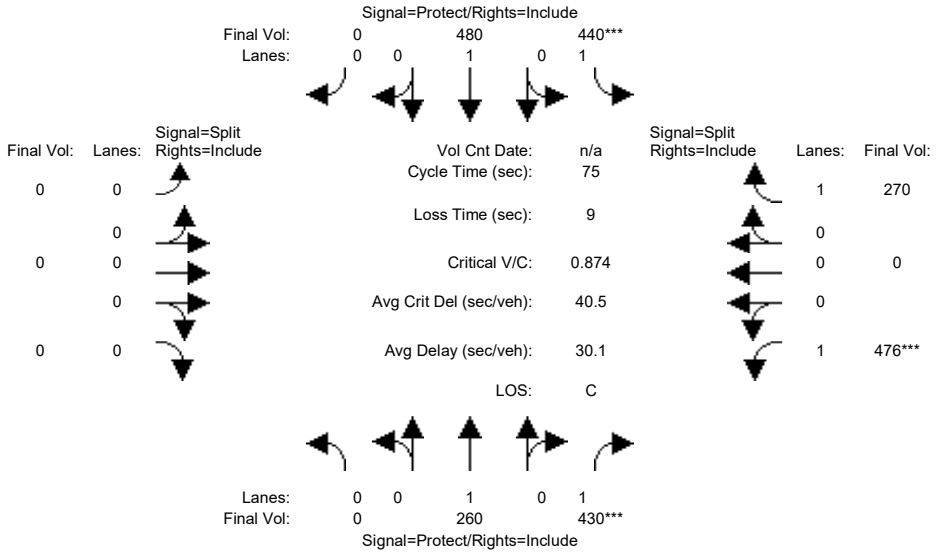
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	10	0	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	430	440	480	0	0	0	0	476	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	430	440	480	0	0	0	0	476	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	430	440	480	0	0	0	0	476	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	430	440	480	0	0	0	0	476	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.25	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.1	21.1	21.6	42.7	0.0	0.0	0.0	0.0	23.3	0.0	23.3
Volume/Cap:	0.00	0.49	0.87	0.87	0.44	0.00	0.00	0.00	0.00	0.87	0.00	0.50
Delay/Veh:	0.0	23.2	41.5	41.0	9.6	0.0	0.0	0.0	0.0	39.0	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	41.5	41.0	9.6	0.0	0.0	0.0	0.0	39.0	0.0	21.7
LOS by Move:	A	C	D	D	A	A	A	A	A	D	A	C+
HCM2kAvgQ:	0	5	12	14	7	0	0	0	0	13	0	5

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

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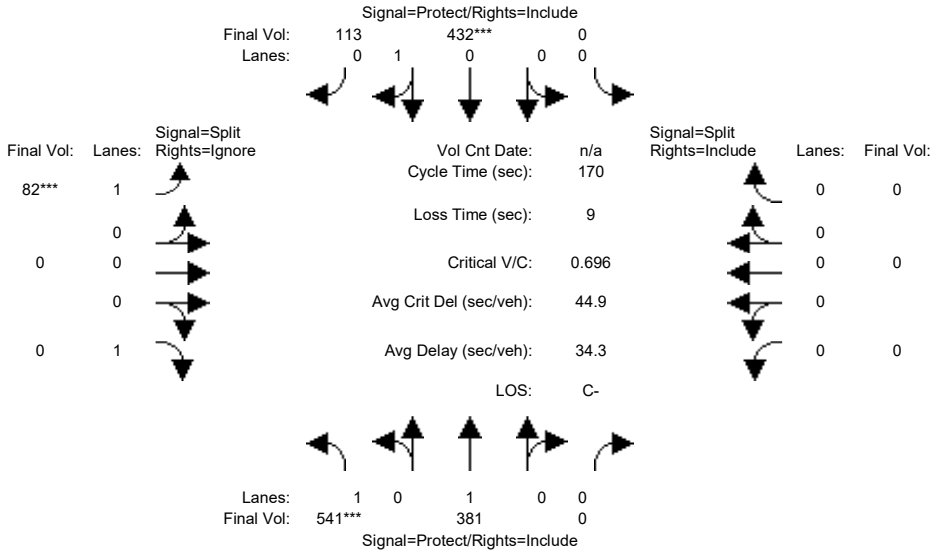
Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	1	1	0	0	2	3	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	381	0	0	432	113	82	0	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	541	381	0	0	432	113	82	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	381	0	0	432	113	82	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	541	381	0	0	432	113	82	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1427	373	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.00	0.00	0.30	0.30	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	75.6	150	0.0	0.0	74.0	74.0	11.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.23	0.00	0.00	0.70	0.70	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2kAvgQ:	24	3	0	0	24	24	4	0	0	0	0	0

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

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SJ15-1585
2018 AM Full-Offset Alternative

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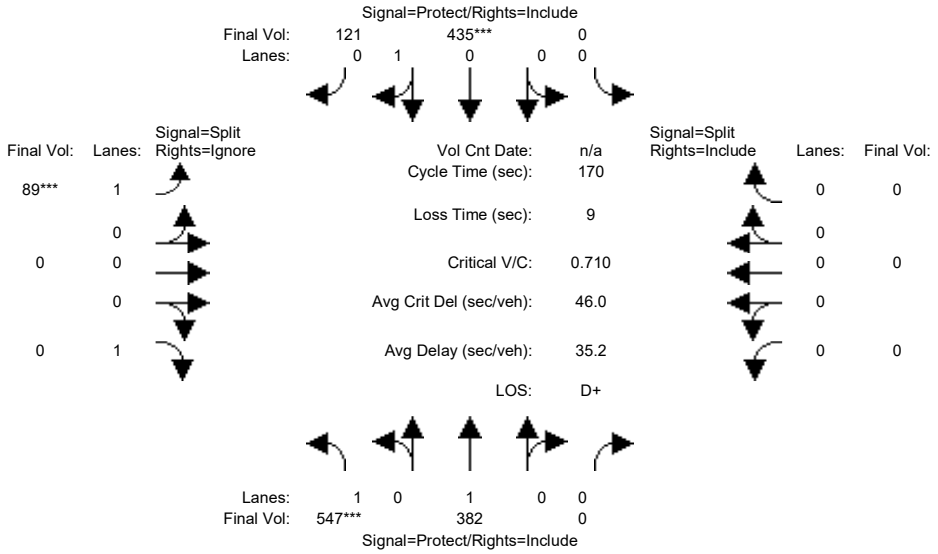
2018 with Full-Offset AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	7	2	0	0	5	11	9	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	382	0	0	435	121	89	0	500	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	547	382	0	0	435	121	89	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	382	0	0	435	121	89	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	547	382	0	0	435	121	89	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1408	392	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.00	0.00	0.31	0.31	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	74.9	149	0.0	0.0	74.0	74.0	12.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.23	0.00	0.00	0.71	0.71	0.71	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	41.8	1.7	0.0	0.0	42.3	42.3	94.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	1.7	0.0	0.0	42.3	42.3	94.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2kAvgQ:	25	3	0	0	25	25	5	0	0	0	0	0

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

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Stanford 2018 GUP
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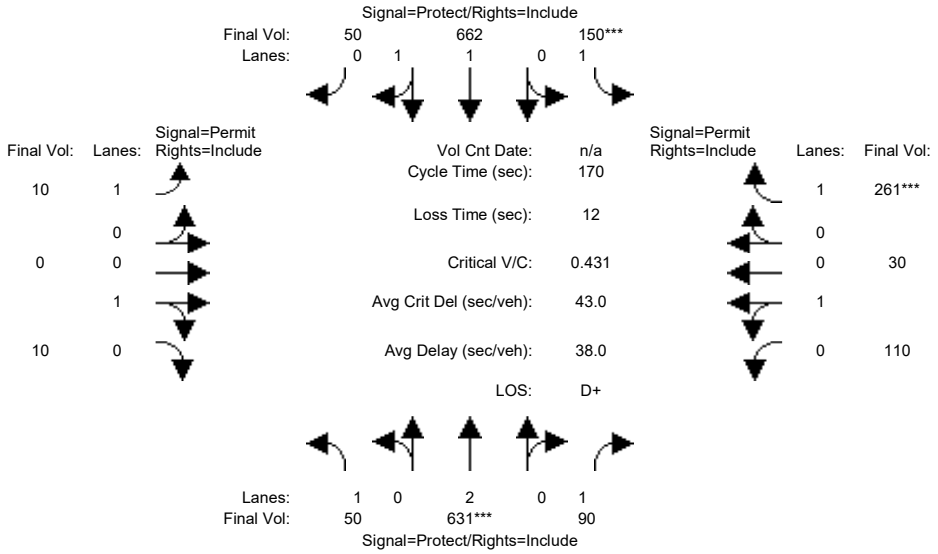
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	631	90	150	662	50	10	0	10	110	30	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	631	90	150	662	50	10	0	10	110	30	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	631	90	150	662	50	10	0	10	110	30	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	631	90	150	662	50	10	0	10	110	30	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3440	260	1750	0	1800	1414	386	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:		****		****								****
Green Time:	17.5	65.4	65.4	33.8	81.7	81.7	58.8	0.0	58.8	58.8	58.8	58.8
Volume/Cap:	0.28	0.43	0.13	0.43	0.40	0.40	0.02	0.00	0.02	0.22	0.22	0.43
Delay/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
LOS by Move:	E	D+	C-	E	C	C	D+	A	D+	D	D	D
HCM2kAvgQ:	2	12	3	7	12	12	0	0	0	5	5	11

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

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Stanford 2018 GUP
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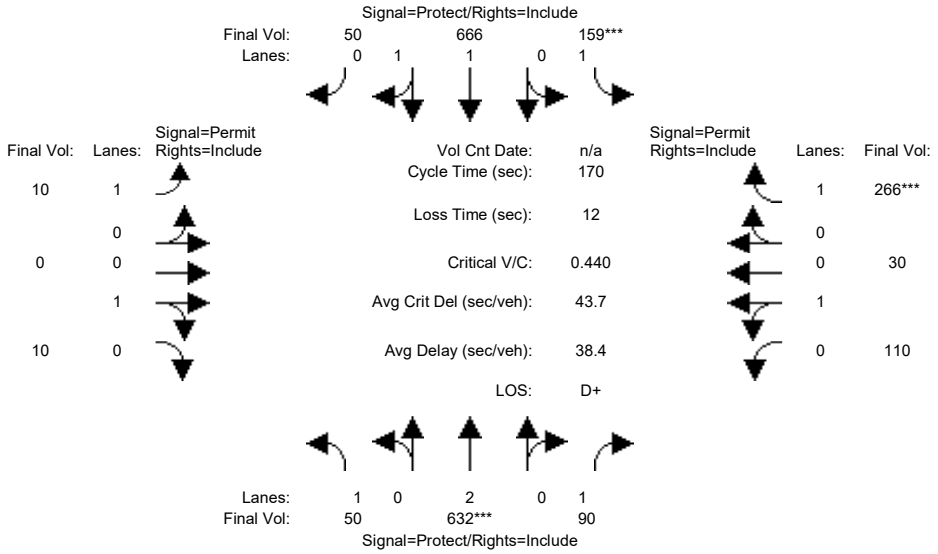
2018 with Full-Offset AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	2	0	9	6	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	632	90	159	666	50	10	0	10	110	30	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	632	90	159	666	50	10	0	10	110	30	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	632	90	159	666	50	10	0	10	110	30	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	632	90	159	666	50	10	0	10	110	30	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3441	258	1750	0	1800	1414	386	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:		****		****								****
Green Time:	17.4	64.2	64.2	35.1	81.9	81.9	58.7	0.0	58.7	58.7	58.7	58.7
Volume/Cap:	0.28	0.44	0.14	0.44	0.40	0.40	0.02	0.00	0.02	0.23	0.23	0.44
Delay/Veh:	71.3	39.7	34.8	59.7	28.5	28.5	36.7	0.0	36.7	39.7	39.7	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	39.7	34.8	59.7	28.5	28.5	36.7	0.0	36.7	39.7	39.7	43.5
LOS by Move:	E	D	C-	E+	C	C	D+	A	D+	D	D	D
HCM2kAvgQ:	2	12	3	7	12	12	0	0	0	5	5	11

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

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Stanford 2018 GUP
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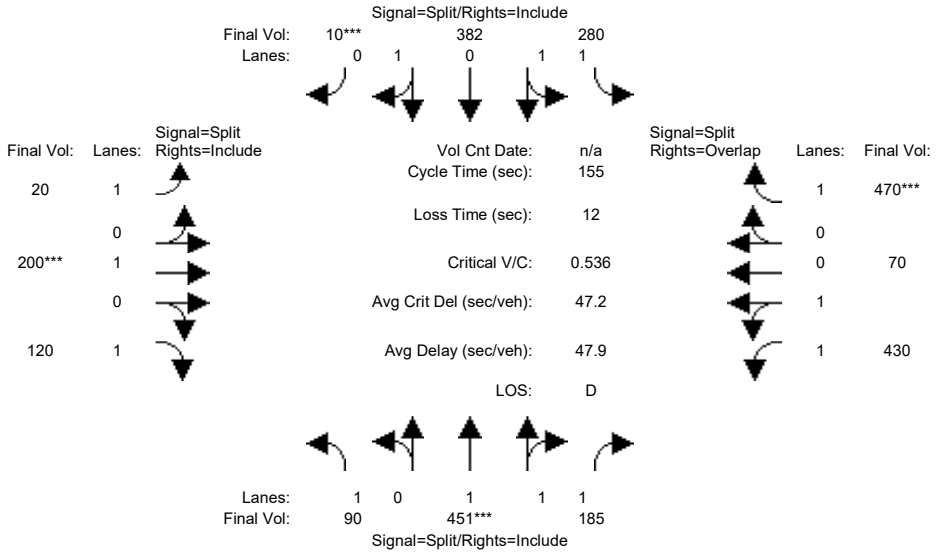
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	1	5	0	2	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	451	185	280	382	10	20	200	120	430	70	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	451	185	280	382	10	20	200	120	430	70	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	451	185	280	382	10	20	200	120	430	70	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	451	185	280	382	10	20	200	120	430	70	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.27	1.69	0.04	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3741	1800	2229	3041	80	1750	1900	1750	3053	497	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.10	0.13	0.13	0.13	0.01	0.11	0.07	0.14	0.14	0.27
Crit Moves:		****				****		****				****
Green Time:	34.9	34.9	34.9	36.3	36.3	36.3	30.4	30.4	30.4	41.3	41.3	77.7
Volume/Cap:	0.23	0.54	0.46	0.54	0.54	0.54	0.06	0.54	0.35	0.53	0.53	0.54
Delay/Veh:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	27.0
LOS by Move:	D	D-	D-	D-	D-	D-	D	E+	D-	D	D	C
HCM2kAvgQ:	4	9	8	10	10	10	1	9	5	10	10	16

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

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2000 HCM Operations (Future Volume Alternative)
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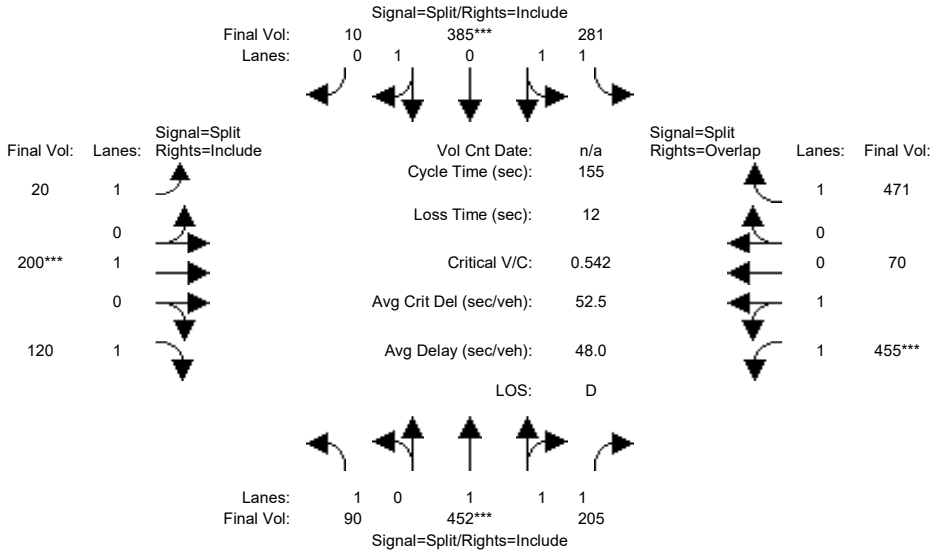
Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	2	25	1	5	0	0	0	0	35	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	452	205	281	385	10	20	200	120	455	70	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	452	205	281	385	10	20	200	120	455	70	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	452	205	281	385	10	20	200	120	455	70	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	452	205	281	385	10	20	200	120	455	70	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.26	1.70	0.04	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3745	1800	2224	3047	79	1750	1900	1750	3077	473	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.13	0.13	0.13	0.01	0.11	0.07	0.15	0.15	0.27
Crit Moves:		****			****			****			****	
Green Time:	34.5	34.5	34.5	36.1	36.1	36.1	30.1	30.1	30.1	42.3	42.3	78.4
Volume/Cap:	0.23	0.54	0.51	0.54	0.54	0.54	0.06	0.54	0.35	0.54	0.54	0.53
Delay/Veh:	49.7	53.8	53.2	52.7	52.7	52.7	51.0	57.9	54.7	48.7	48.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	53.8	53.2	52.7	52.7	52.7	51.0	57.9	54.7	48.7	48.7	26.5
LOS by Move:	D	D-	D-	D-	D-	D-	D	E+	D-	D	D	C
HCM2kAvgQ:	4	9	9	10	10	10	1	9	5	11	11	16

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

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Stanford 2018 GUP
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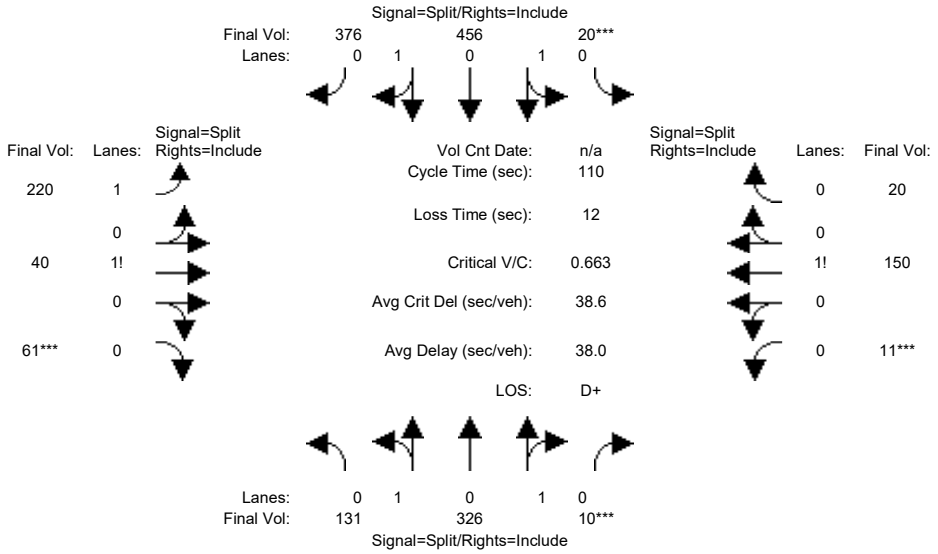
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	6	0	0	6	6	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	326	10	20	456	376	220	40	61	11	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	326	10	20	456	376	220	40	61	11	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	326	10	20	456	376	220	40	61	11	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	326	10	20	456	376	220	40	61	11	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.56	1.40	0.04	0.05	1.07	0.88	1.52	0.19	0.29	0.06	0.83	0.11
Final Sat.:	1010	2513	77	85	1927	1589	2662	332	506	106	1450	193
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:			****	****					****	****		
Green Time:	21.5	21.5	21.5	39.3	39.3	39.3	20.0	20.0	20.0	17.2	17.2	17.2
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.45	0.66	0.66	0.66	0.66	0.66
Delay/Veh:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	8	8	8	13	13	13	5	7	7	7	7	7

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

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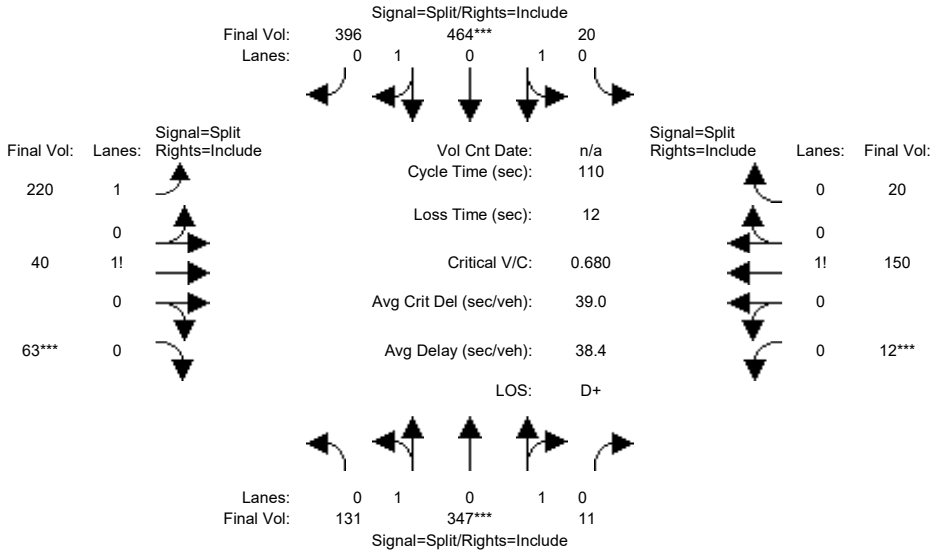
Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	27	1	0	14	26	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	347	11	20	464	396	220	40	63	12	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	347	11	20	464	396	220	40	63	12	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	347	11	20	464	396	220	40	63	12	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	347	11	20	464	396	220	40	63	12	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.54	1.42	0.04	0.05	1.05	0.90	1.52	0.19	0.29	0.07	0.82	0.11
Final Sat.:	964	2555	81	82	1898	1620	2654	329	518	115	1442	192
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.24	0.24	0.24	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****			****				****	****		
Green Time:	22.0	22.0	22.0	39.5	39.5	39.5	19.7	19.7	19.7	16.8	16.8	16.8
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.46	0.68	0.68	0.68	0.68	0.68
Delay/Veh:	43.4	43.4	43.4	31.4	31.4	31.4	40.9	46.2	46.2	51.0	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	43.4	43.4	31.4	31.4	31.4	40.9	46.2	46.2	51.0	51.0	51.0
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	8	8	8	13	13	13	5	7	7	8	8	8

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

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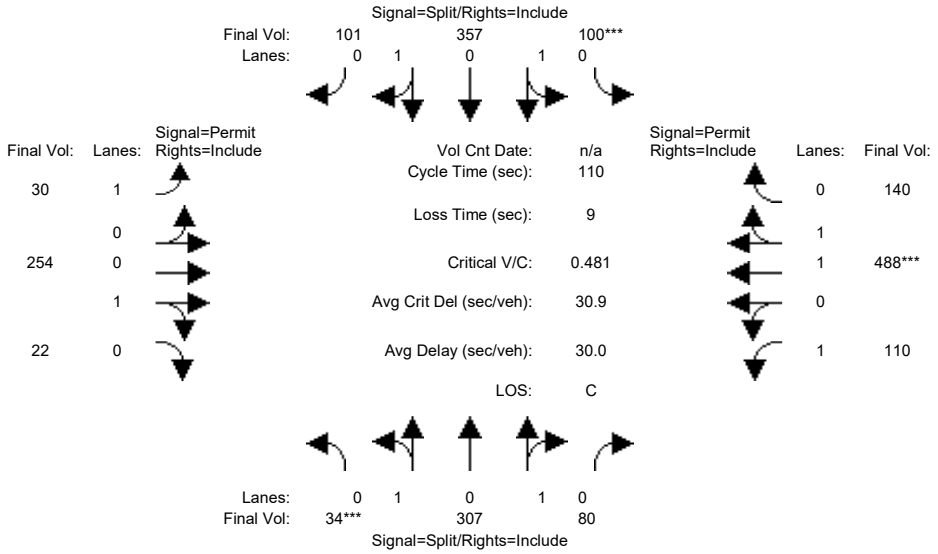
Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	4	7	0	0	7	1	0	4	2	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	307	80	100	357	101	30	254	22	110	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	307	80	100	357	101	30	254	22	110	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	307	80	100	357	101	30	254	22	110	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	307	80	100	357	101	30	254	22	110	488	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	1.46	0.38	0.36	1.28	0.36	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	291	2625	684	645	2303	652	1750	1657	143	1750	2875	825
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.02	0.15	0.15	0.06	0.17	0.17
Crit Moves:	****			****							****	
Green Time:	26.7	26.7	26.7	35.4	35.4	35.4	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.05	0.43	0.43	0.18	0.48	0.48
Delay/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	8	8	8	1	7	7	3	8	8

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

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Stanford 2018 GUP
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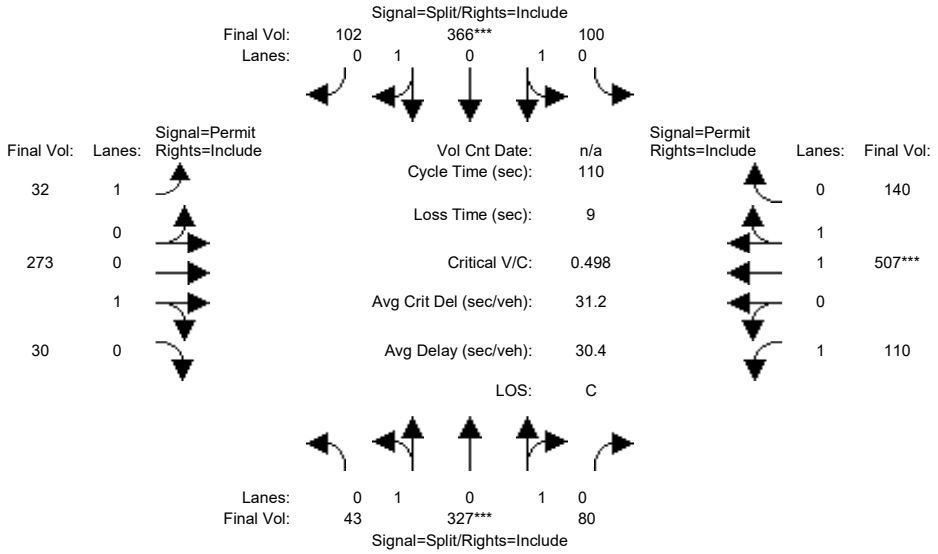
Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	13	27	0	0	16	2	2	23	10	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	327	80	100	366	102	32	273	30	110	507	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	327	80	100	366	102	32	273	30	110	507	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	327	80	100	366	102	32	273	30	110	507	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	327	80	100	366	102	32	273	30	110	507	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.45	0.36	0.35	1.29	0.36	1.00	0.90	0.10	1.00	1.56	0.44
Final Sat.:	344	2616	640	634	2320	646	1750	1622	178	1750	2899	800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.16	0.02	0.17	0.17	0.06	0.17	0.17
Crit Moves:		****			****						****	
Green Time:	27.6	27.6	27.6	34.8	34.8	34.8	38.6	38.6	38.6	38.6	38.6	38.6
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.48	0.48	0.18	0.50	0.50
Delay/Veh:	35.7	35.7	35.7	30.9	30.9	30.9	23.6	28.4	28.4	24.9	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.7	35.7	30.9	30.9	30.9	23.6	28.4	28.4	24.9	28.4	28.4
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	8	8	8	1	8	8	3	8	8

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

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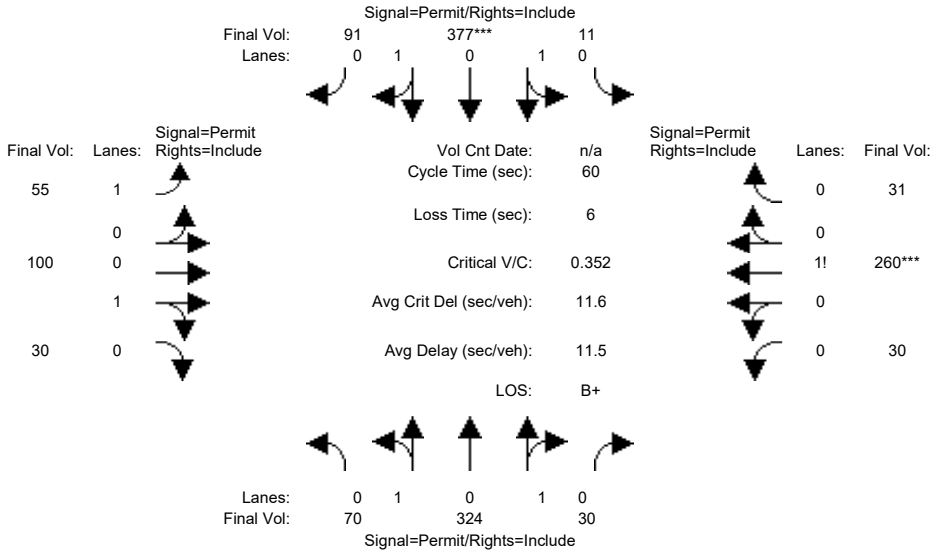
Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	0	4	0	1	7	1	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	324	30	11	377	91	55	100	30	30	260	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	324	30	11	377	91	55	100	30	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	324	30	11	377	91	55	100	30	30	260	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	324	30	11	377	91	55	100	30	30	260	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.33	1.53	0.14	0.05	1.57	0.38	1.00	0.77	0.23	0.09	0.81	0.10
Final Sat.:	594	2751	255	83	2833	684	1750	1385	415	164	1417	169
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.13	0.13	0.03	0.07	0.07	0.18	0.18	0.18
Crit Moves:					****						****	
Green Time:	22.7	22.7	22.7	22.7	22.7	22.7	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.31	0.31	0.31	0.35	0.35	0.35	0.06	0.14	0.14	0.35	0.35	0.35
Delay/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	1	1	1	4	4	4

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

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Stanford 2018 GUP
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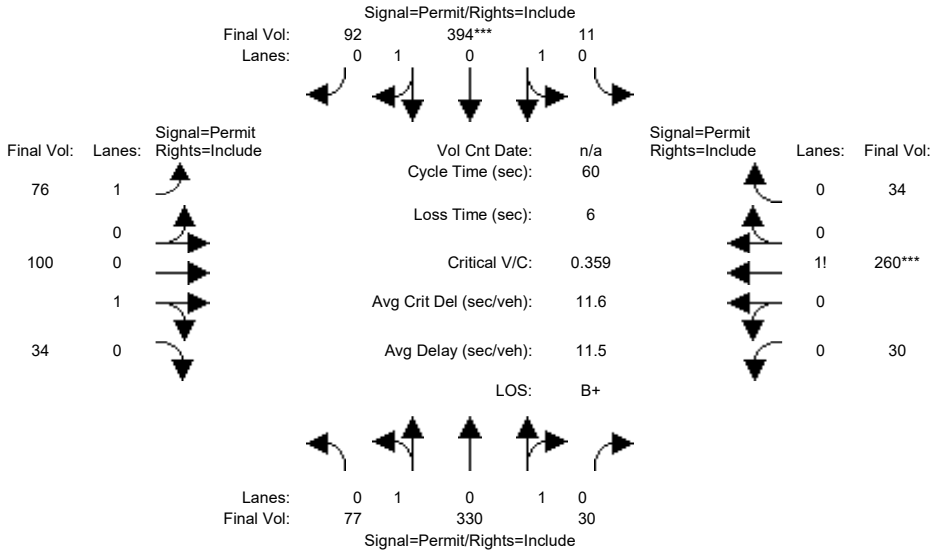
Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	7	10	0	1	24	2	26	0	4	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	330	30	11	394	92	76	100	34	30	260	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	330	30	11	394	92	76	100	34	30	260	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	330	30	11	394	92	76	100	34	30	260	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	330	30	11	394	92	76	100	34	30	260	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.35	1.51	0.14	0.04	1.59	0.37	1.00	0.75	0.25	0.09	0.81	0.10
Final Sat.:	634	2719	247	80	2854	666	1750	1343	457	162	1404	184
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.07	0.07	0.19	0.19	0.19
Crit Moves:					****						****	
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.32	0.32	0.32	0.36	0.36	0.36	0.08	0.14	0.14	0.36	0.36	0.36
Delay/Veh:	13.1	13.1	13.1	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	1	1	1	4	4	4

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

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2018 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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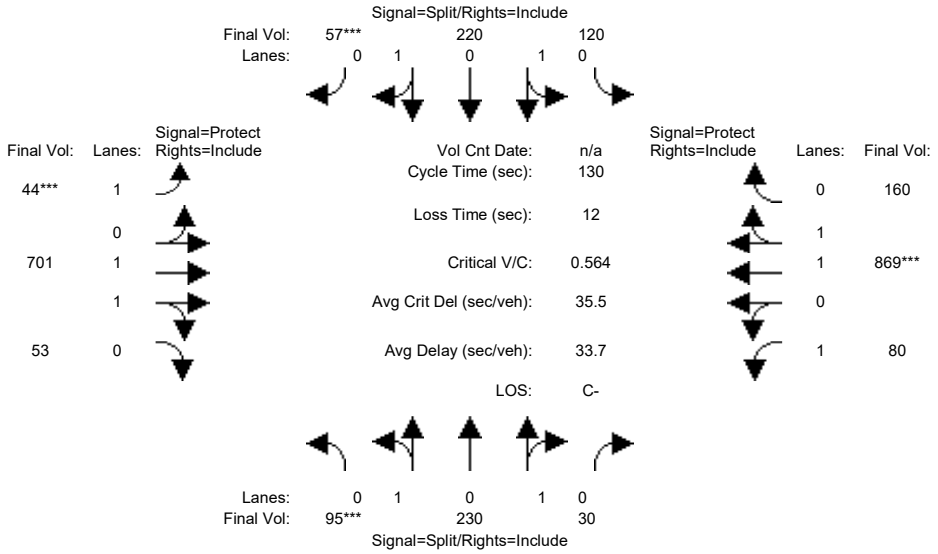
Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	5	0	0	0	0	7	4	11	3	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	230	30	120	220	57	44	701	53	80	869	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	230	30	120	220	57	44	701	53	80	869	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	230	30	120	220	57	44	701	53	80	869	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	230	30	120	220	57	44	701	53	80	869	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.53	1.30	0.17	0.60	1.11	0.29	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	963	2332	304	1088	1995	517	1750	3440	260	1750	3124	575
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.20	0.20	0.05	0.28	0.28
Crit Moves:	****					****	****				****	
Green Time:	22.5	22.5	22.5	25.1	25.1	25.1	7.0	55.7	55.7	14.7	63.4	63.4
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.47	0.48	0.48	0.40	0.57	0.57
Delay/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
LOS by Move:	D	D	D	D	D	D	E	C	C	D-	C	C
HCM2kAvgQ:	7	7	7	7	7	7	2	11	11	3	14	14

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

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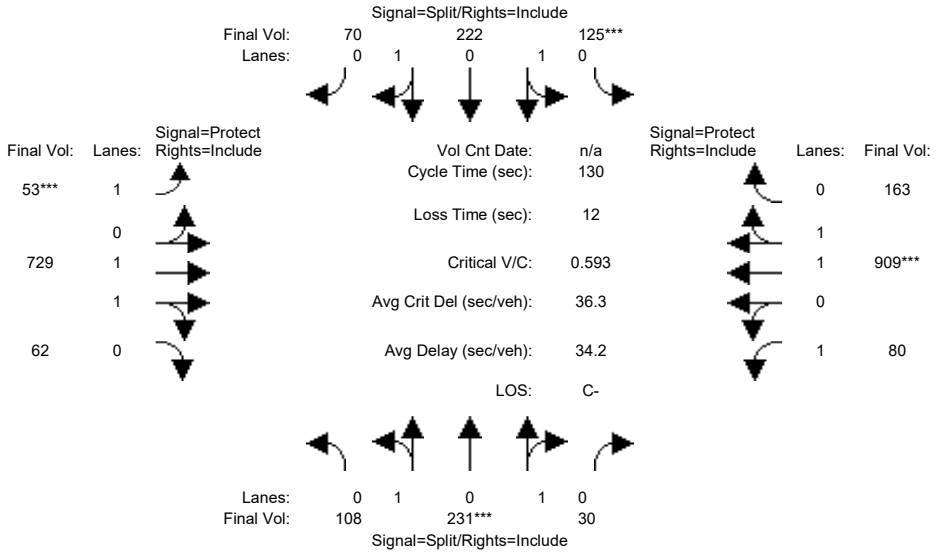
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	18	1	0	5	2	20	13	39	12	0	59	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	231	30	125	222	70	53	729	62	80	909	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	231	30	125	222	70	53	729	62	80	909	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	231	30	125	222	70	53	729	62	80	909	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	231	30	125	222	70	53	729	62	80	909	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	1.25	0.16	0.60	1.06	0.34	1.00	1.84	0.16	1.00	1.69	0.31
Final Sat.:	1054	2254	293	1079	1917	604	1750	3410	290	1750	3137	563
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.21	0.21	0.05	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	22.4	22.4	22.4	25.3	25.3	25.3	7.0	56.2	56.2	14.1	63.3	63.3
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.56	0.49	0.49	0.42	0.60	0.60
Delay/Veh:	51.2	51.2	51.2	49.1	49.1	49.1	67.6	26.9	26.9	55.6	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	49.1	49.1	49.1	67.6	26.9	26.9	55.6	24.6	24.6
LOS by Move:	D-	D-	D-	D	D	D	E	C	C	E+	C	C
HCM2kAvgQ:	7	7	7	8	8	8	2	11	11	3	15	15

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

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2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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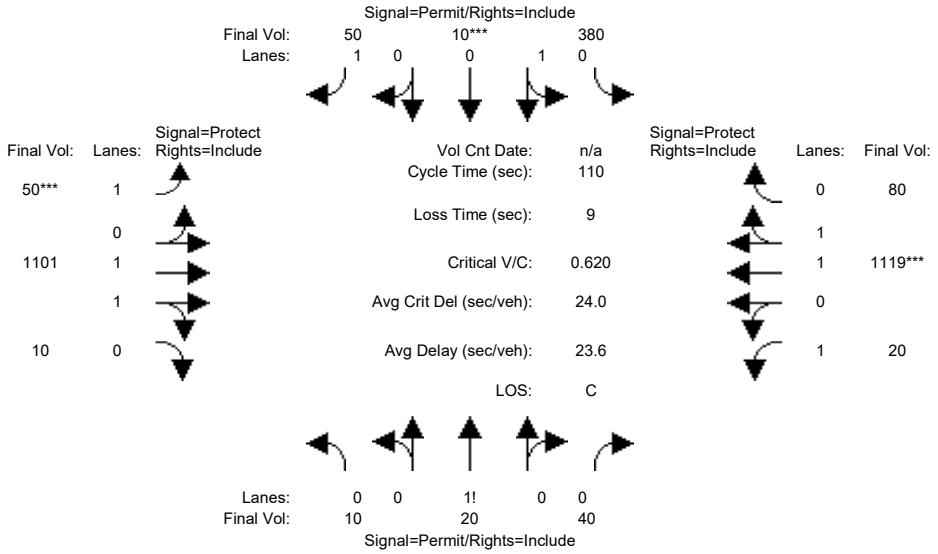
Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	11	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1101	10	20	1119	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1101	10	20	1119	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1101	10	20	1119	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1101	10	20	1119	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3667	33	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.30	0.30	0.01	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	37.7	37.7	37.7	37.7	37.7	37.7	7.0	52.3	52.3	11.1	56.3	56.3
Volume/Cap:	0.12	0.12	0.12	0.63	0.63	0.08	0.45	0.63	0.63	0.11	0.63	0.63
Delay/Veh:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	C+	C+
HCM2kAvgQ:	2	2	2	12	12	1	2	14	14	1	15	15

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

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
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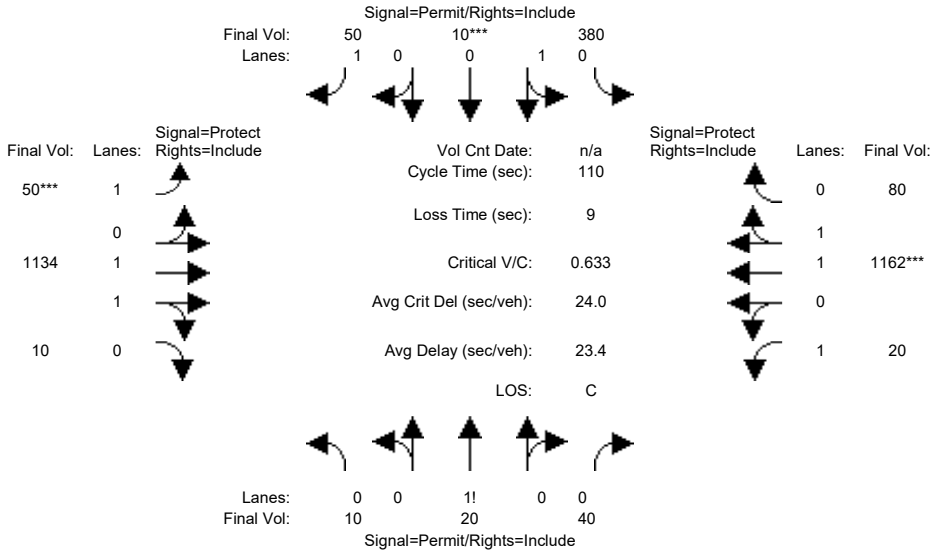
Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	44	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1134	10	20	1162	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1134	10	20	1162	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1134	10	20	1162	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1134	10	20	1162	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3668	32	1750	3461	238
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.31	0.31	0.01	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	36.9	36.9	36.9	36.9	36.9	36.9	7.0	53.2	53.2	10.9	57.1	57.1
Volume/Cap:	0.12	0.12	0.12	0.65	0.65	0.09	0.45	0.64	0.64	0.11	0.65	0.65
Delay/Veh:	25.4	25.4	25.4	33.5	33.5	25.1	52.5	22.0	22.0	45.4	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	25.4	25.4	33.5	33.5	25.1	52.5	22.0	22.0	45.4	19.9	19.9
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	B-	B-
HCM2kAvgQ:	2	2	2	12	12	1	2	15	15	1	16	16

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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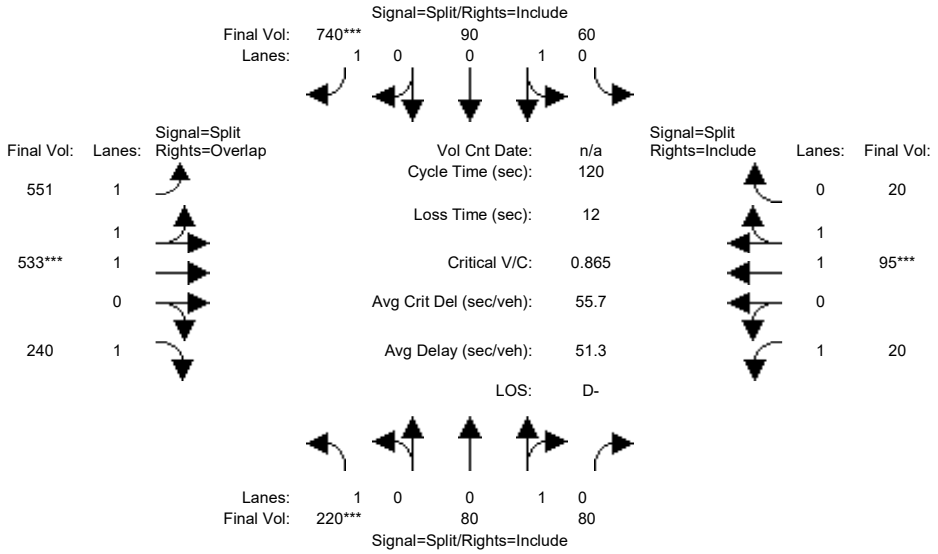
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	0	1	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	740	551	533	240	20	95	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	80	80	60	90	740	551	533	240	20	95	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	740	551	533	240	20	95	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	80	80	60	90	740	551	533	240	20	95	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.57	1.43	1.00	1.00	1.64	0.36
Final Sat.:	1750	900	900	720	1080	1750	2768	2678	1750	1750	3056	643
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	16.5	16.5	16.5	55.4	55.4	55.4	26.1	26.1	42.6	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.37	0.37
Delay/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
LOS by Move:	F	D-	D-	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2kAvgQ:	12	7	7	3	3	31	17	17	7	1	2	2

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

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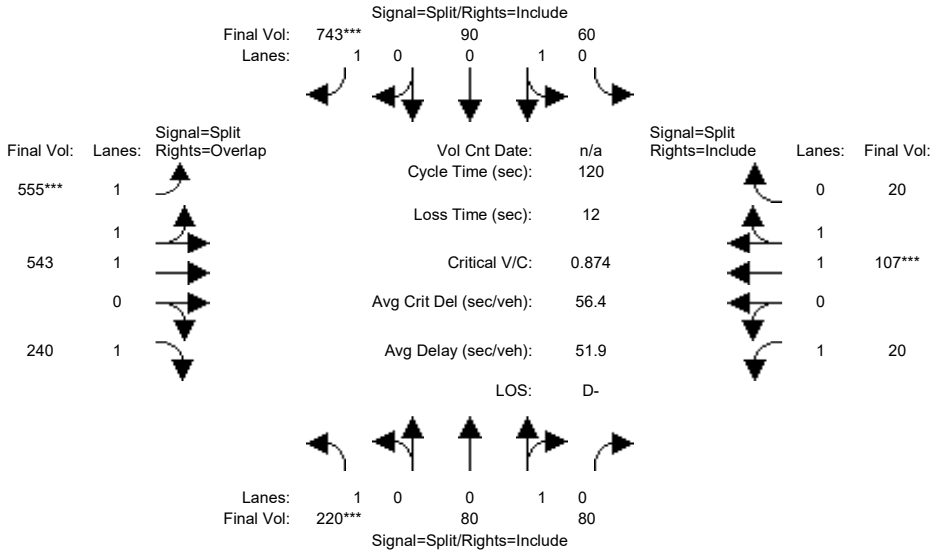
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	3	5	13	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	743	555	543	240	20	107	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	80	80	60	90	743	555	543	240	20	107	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	743	555	543	240	20	107	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	80	80	60	90	743	555	543	240	20	107	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.56	1.44	1.00	1.00	1.68	0.32
Final Sat.:	1750	900	900	720	1080	1750	2753	2693	1750	1750	3117	583
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	16.4	16.4	16.4	55.3	55.3	55.3	26.3	26.3	42.7	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.41	0.41
Delay/Veh:	88.5	55.2	55.2	19.1	19.1	46.0	57.4	57.4	29.3	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	55.2	55.2	19.1	19.1	46.0	57.4	57.4	29.3	51.4	53.1	53.1
LOS by Move:	F	E+	E+	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2kAvgQ:	12	7	7	3	3	32	18	18	7	1	3	3

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

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2000 HCM Operations (Future Volume Alternative)
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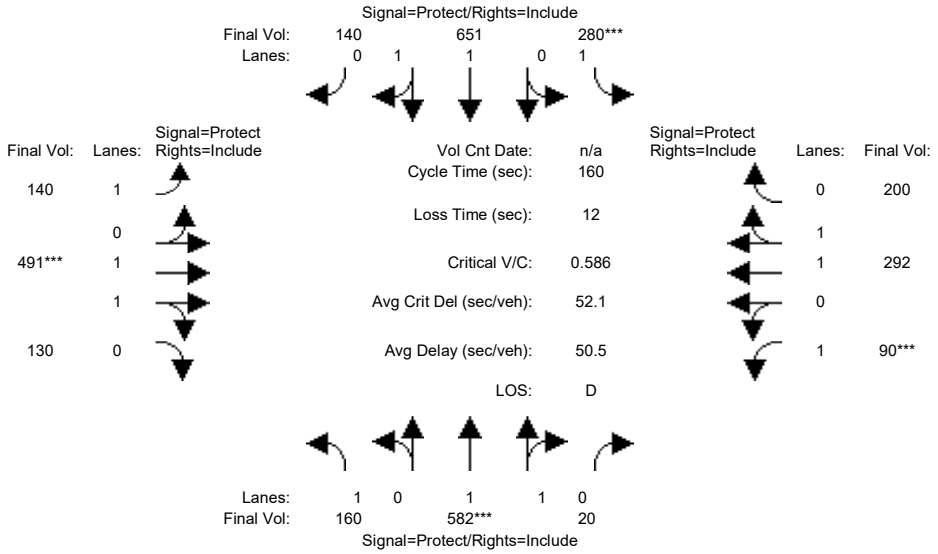
Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	580	20	280	650	140	140	490	130	90	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	580	20	280	650	140	140	490	130	90	290	200
Added Vol:	0	2	0	0	1	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	582	20	280	651	140	140	491	130	90	292	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	582	20	280	651	140	140	491	130	90	292	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	582	20	280	651	140	140	491	130	90	292	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	582	20	280	651	140	140	491	130	90	292	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.64	0.36	1.00	1.57	0.43	1.00	1.16	0.84
Final Sat.:	1750	3577	123	1750	3045	655	1750	2925	774	1750	2195	1503
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.16	0.21	0.21	0.08	0.17	0.17	0.05	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	26.4	44.4	44.4	43.7	61.7	61.7	22.5	45.8	45.8	14.0	37.4	37.4
Volume/Cap:	0.55	0.59	0.59	0.59	0.55	0.55	0.57	0.59	0.59	0.59	0.57	0.57
Delay/Veh:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
LOS by Move:	E	D	D	D-	D+	D+	E	D	D	E-	E+	E+
HCM2kAvgQ:	8	13	13	13	15	15	7	13	13	5	11	11

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

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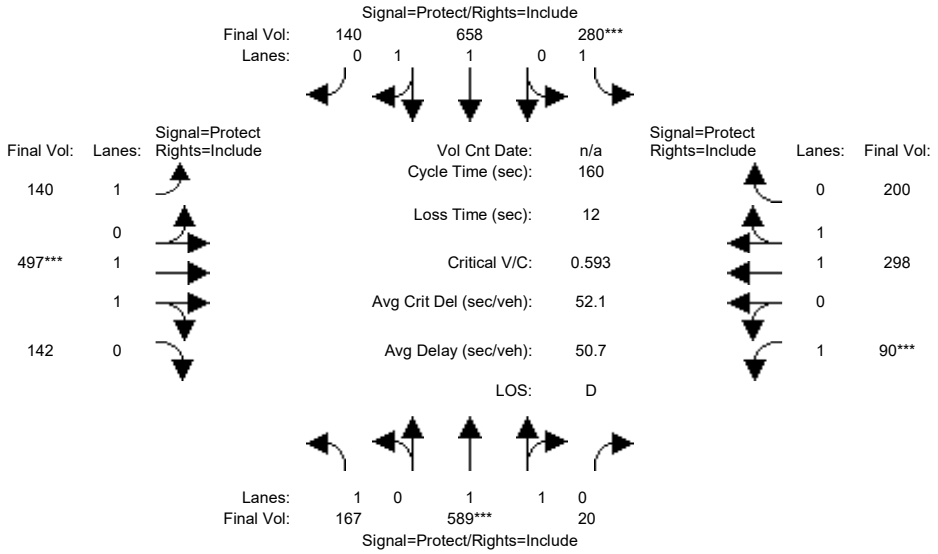
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	580	20	280	650	140	140	490	130	90	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	580	20	280	650	140	140	490	130	90	290	200
Added Vol:	7	9	0	0	8	0	0	7	12	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	589	20	280	658	140	140	497	142	90	298	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	589	20	280	658	140	140	497	142	90	298	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	589	20	280	658	140	140	497	142	90	298	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	589	20	280	658	140	140	497	142	90	298	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.64	0.36	1.00	1.54	0.46	1.00	1.17	0.83
Final Sat.:	1750	3578	122	1750	3050	649	1750	2877	822	1750	2213	1485
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.16	0.22	0.22	0.08	0.17	0.17	0.05	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	26.9	44.4	44.4	43.2	60.7	60.7	22.5	46.6	46.6	13.9	37.9	37.9
Volume/Cap:	0.57	0.59	0.59	0.59	0.57	0.57	0.57	0.59	0.59	0.59	0.57	0.57
Delay/Veh:	63.9	50.9	50.9	52.8	39.9	39.9	67.3	49.5	49.5	76.5	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	50.9	50.9	52.8	39.9	39.9	67.3	49.5	49.5	76.5	54.7	54.7
LOS by Move:	E	D	D	D-	D	D	E	D	D	E-	D-	D-
HCM2kAvgQ:	9	13	13	13	16	16	7	13	13	5	11	11

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

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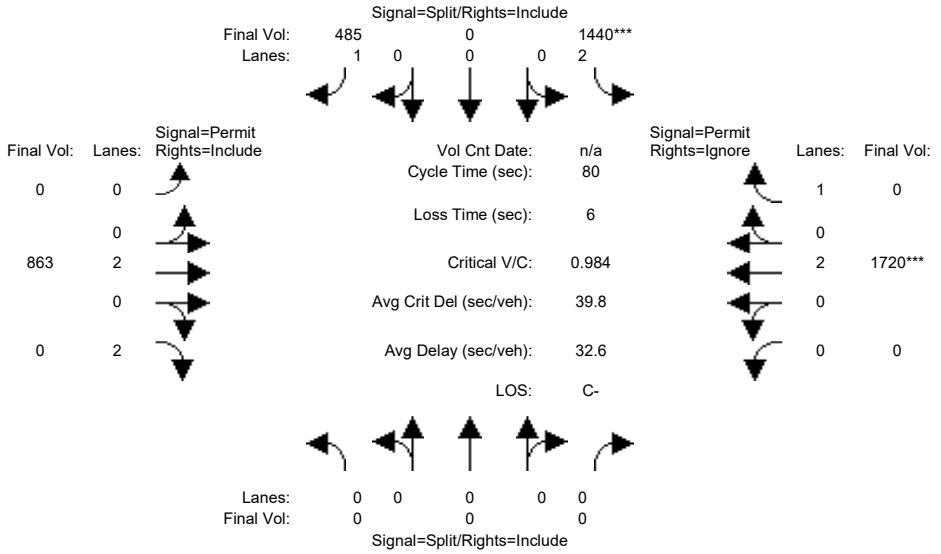
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	5	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	485	0	863	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	485	0	863	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	485	0	863	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1440	0	485	0	863	0	0	1720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.60	0.00	0.49	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2kAvgQ:	0	0	0	29	0	10	0	7	0	0	25	0

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

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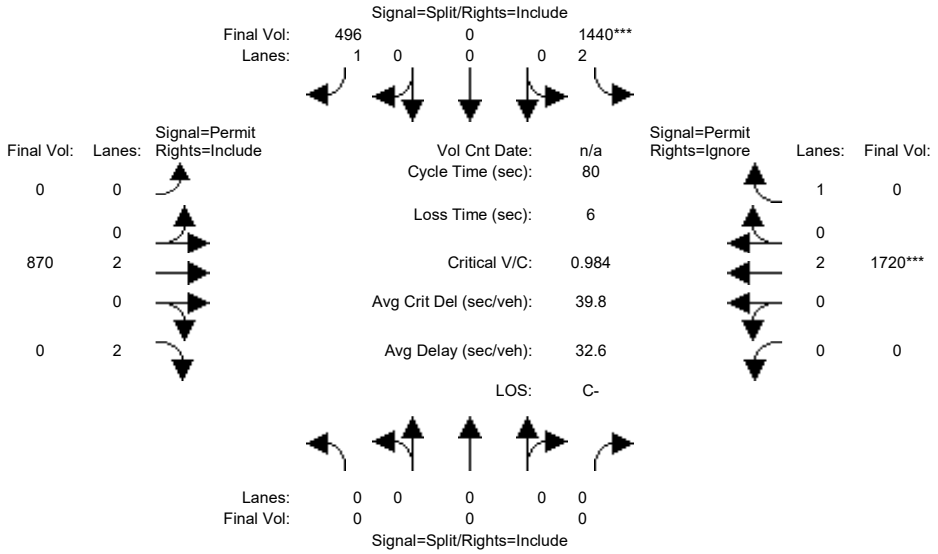
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	16	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	496	0	870	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	496	0	870	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	496	0	870	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1440	0	496	0	870	0	0	1720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.61	0.00	0.50	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.3	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.3	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2kAvgQ:	0	0	0	29	0	10	0	7	0	0	25	0

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

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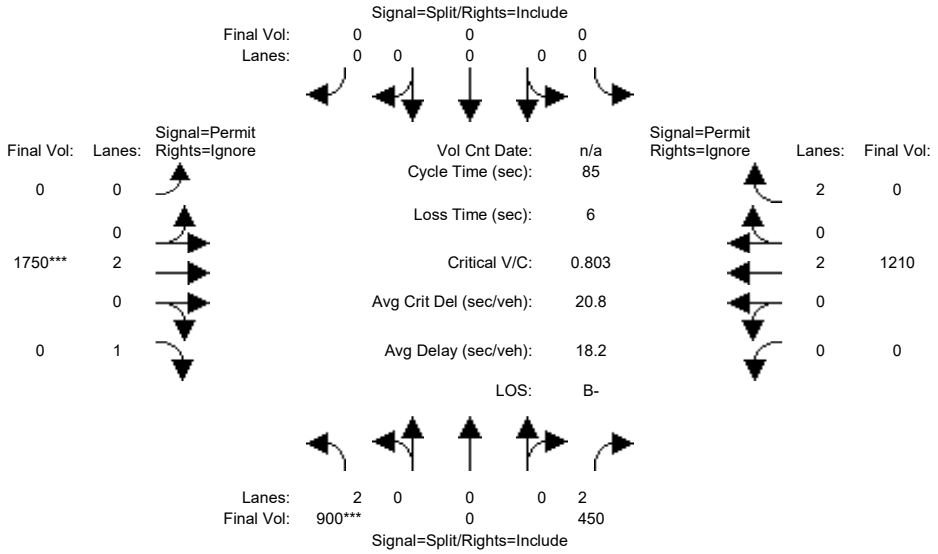
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	0	1750	513	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	0	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.32	0.00
Crit Moves:	****							****				
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8	0.0
Volume/Cap:	0.80	0.00	0.40	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.56	0.00
Delay/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	15	0	5	0	0	0	0	19	0	0	10	0

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

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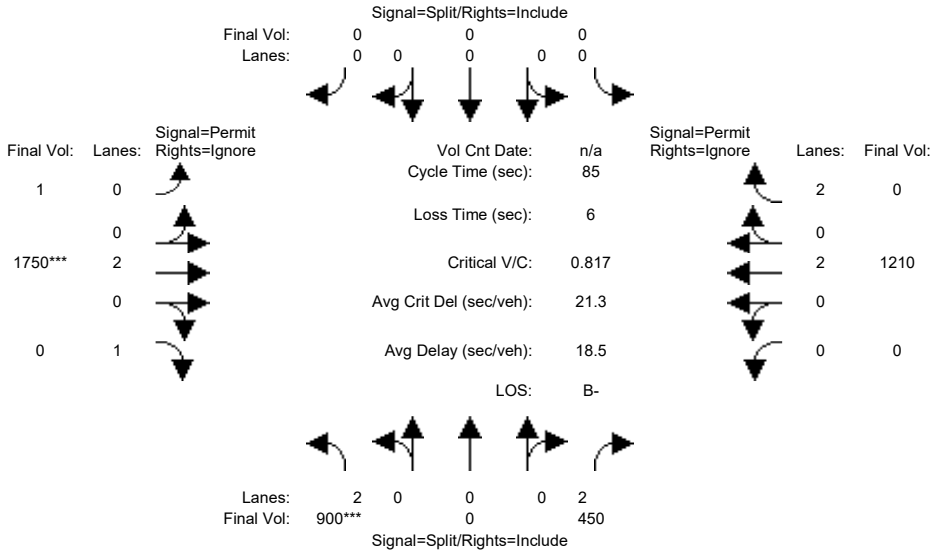
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	1	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	1	1750	519	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	1	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	1	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	900	0	450	0	0	0	1	1750	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	2	3698	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.32	0.00
Crit Moves:	****							****				
Green Time:	29.7	0.0	29.7	0.0	0.0	0.0	49.3	49.3	0.0	0.0	49.3	0.0
Volume/Cap:	0.82	0.00	0.41	0.00	0.00	0.00	0.82	0.82	0.00	0.00	0.55	0.00
Delay/Veh:	30.0	0.0	21.2	0.0	0.0	0.0	16.8	16.8	0.0	0.0	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	0.0	21.2	0.0	0.0	0.0	16.8	16.8	0.0	0.0	11.3	0.0
LOS by Move:	C	A	C+	A	A	A	B	B	A	A	B+	A
HCM2kAvgQ:	15	0	6	0	0	0	19	19	0	0	10	0

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

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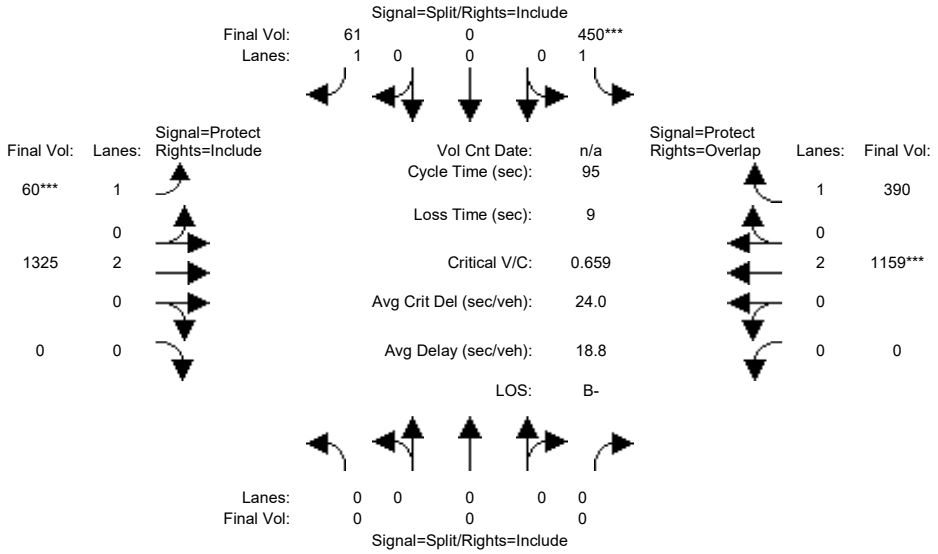
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	1	0	5	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	61	60	1325	0	0	1159	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	61	60	1325	0	0	1159	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	61	60	1325	0	0	1159	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	450	0	61	60	1325	0	0	1159	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.03	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.66	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	13	0	1	2	14	0	0	13	3

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

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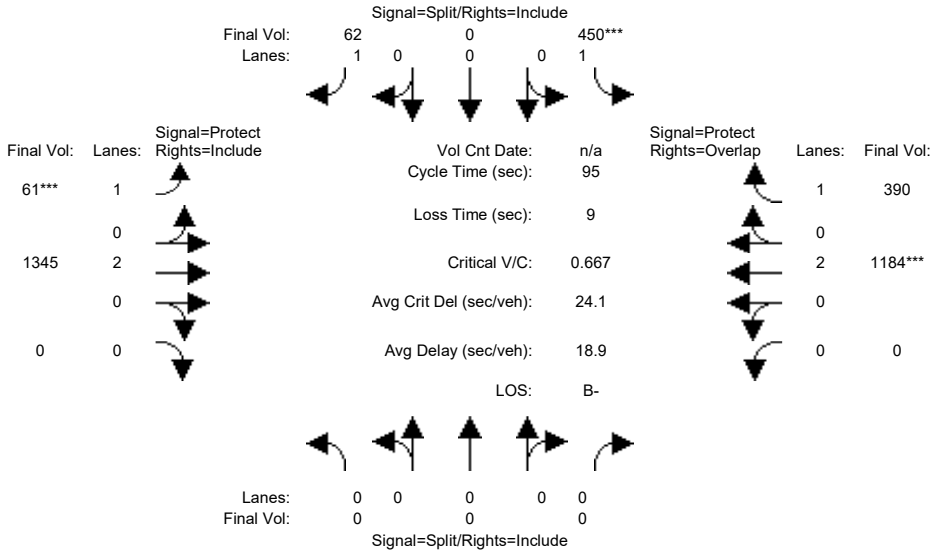
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	2	1	25	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	62	61	1345	0	0	1184	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	62	61	1345	0	0	1184	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	62	61	1345	0	0	1184	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	450	0	62	61	1345	0	0	1184	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.04	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	35.7	0.0	35.7	7.0	50.3	0.0	0.0	43.3	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.67	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.2	0.0	0.0	21.6	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.2	0.0	0.0	21.6	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	13	0	1	2	14	0	0	14	3

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

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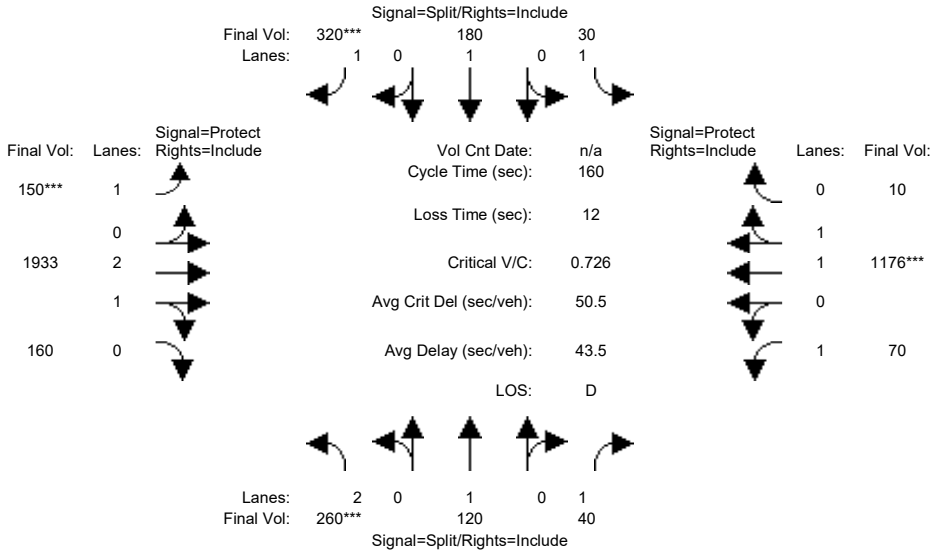
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1933	160	70	1176	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1933	160	70	1176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1933	160	70	1176	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	120	40	30	180	320	150	1933	160	70	1176	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5171	428	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.37	0.37	0.04	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	18.2	18.2	18.2	40.3	40.3	40.3	18.9	80.1	80.1	9.4	70.6	70.6
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	38.4
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2kAvgQ:	9	6	2	1	7	16	8	28	28	4	24	24

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

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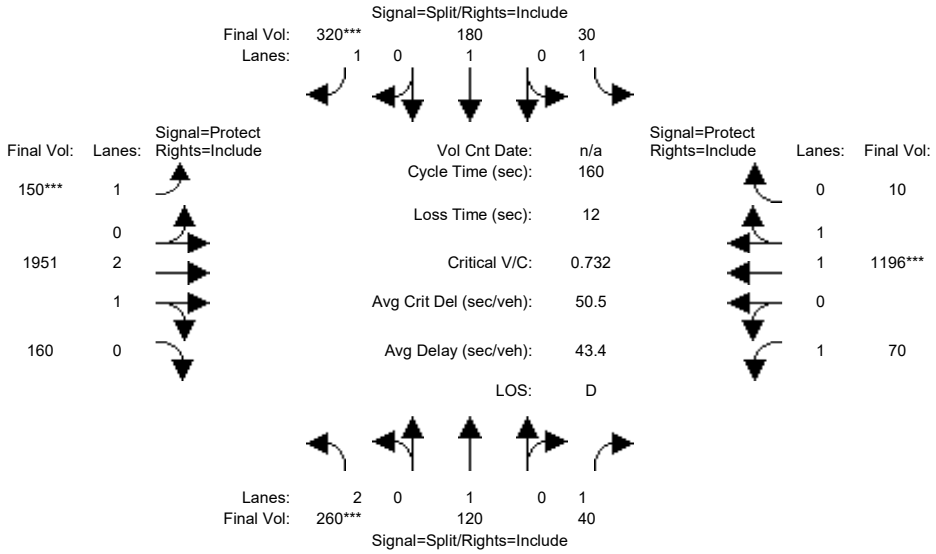
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	21	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1951	160	70	1196	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1951	160	70	1196	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1951	160	70	1196	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	120	40	30	180	320	150	1951	160	70	1196	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5175	424	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.38	0.38	0.04	0.33	0.33
Crit Moves:	****					****	****				****	
Green Time:	18.0	18.0	18.0	40.0	40.0	40.0	18.7	80.6	80.6	9.4	71.2	71.2
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	76.3	70.5	65.0	45.9	50.2	61.3	80.9	32.7	32.7	91.3	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	70.5	65.0	45.9	50.2	61.3	80.9	32.7	32.7	91.3	38.2	38.2
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2kAvgQ:	9	6	2	1	7	17	8	28	28	4	25	25

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

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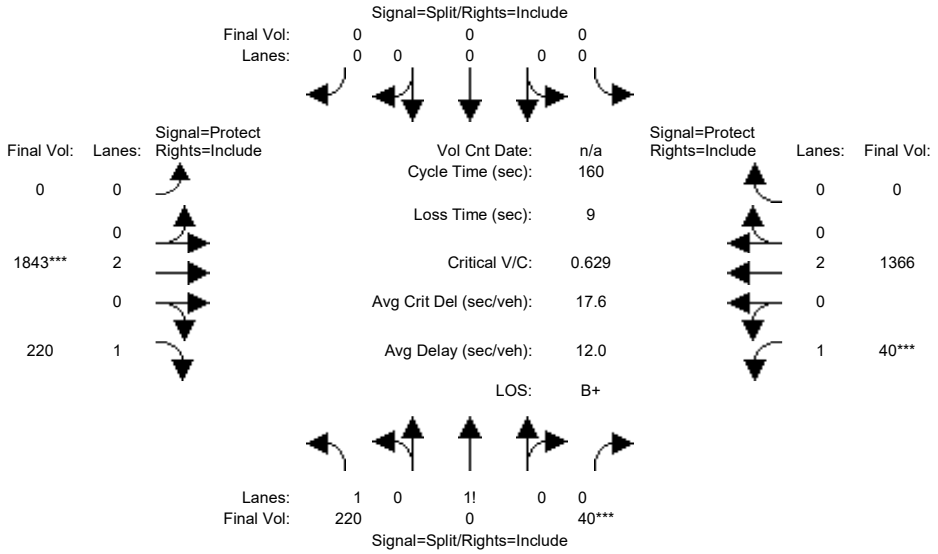
Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1843	220	40	1366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1843	220	40	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1843	220	40	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	0	40	0	0	0	0	1843	220	40	1366	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	21.6	0.0	21.6	0.0	0.0	0.0	0.0	122	122.4	7.0	129	0.0
Volume/Cap:	0.54	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.16	0.52	0.44	0.00
Delay/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	8	0	0	0	0	20	3	2	9	0

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

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2018 AM Full-Offset Alternative

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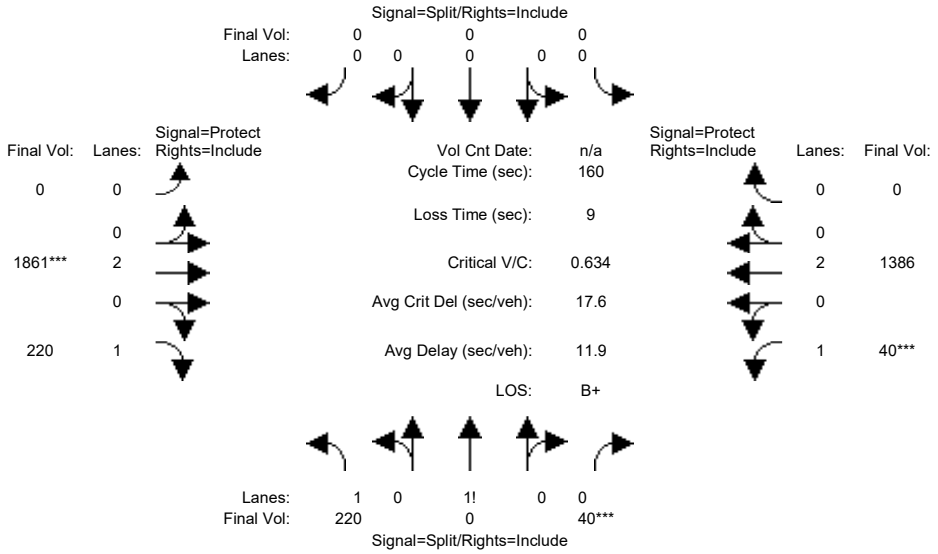
2018 with Full-Offset AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1861	220	40	1386	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1861	220	40	1386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1861	220	40	1386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	0	40	0	0	0	0	1861	220	40	1386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	21.4	0.0	21.4	0.0	0.0	0.0	0.0	123	122.6	7.0	130	0.0
Volume/Cap:	0.54	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.16	0.52	0.45	0.00
Delay/Veh:	65.9	0.0	69.0	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	0.0	69.0	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	8	0	0	0	0	20	3	2	9	0

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

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Stanford 2018 GUP
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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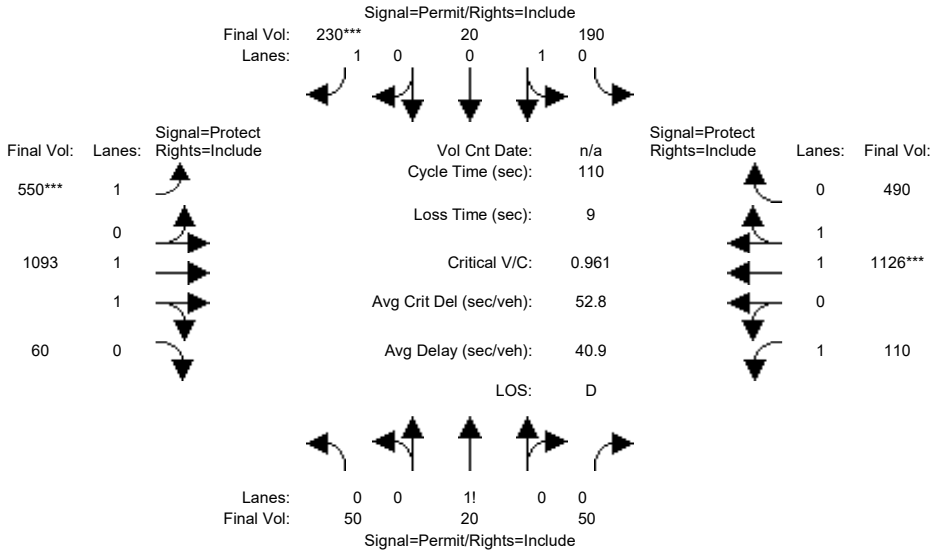
Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1093	60	110	1126	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1093	60	110	1126	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1093	60	110	1126	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	190	20	230	550	1093	60	110	1126	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3507	193	1750	2577	1122
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.31	0.31	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	36.0	71.4	71.4	14.6	50.0	50.0
Volume/Cap:	0.50	0.50	0.50	0.85	0.85	0.96	0.96	0.48	0.48	0.47	0.96	0.96
Delay/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2kAvgQ:	5	5	5	10	10	13	22	10	10	4	31	31

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

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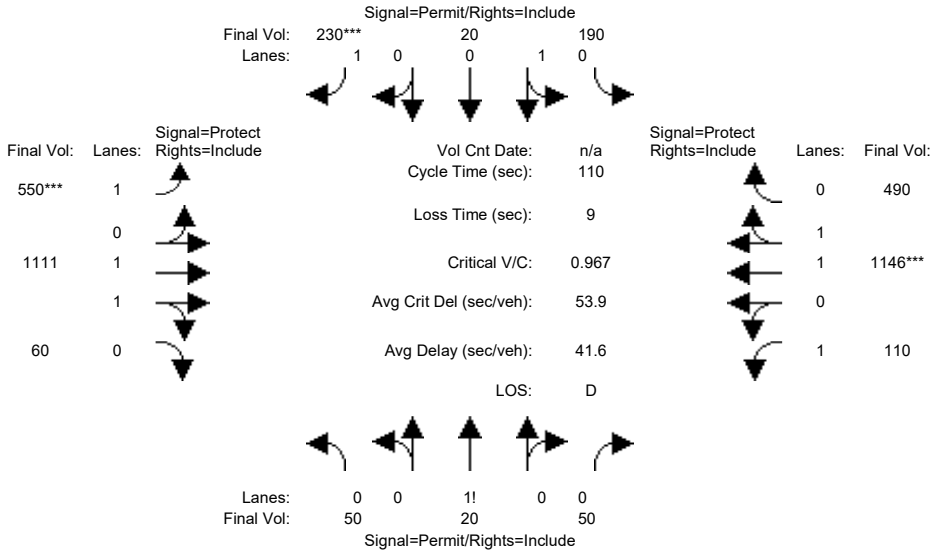
Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	21	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1111	60	110	1146	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1111	60	110	1146	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1111	60	110	1146	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	190	20	230	550	1111	60	110	1146	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3510	190	1750	2591	1108
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.32	0.32	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	14.9	14.9	14.9	14.9	14.9	14.9	35.7	71.6	71.6	14.4	50.3	50.3
Volume/Cap:	0.50	0.50	0.50	0.86	0.86	0.97	0.97	0.49	0.49	0.48	0.97	0.97
Delay/Veh:	45.8	45.8	45.8	71.3	71.3	96.2	66.0	9.9	9.9	45.9	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	71.3	71.3	96.2	66.0	9.9	9.9	45.9	43.9	43.9
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2kAvgQ:	5	5	5	10	10	13	22	10	10	4	32	32

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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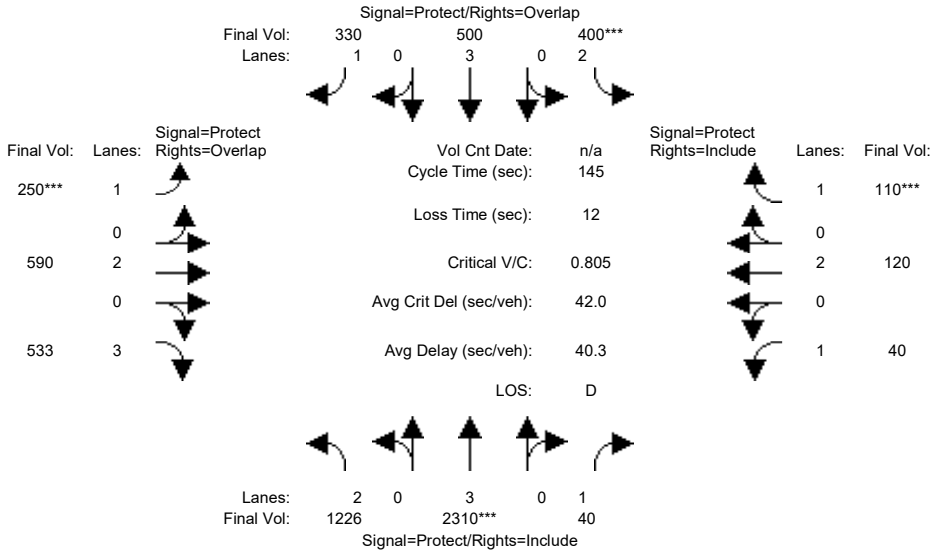
Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	6	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1226	2310	40	400	500	330	250	590	533	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1226	2310	40	400	500	330	250	590	533	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1226	2310	40	400	500	330	250	590	533	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1226	2310	40	400	500	330	250	590	533	40	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:		****		****			****					****
Green Time:	78.3	73.0	73.0	22.9	17.6	43.4	25.7	28.3	106.6	8.8	11.3	11.3
Volume/Cap:	0.72	0.80	0.05	0.80	0.72	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2kAvgQ:	25	29	1	12	9	14	12	13	3	2	3	7

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

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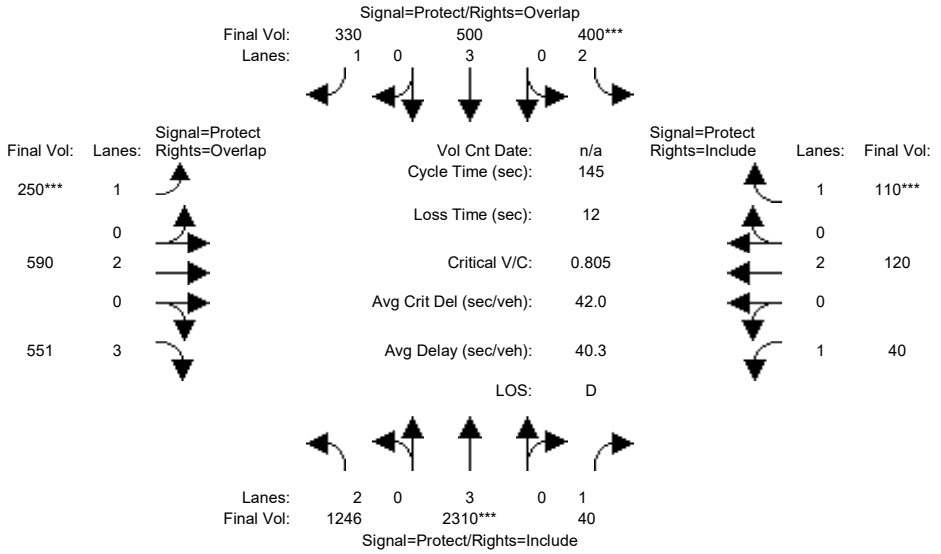
Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	26	0	0	0	0	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1246	2310	40	400	500	330	250	590	551	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1246	2310	40	400	500	330	250	590	551	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1246	2310	40	400	500	330	250	590	551	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1246	2310	40	400	500	330	250	590	551	40	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:		****		****			****					****
Green Time:	78.5	73.0	73.0	22.9	17.4	43.2	25.7	28.3	106.8	8.8	11.3	11.3
Volume/Cap:	0.73	0.80	0.05	0.80	0.73	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.9	31.8	18.3	68.2	65.6	46.6	71.3	61.6	5.7	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	31.8	18.3	68.2	65.6	46.6	71.3	61.6	5.7	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2kAvgQ:	25	29	1	12	9	14	12	13	3	2	3	7

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

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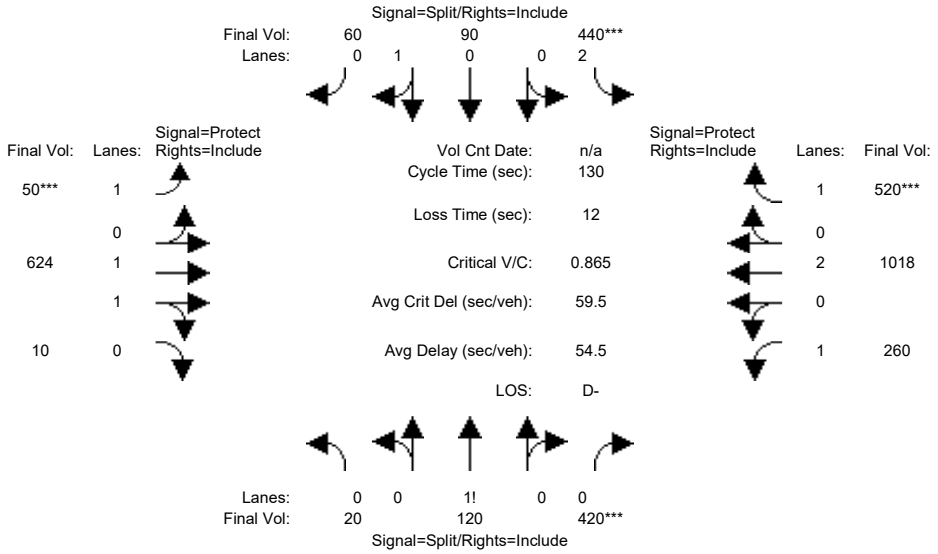
Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	624	10	260	1018	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	624	10	260	1018	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	624	10	260	1018	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	420	440	90	60	50	624	10	260	1018	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3642	58	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.17	0.17	0.15	0.27	0.30
Crit Moves:			****	****			****					****
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.1	27.1	23.5	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.82	0.82	0.82	0.80	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2kAvgQ:	26	26	26	13	6	6	2	13	13	11	19	22

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

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2000 HCM Operations (Future Volume Alternative)
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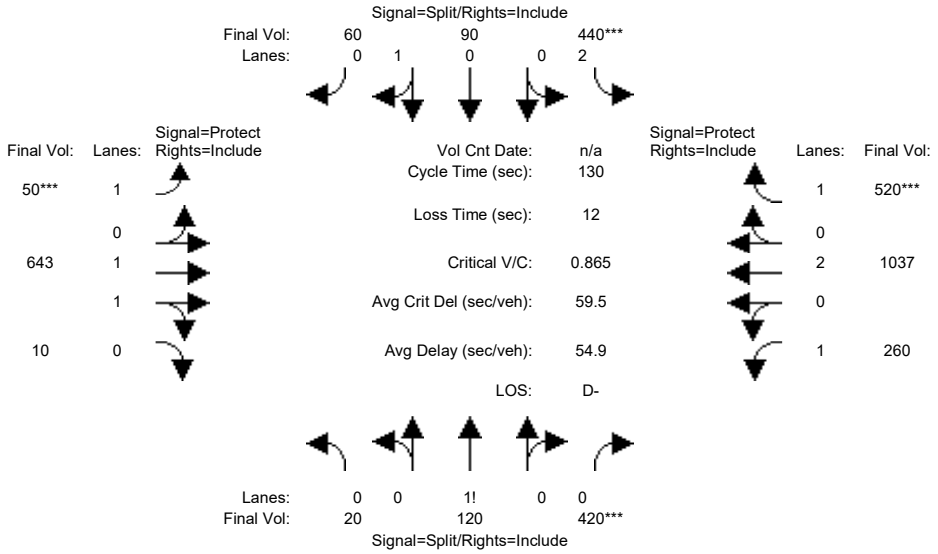
Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	23	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	643	10	260	1037	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	643	10	260	1037	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	643	10	260	1037	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	420	440	90	60	50	643	10	260	1037	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3643	57	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.18	0.18	0.15	0.27	0.30
Crit Moves:			****	****			****					****
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.5	27.5	23.1	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.84	0.84	0.84	0.81	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.9	56.9	69.1	43.6	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.9	56.9	69.1	43.6	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2kAvgQ:	26	26	26	13	6	6	2	13	13	11	19	22

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

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2018 AM Full-Offset Alternative

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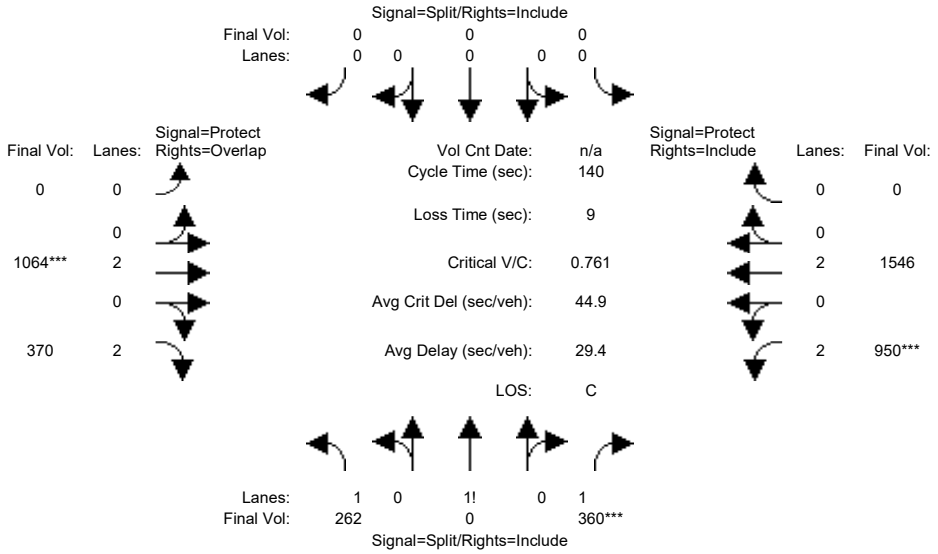
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	360	0	0	0	0	1064	370	950	1546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	360	0	0	0	0	1064	370	950	1546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	360	0	0	0	0	1064	370	950	1546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	0	360	0	0	0	0	1064	370	950	1546	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2487	0	2763	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	51.5	75.5	55.5	107	0.0
Volume/Cap:	0.62	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.76	0.53	0.00
Delay/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
LOS by Move:	D-		A	E+	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	9	0	12	0	0	0	0	19	5	20	12	0

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

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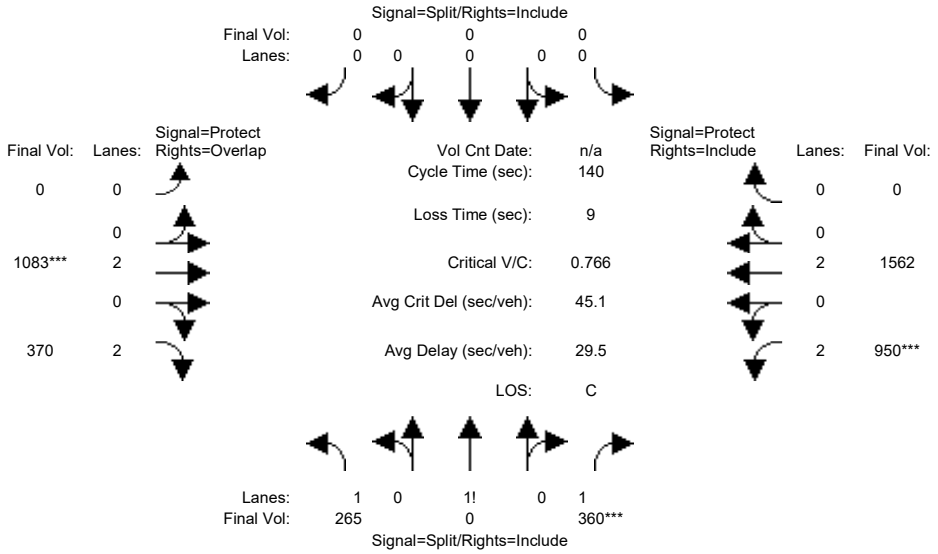
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	5	0	0	0	0	0	0	23	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	0	360	0	0	0	0	1083	370	950	1562	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	0	360	0	0	0	0	1083	370	950	1562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	0	360	0	0	0	0	1083	370	950	1562	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	0	360	0	0	0	0	1083	370	950	1562	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2492	0	2758	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	23.8	0.0	23.8	0.0	0.0	0.0	0.0	52.1	75.9	55.1	107	0.0
Volume/Cap:	0.62	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.54	0.00
Delay/Veh:	55.2	0.0	59.8	0.0	0.0	0.0	0.0	41.2	16.7	39.8	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	0.0	59.8	0.0	0.0	0.0	0.0	41.2	16.7	39.8	6.7	0.0
LOS by Move:	E+	A	E+	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	9	0	12	0	0	0	0	20	5	20	12	0

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

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2000 HCM Operations (Future Volume Alternative)
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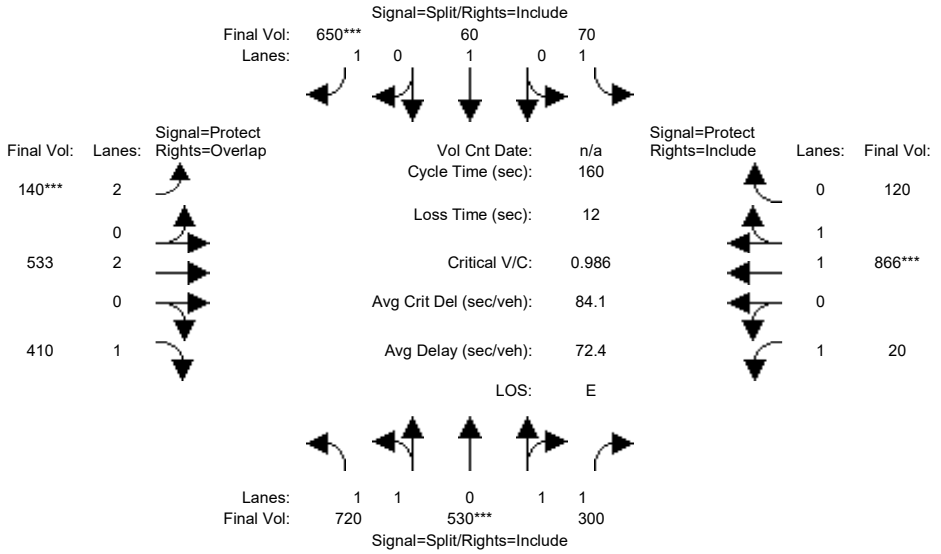
Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	533	410	20	866	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	533	410	20	866	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	533	410	20	866	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	720	530	300	70	60	650	140	533	410	20	866	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3249	450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.14	0.23	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green Time:	37.3	37.3	37.3	60.3	60.3	60.3	7.2	38.5	75.7	12.0	43.3	43.3
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.58	0.50	0.15	0.99	0.99
Delay/Veh:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2kAvgQ:	25	25	15	2	2	40	5	11	14	1	28	28

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

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2018 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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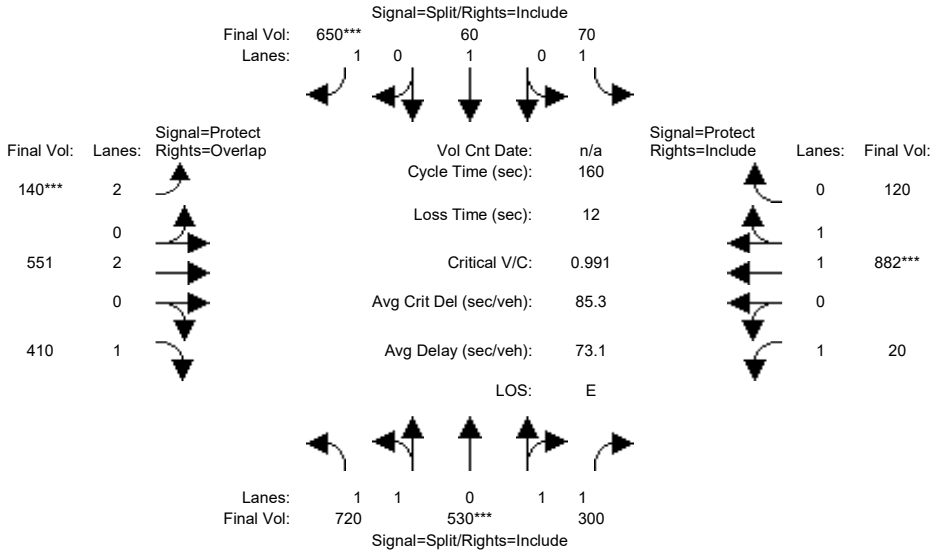
Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	21	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	551	410	20	882	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	551	410	20	882	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	551	410	20	882	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	720	530	300	70	60	650	140	551	410	20	882	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3257	443
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.15	0.23	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green Time:	37.1	37.1	37.1	60.0	60.0	60.0	7.2	39.1	76.2	11.8	43.7	43.7
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.59	0.49	0.15	0.99	0.99
Delay/Veh:	81.7	81.7	58.4	32.6	32.3	82.4	149.1	54.4	29.1	70.0	83.8	83.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	81.7	58.4	32.6	32.3	82.4	149.1	54.4	29.1	70.0	83.8	83.8
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2kAvgQ:	25	25	15	2	2	40	5	11	14	1	29	29

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

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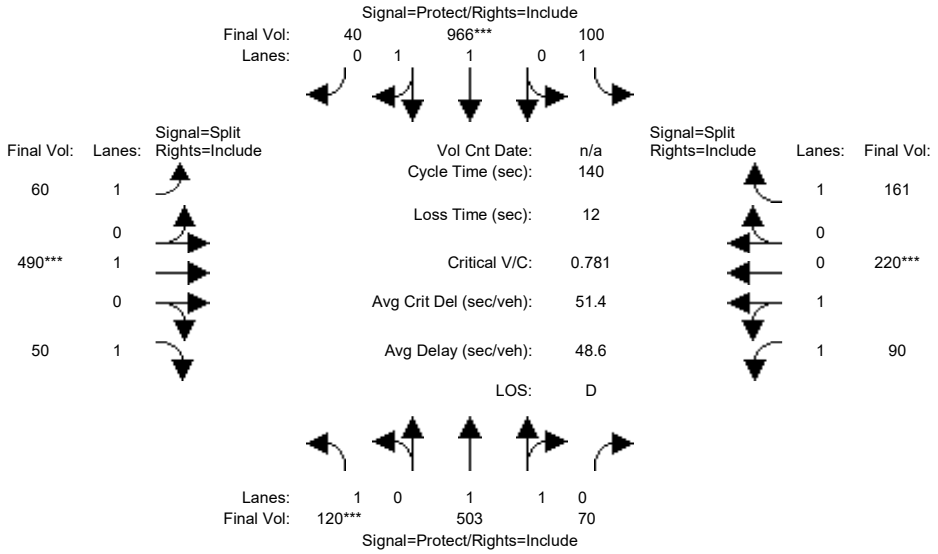
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	503	70	100	966	40	60	490	50	90	220	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	503	70	100	966	40	60	490	50	90	220	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	503	70	100	966	40	60	490	50	90	220	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	503	70	100	966	40	60	490	50	90	220	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3248	452	1750	3553	147	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.06	0.27	0.27	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.3	44.6	44.6	16.4	48.7	48.7	46.2	46.2	46.2	20.8	20.8	20.8
Volume/Cap:	0.78	0.49	0.49	0.49	0.78	0.78	0.10	0.78	0.09	0.35	0.78	0.62
Delay/Veh:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2kAvgQ:	6	10	10	4	20	20	2	20	2	4	11	8

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

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Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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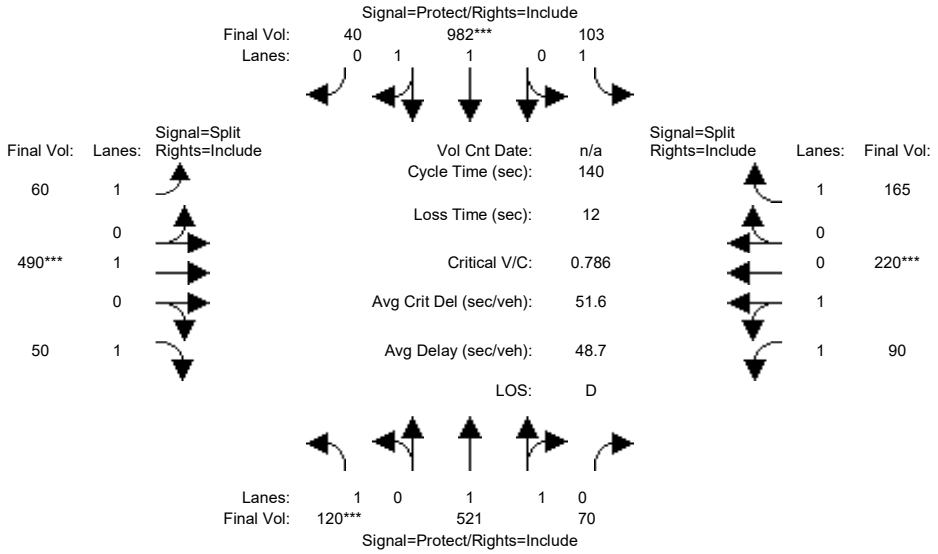
Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	21	0	3	22	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	521	70	103	982	40	60	490	50	90	220	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	521	70	103	982	40	60	490	50	90	220	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	521	70	103	982	40	60	490	50	90	220	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	521	70	103	982	40	60	490	50	90	220	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3261	438	1750	3555	145	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.06	0.28	0.28	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.2	44.9	44.9	16.5	49.2	49.2	45.9	45.9	45.9	20.6	20.6	20.6
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.79	0.10	0.79	0.09	0.35	0.79	0.64
Delay/Veh:	85.7	38.8	38.8	59.7	43.9	43.9	32.8	49.1	32.6	53.9	67.6	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	38.8	38.8	59.7	43.9	43.9	32.8	49.1	32.6	53.9	67.6	61.5
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2kAvgQ:	6	10	10	4	20	20	2	20	2	4	11	8

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

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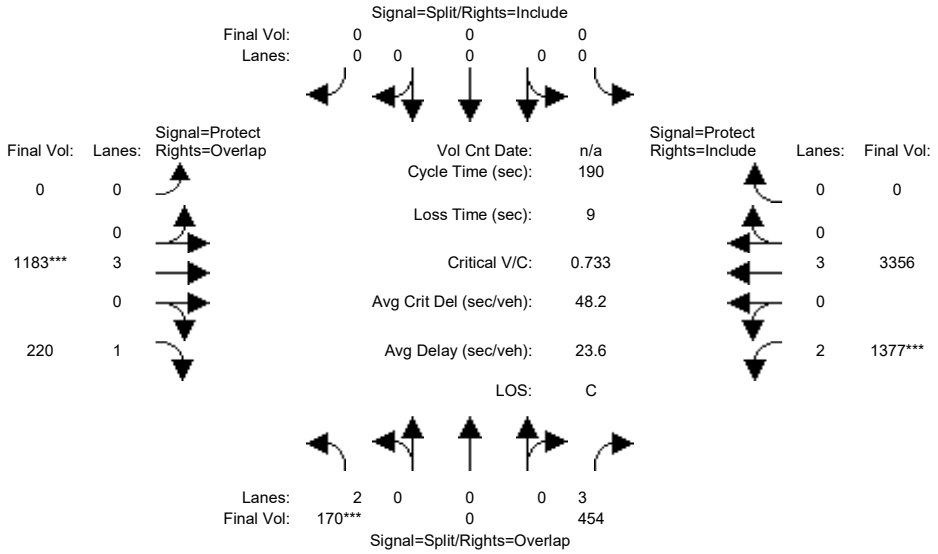
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	4	0	0	0	0	3	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	454	0	0	0	0	1183	220	1377	3356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	454	0	0	0	0	1183	220	1377	3356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	454	0	0	0	0	1183	220	1377	3356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	454	0	0	0	0	1183	220	1377	3356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	****							****		****		
Green Time:	14.0	0.0	127.2	0.0	0.0	0.0	0.0	53.8	67.7	113.3	167	0.0
Volume/Cap:	0.73	0.00	0.15	0.00	0.00	0.00	0.00	0.73	0.35	0.73	0.67	0.00
Delay/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	20	10	34	19	0

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

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SJ15-1585
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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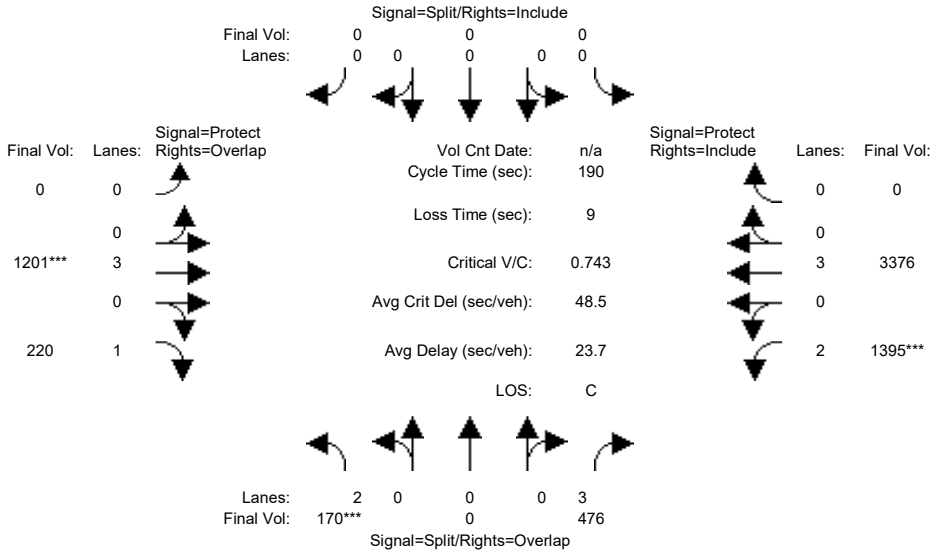
Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	26	0	0	0	0	21	0	25	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	476	0	0	0	0	1201	220	1395	3376	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	476	0	0	0	0	1201	220	1395	3376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	476	0	0	0	0	1201	220	1395	3376	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	476	0	0	0	0	1201	220	1395	3376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	****							****		****		
Green Time:	13.8	0.0	127.1	0.0	0.0	0.0	0.0	53.9	67.7	113.3	167	0.0
Volume/Cap:	0.74	0.00	0.16	0.00	0.00	0.00	0.00	0.74	0.35	0.74	0.67	0.00
Delay/Veh:	98.7	0.0	11.7	0.0	0.0	0.0	0.0	63.7	45.4	29.4	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	0.0	11.7	0.0	0.0	0.0	0.0	63.7	45.4	29.4	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	20	10	35	19	0

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

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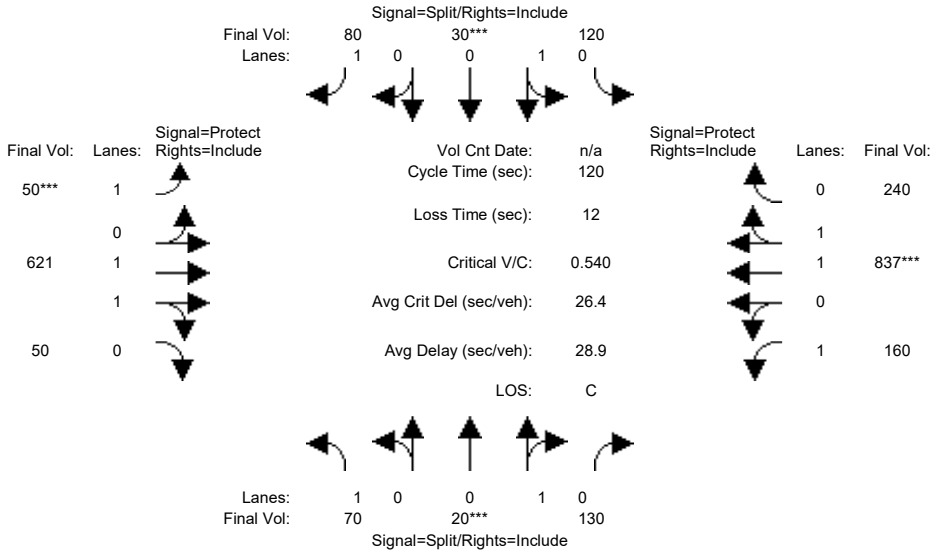
Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	21	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	621	50	160	837	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	621	50	160	837	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	621	50	160	837	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	621	50	160	837	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.85	0.15	1.00	1.54	0.46
Final Sat.:	1750	240	1560	1440	360	1750	1750	3424	276	1750	2875	824
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.18	0.18	0.09	0.29	0.29
Crit Moves:		****			****		****				****	
Green Time:	18.4	18.4	18.4	18.4	18.4	18.4	7.0	47.4	47.4	23.9	64.2	64.2
Volume/Cap:	0.26	0.54	0.54	0.54	0.54	0.30	0.49	0.46	0.46	0.46	0.54	0.54
Delay/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
LOS by Move:	D	D	D	D	D	D	E+	C	C	D	B-	B-
HCM2kAvgQ:	3	6	6	6	6	3	2	9	9	5	13	13

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

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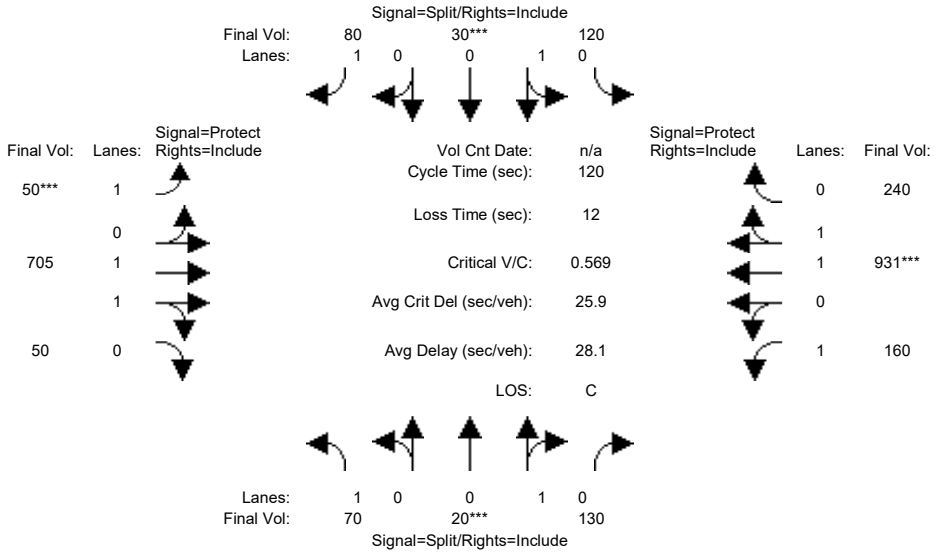
Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	105	0	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	705	50	160	931	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	705	50	160	931	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	705	50	160	931	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	705	50	160	931	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.86	0.14	1.00	1.58	0.42
Final Sat.:	1750	240	1560	1440	360	1750	1750	3455	245	1750	2941	758
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.20	0.20	0.09	0.32	0.32
Crit Moves:		****			****		****				****	
Green Time:	17.4	17.4	17.4	17.4	17.4	17.4	7.0	50.5	50.5	22.6	66.2	66.2
Volume/Cap:	0.28	0.57	0.57	0.57	0.57	0.31	0.49	0.48	0.48	0.48	0.57	0.57
Delay/Veh:	46.3	50.9	50.9	50.9	50.9	46.7	58.4	25.5	25.5	44.6	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	50.9	50.9	50.9	50.9	46.7	58.4	25.5	25.5	44.6	18.1	18.1
LOS by Move:	D	D	D	D	D	D	E+	C	C	D	B-	B-
HCM2kAvgQ:	3	6	6	6	6	3	2	10	10	5	14	14

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

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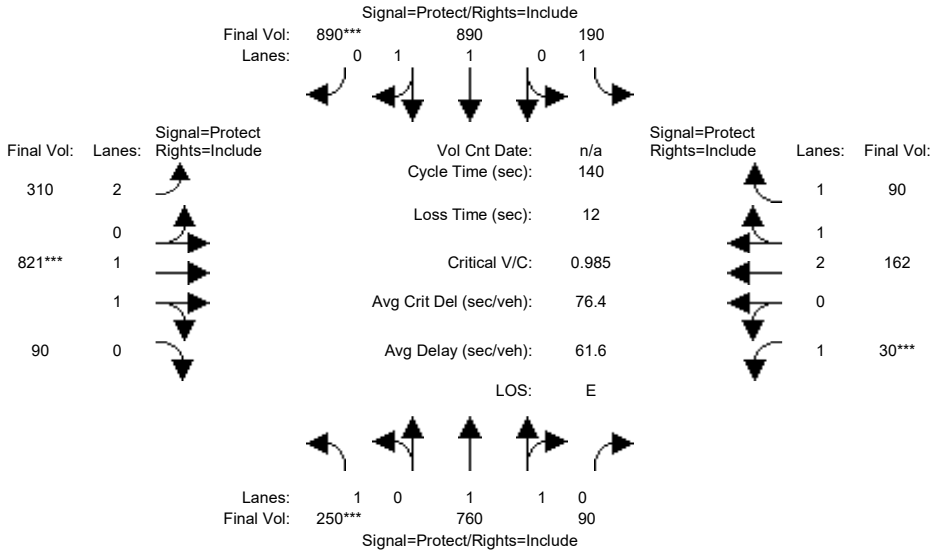
Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	821	90	30	162	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	821	90	30	162	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	821	90	30	162	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	760	90	190	890	890	310	821	90	30	162	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.50	1.50
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3334	366	1750	4741	2634
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	****					****		****		****		
Green Time:	19.6	59.3	59.3	28.0	67.7	67.7	23.6	33.7	33.7	7.0	17.1	17.1
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.28	0.28
Delay/Veh:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2kAvgQ:	17	14	14	8	43	49	7	24	24	2	3	3

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

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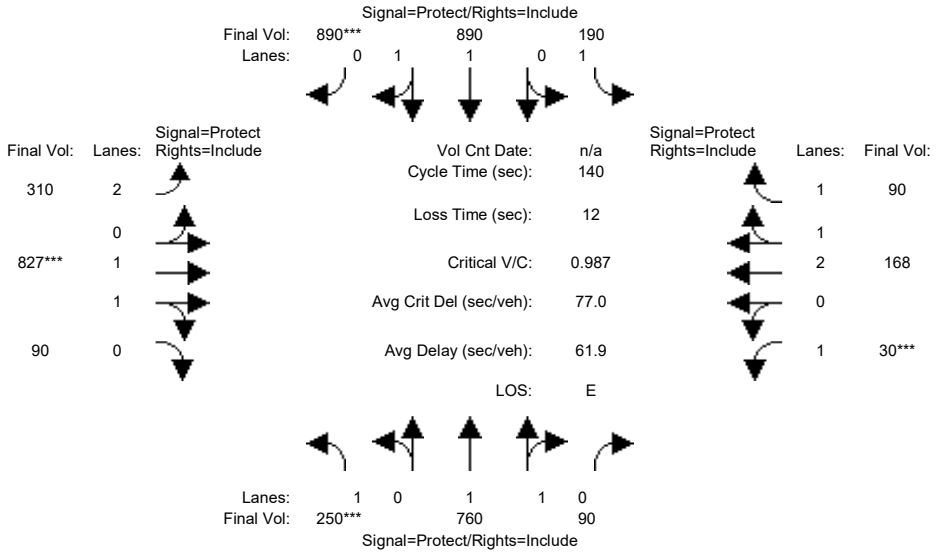
Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	7	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	827	90	30	168	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	827	90	30	168	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	827	90	30	168	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	760	90	190	890	890	310	827	90	30	168	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.53	1.47
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3337	363	1750	4805	2574
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	****					****		****		****		
Green Time:	19.5	59.2	59.2	28.0	67.6	67.6	23.7	33.9	33.9	7.0	17.2	17.2
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.28	0.28
Delay/Veh:	124.2	30.7	30.7	52.1	49.8	64.2	55.2	89.4	89.4	66.6	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	30.7	30.7	52.1	49.8	64.2	55.2	89.4	89.4	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2kAvgQ:	17	14	14	8	43	49	7	24	24	2	3	3

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

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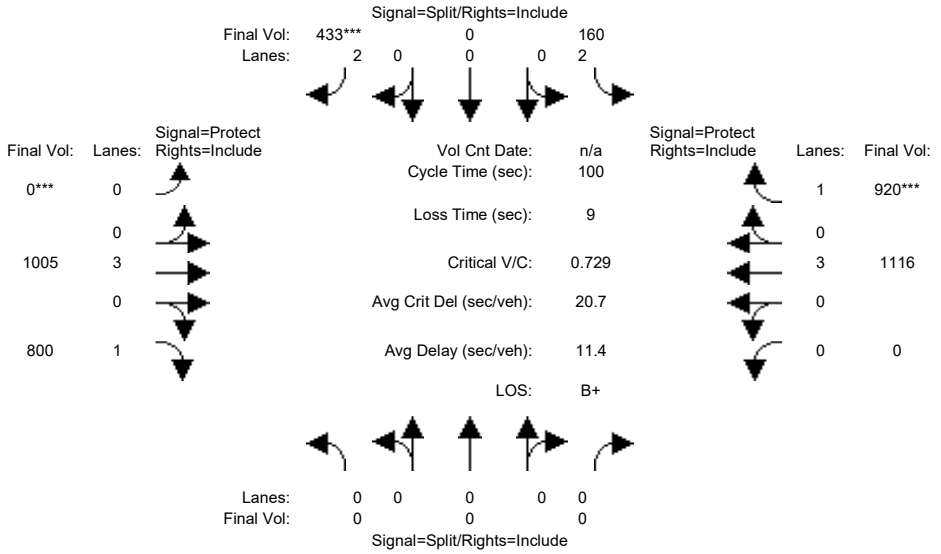
Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1000	800	0	1110	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1000	800	0	1110	920
Added Vol:	0	0	0	0	0	3	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	433	0	1005	800	0	1116	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	433	0	1005	800	0	1116	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	433	0	1005	800	0	1116	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	433	0	1005	800	0	1116	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.18	0.46	0.00	0.20	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.24	0.63	0.00	0.27	0.73
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	42.7	0.0	4.7	8.2	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	42.7	0.0	4.7	8.2	0.0	4.9	10.4
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	3	13	0	4	18

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

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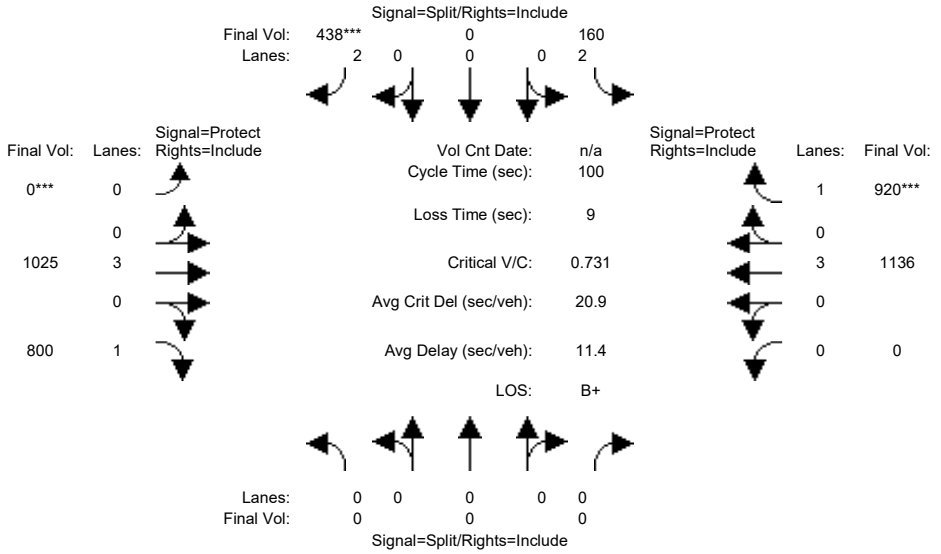
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1000	800	0	1110	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1000	800	0	1110	920
Added Vol:	0	0	0	0	0	8	0	25	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	438	0	1025	800	0	1136	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	438	0	1025	800	0	1136	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	438	0	1025	800	0	1136	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	438	0	1025	800	0	1136	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.18	0.46	0.00	0.20	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	19.0	0.0	19.0	0.0	72.0	72.0	0.0	72.0	72.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.25	0.64	0.00	0.28	0.73
Delay/Veh:	0.0	0.0	0.0	34.8	0.0	42.6	0.0	4.8	8.3	0.0	4.9	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.8	0.0	42.6	0.0	4.8	8.3	0.0	4.9	10.5
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	3	14	0	4	18

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

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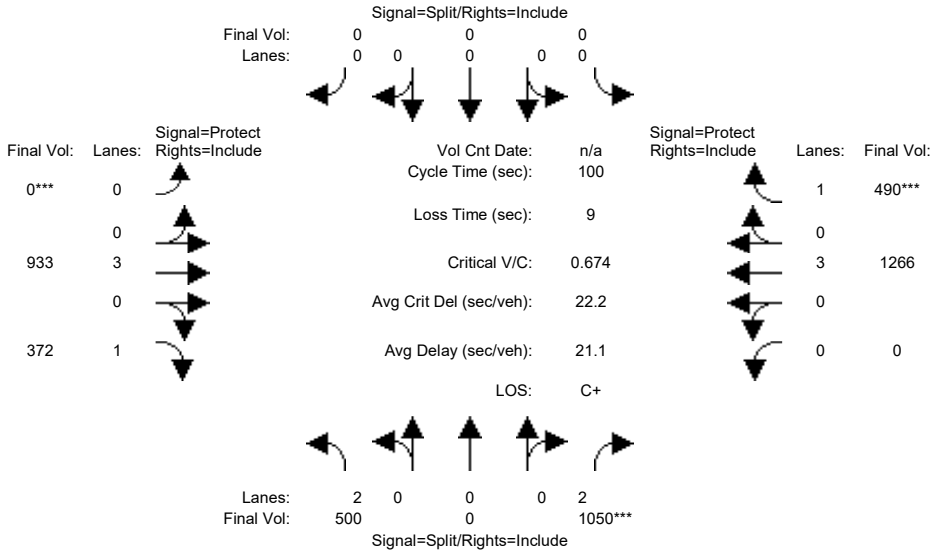
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	0	3	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	0	933	372	0	1266	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	0	933	372	0	1266	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	0	933	372	0	1266	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1050	0	0	0	0	933	372	0	1266	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.16	0.21	0.00	0.22	0.28
Crit Moves:			****				****					****
Green Time:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	41.5	41.5	0.0	41.5	41.5
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.39	0.51	0.00	0.53	0.67
Delay/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	26.2
LOS by Move:	B	A	C+	A	A	A	A	C+	C+	A	C+	C
HCM2kAvgQ:	6	0	15	0	0	0	0	6	9	0	9	13

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

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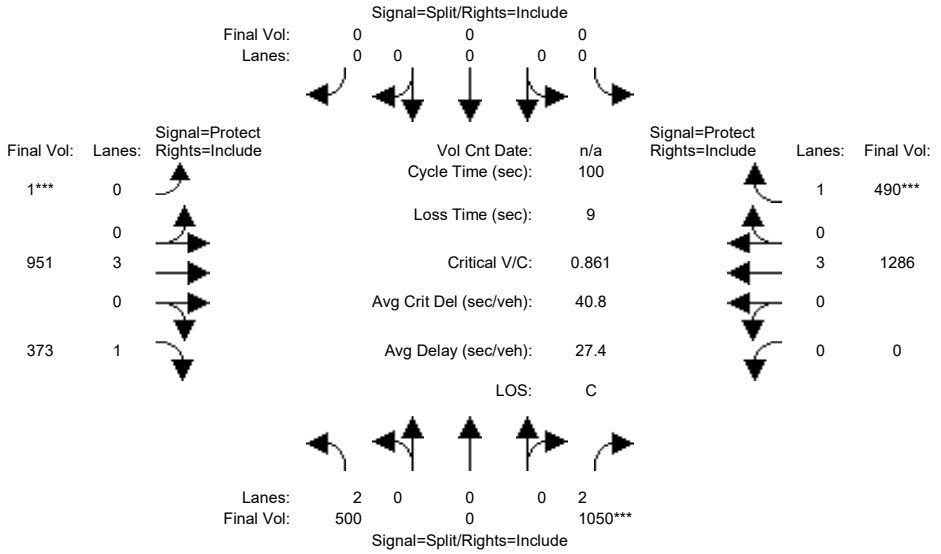
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	1	21	3	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	1	951	373	0	1286	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	1	951	373	0	1286	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	1	951	373	0	1286	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1050	0	0	0	1	951	373	0	1286	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	2.99	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	6	5594	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.17	0.17	0.21	0.00	0.23	0.28
Crit Moves:			****				****					****
Green Time:	38.7	0.0	38.7	0.0	0.0	0.0	19.7	52.3	52.3	0.0	32.5	32.5
Volume/Cap:	0.41	0.00	0.86	0.00	0.00	0.00	0.86	0.33	0.41	0.00	0.69	0.86
Delay/Veh:	22.5	0.0	34.6	0.0	0.0	0.0	45.8	13.8	14.8	0.0	30.5	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	0.0	34.6	0.0	0.0	0.0	45.8	13.8	14.8	0.0	30.5	44.3
LOS by Move:	C+	A	C-	A	A	A	D	B	B	A	C	D
HCM2kAvgQ:	7	0	21	0	0	0	11	6	7	0	11	16

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

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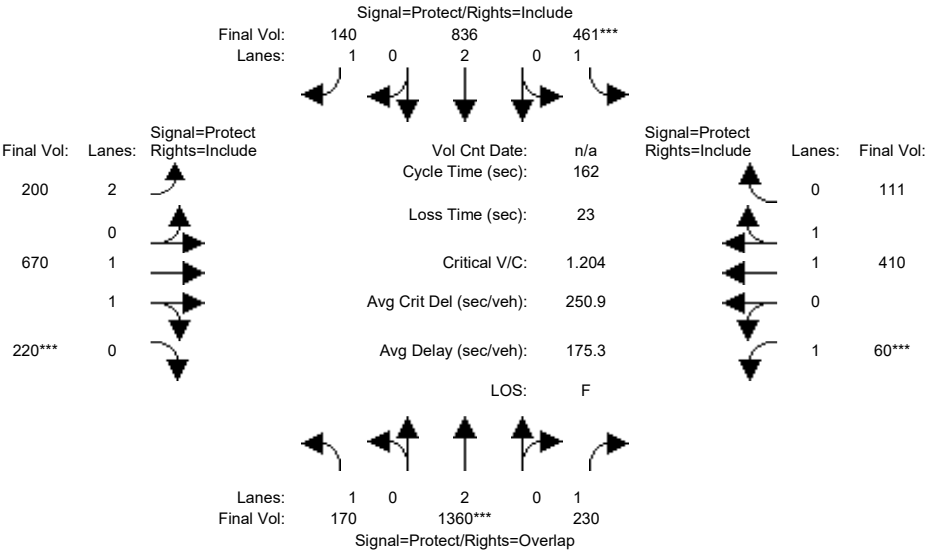
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	10	0	1	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1360	230	461	836	140	200	670	220	60	410	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1360	230	461	836	140	200	670	220	60	410	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1360	230	461	836	140	200	670	220	60	410	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1360	230	461	836	140	200	670	220	60	410	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2474	670
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.15	0.31	0.26	0.09	0.07	0.28	0.28	0.04	0.17	0.17
Crit Moves:		****		****					****	****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	37.0	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.11	0.34	3.02	0.87	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2kAvgQ:	10	48	12	68	24	8	6	28	28	4	19	19

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

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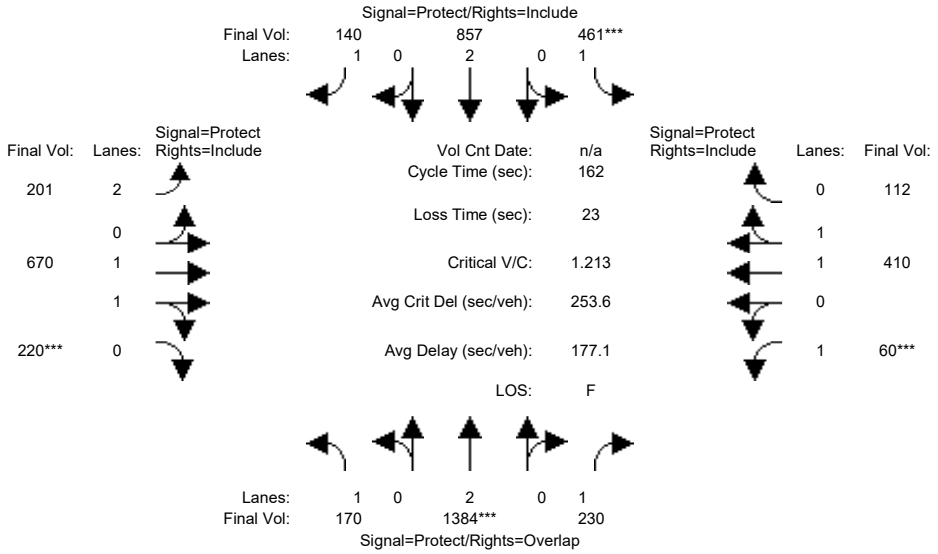
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	34	0	1	27	0	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1384	230	461	857	140	201	670	220	60	410	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1384	230	461	857	140	201	670	220	60	410	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1384	230	461	857	140	201	670	220	60	410	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1384	230	461	857	140	201	670	220	60	410	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2470	675
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.15	0.31	0.27	0.09	0.08	0.28	0.28	0.04	0.17	0.17
Crit Moves:		****		****					****	****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.9	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.13	0.34	3.02	0.89	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	128	32.9	1008	72.7	50.8	59.9	69.6	69.6	87.2	115	115.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	128	32.9	1008	72.7	50.8	59.9	69.6	69.6	87.2	115	115.3
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2kAvgQ:	10	49	12	68	25	8	6	28	28	4	19	19

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

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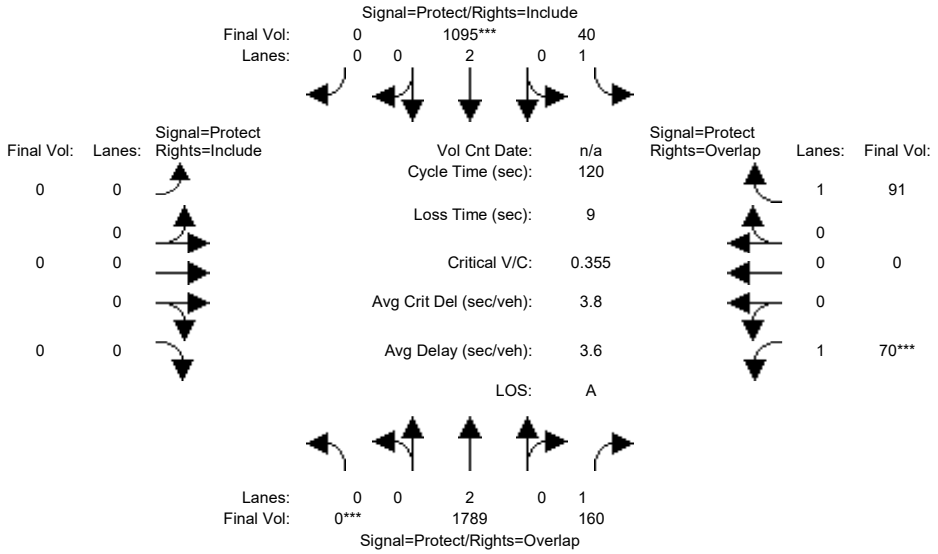
Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	9	0	0	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	160	40	1095	0	0	0	0	70	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	160	40	1095	0	0	0	0	70	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	160	40	1095	0	0	0	0	70	0	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1789	160	40	1095	0	0	0	0	70	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.60	0.11	0.29	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.36
Delay/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	4	0	4

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

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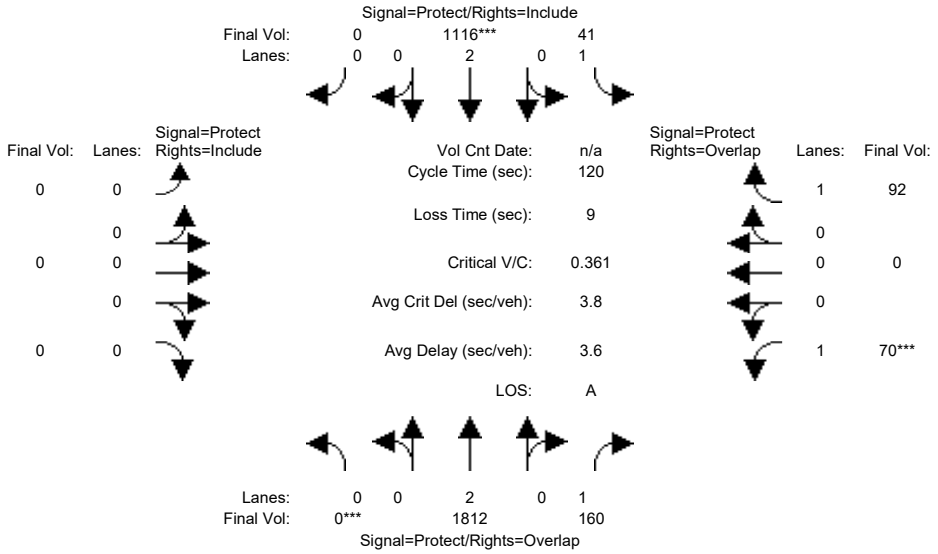
Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	32	0	1	26	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1812	160	41	1116	0	0	0	0	70	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1812	160	41	1116	0	0	0	0	70	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1812	160	41	1116	0	0	0	0	70	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1812	160	41	1116	0	0	0	0	70	0	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.61	0.11	0.30	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.36
Delay/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	4	0	4

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

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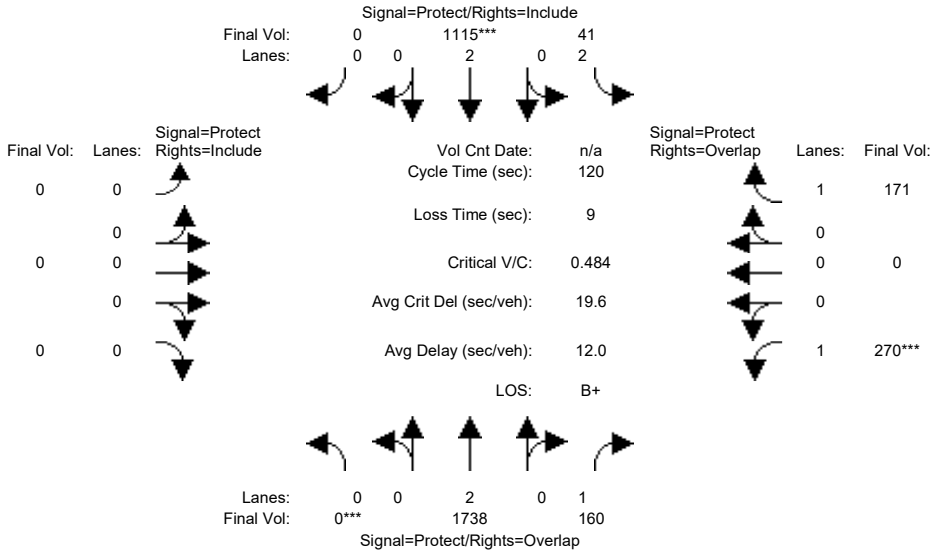
Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	8	0	1	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	160	41	1115	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1738	160	41	1115	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	160	41	1115	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1738	160	41	1115	0	0	0	0	270	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.01	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.65	0.11	0.19	0.38	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	16	0	6

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

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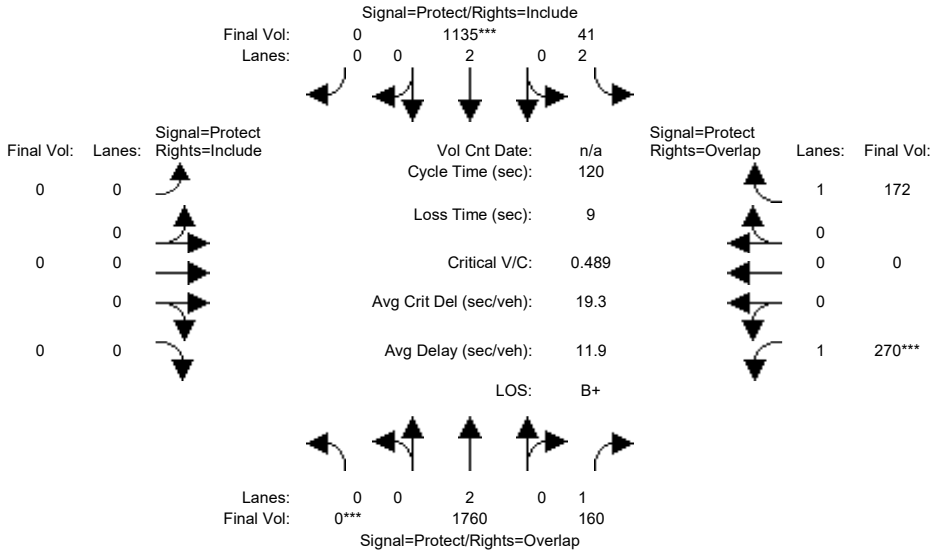
Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	30	0	1	25	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1760	160	41	1135	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1760	160	41	1135	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	160	41	1135	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1760	160	41	1135	0	0	0	0	270	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.01	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.66	0.11	0.19	0.39	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	16	0	6

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

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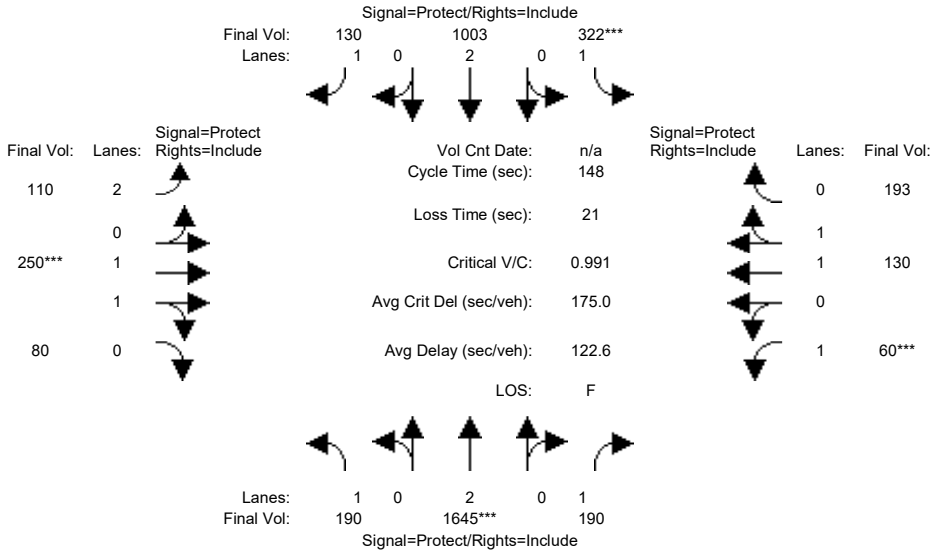
Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	5	0	2	3	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1645	190	322	1003	130	110	250	80	60	130	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1645	190	322	1003	130	110	250	80	60	130	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1645	190	322	1003	130	110	250	80	60	130	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1645	190	322	1003	130	110	250	80	60	130	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.31	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:		****		****				****		****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.5	37.4	37.4	11.9	20.8	20.8
Volume/Cap:	0.79	1.23	0.31	1.64	0.81	0.23	0.21	0.42	0.42	0.50	0.57	0.92
Delay/Veh:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2kAvgQ:	13	63	9	35	26	6	3	8	8	4	7	14

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

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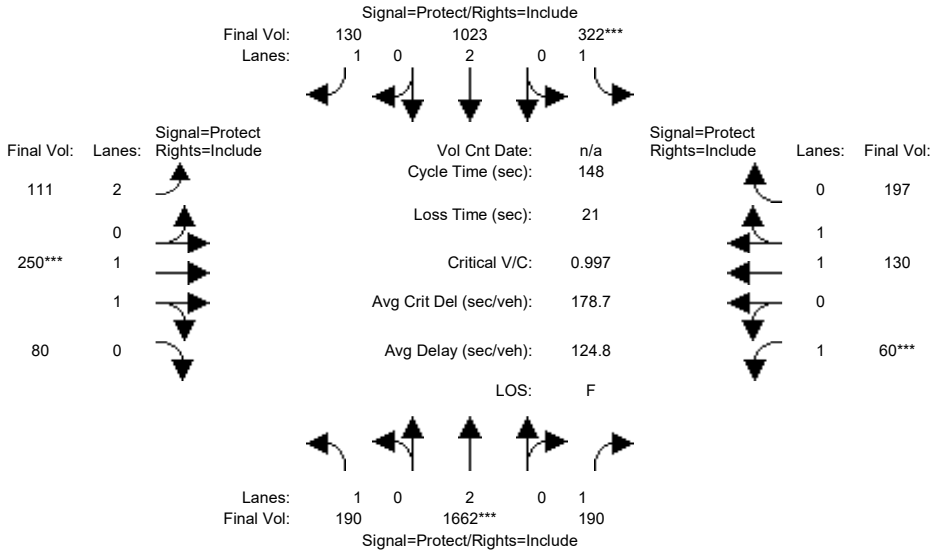
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	22	0	2	23	0	1	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1662	190	322	1023	130	111	250	80	60	130	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1662	190	322	1023	130	111	250	80	60	130	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1662	190	322	1023	130	111	250	80	60	130	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1662	190	322	1023	130	111	250	80	60	130	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.32	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:		****		****				****		****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.3	37.4	37.4	11.9	21.0	21.0
Volume/Cap:	0.79	1.24	0.31	1.64	0.82	0.23	0.22	0.42	0.42	0.50	0.57	0.93
Delay/Veh:	86.7	167	34.6	384.3	52.7	36.3	59.6	54.6	54.6	80.0	71.0	104.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	167	34.6	384.3	52.7	36.3	59.6	54.6	54.6	80.0	71.0	104.8
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2kAvgQ:	13	65	9	35	27	6	3	8	8	4	7	15

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

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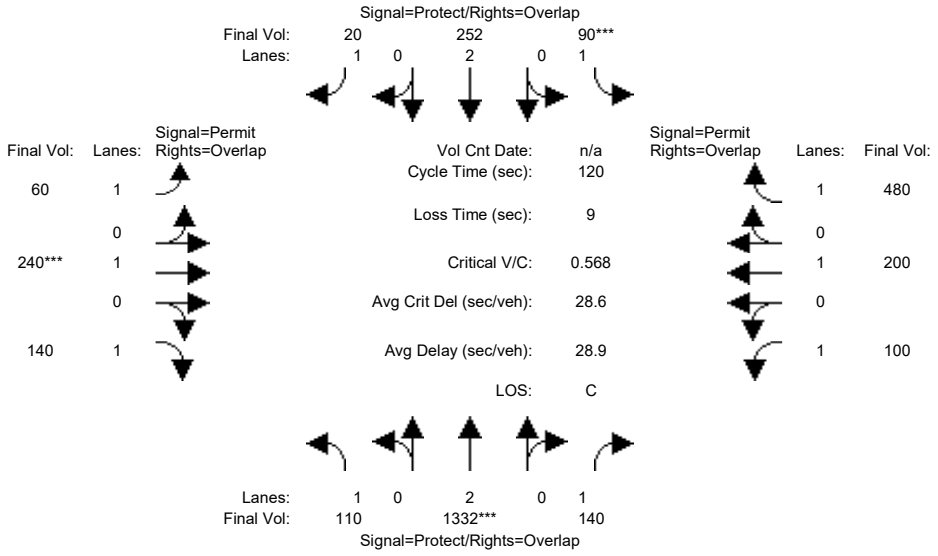
Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1332	140	90	252	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1332	140	90	252	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1332	140	90	252	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1332	140	90	252	20	60	240	140	100	200	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.69	0.16	0.42	0.14	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2kAvgQ:	4	19	3	4	3	0	2	8	4	3	6	17

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

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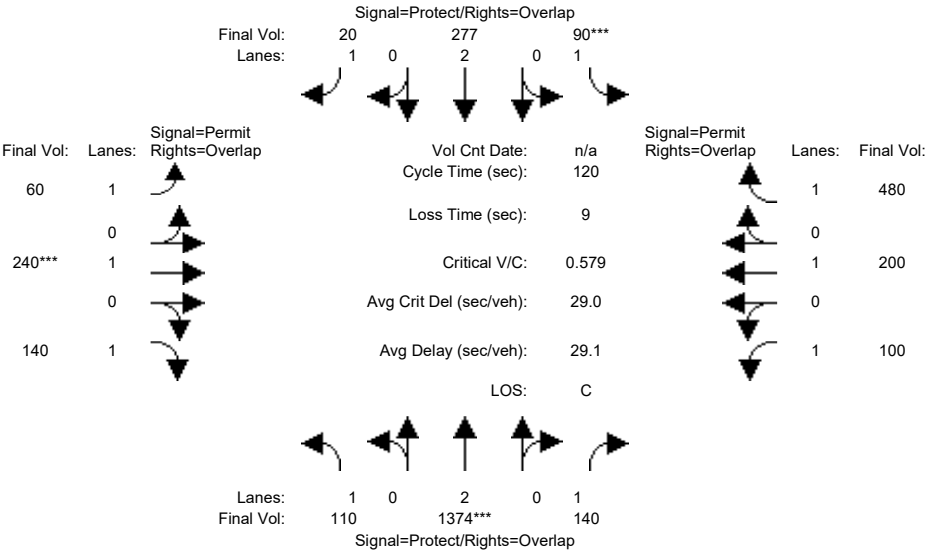
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	64	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1374	140	90	277	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1374	140	90	277	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1374	140	90	277	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1374	140	90	277	20	60	240	140	100	200	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.71	0.16	0.42	0.15	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	25.9	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	25.9	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2kAvgQ:	4	20	3	4	3	0	2	8	4	3	6	17

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

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Stanford 2018 GUP
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2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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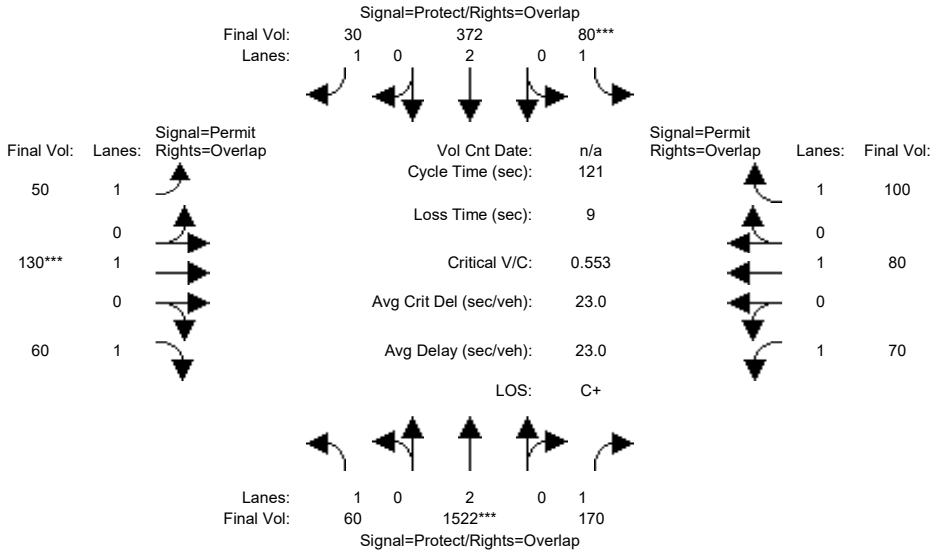
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1522	170	80	372	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1522	170	80	372	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1522	170	80	372	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1522	170	80	372	30	50	130	60	70	80	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.69	0.17	0.42	0.17	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	B-	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	20	3	3	3	1	2	4	2	2	2	3

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

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Stanford 2018 GUP
SJ15-1585
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2000 HCM Operations (Future Volume Alternative)
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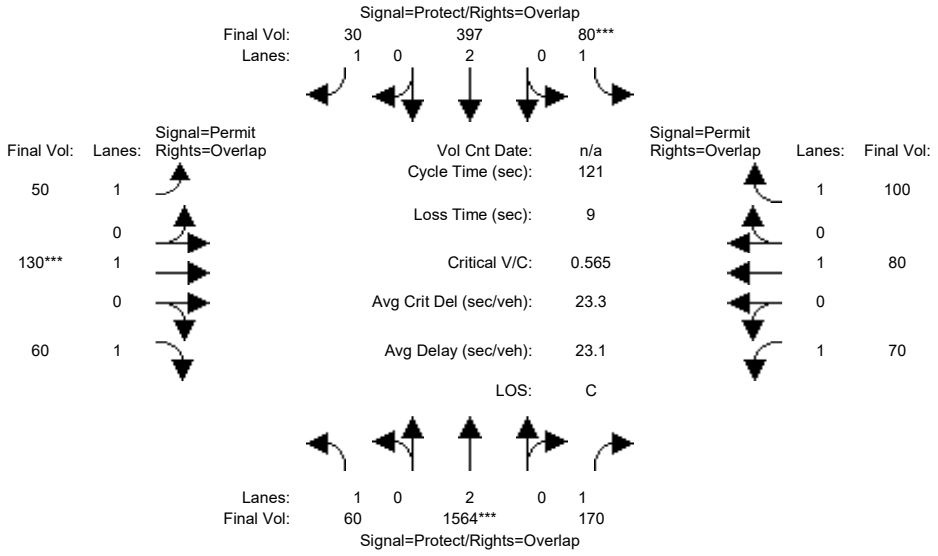
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	64	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1564	170	80	397	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1564	170	80	397	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1564	170	80	397	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1564	170	80	397	30	50	130	60	70	80	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.71	0.17	0.42	0.18	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	20.3	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	20.3	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	C+	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	21	3	3	3	1	2	4	2	2	2	3

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

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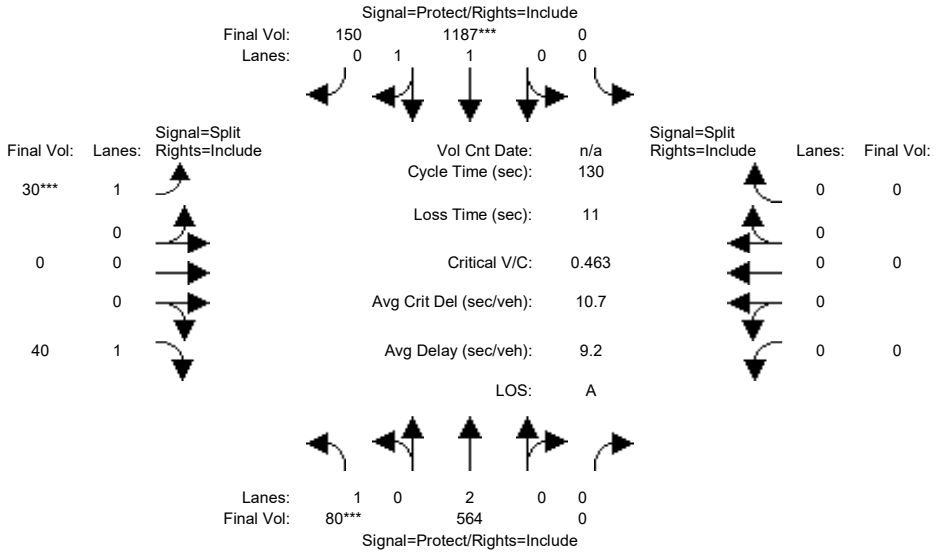
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	564	0	0	1187	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	564	0	0	1187	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	564	0	0	1187	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	564	0	0	1187	150	30	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3285	415	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.36	0.36	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	12.2	109	0.0	0.0	96.8	96.8	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	2	0	0	11	11	1	0	2	0	0	0

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

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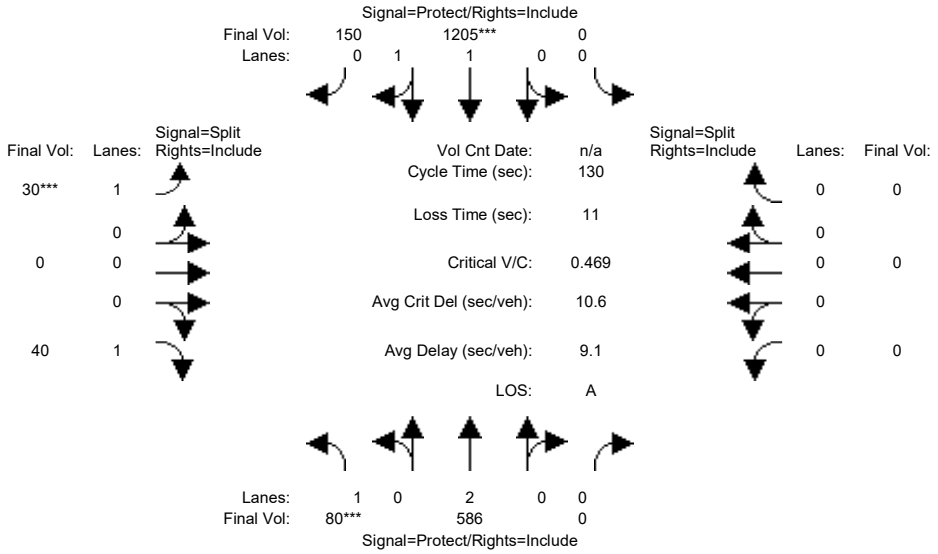
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	26	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	586	0	0	1205	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	586	0	0	1205	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	586	0	0	1205	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	586	0	0	1205	150	30	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3290	410	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.37	0.37	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	12.1	109	0.0	0.0	96.9	96.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.4	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	2	0	0	11	11	1	0	2	0	0	0

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

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Stanford 2018 GUP
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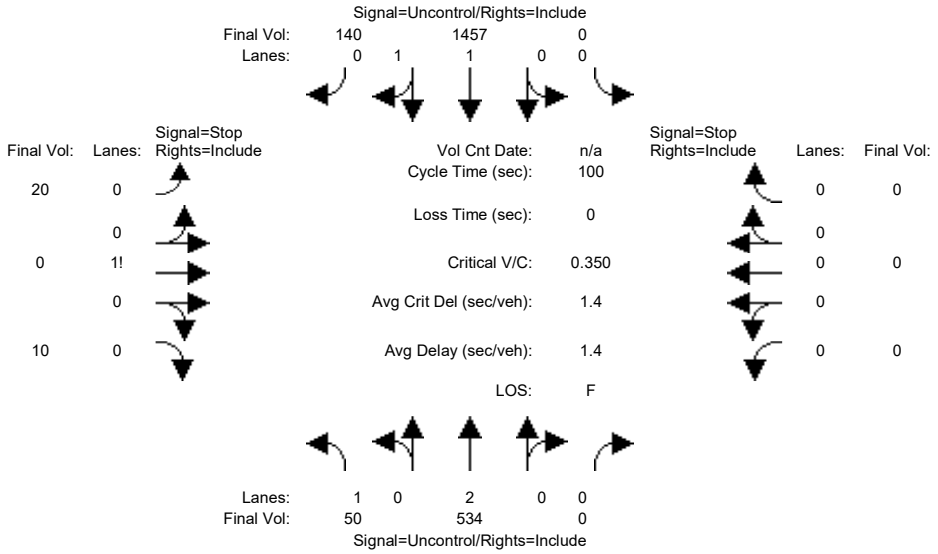
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave							Adams Dr					
Approach:	North Bound			South Bound				East Bound			West Bound		
Movement:	L	T	R	L	T	R		L	T	R	L	T	R
Volume Module:													
Base Vol:	50	530	0	0	1450	140		20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	0	0	1450	140		20	0	10	0	0	0
Added Vol:	0	4	0	0	7	0		0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	50	534	0	0	1457	140		20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	534	0	0	1457	140		20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	50	534	0	0	1457	140		20	0	10	0	0	0
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:													
Cnflict Vol:	1597	xxxx	xxxxx	xxxx	xxxx	xxxxx		1894	2161	799	xxxx	xxxx	xxxxx
Potent Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx		63	48	333	xxxx	xxxx	xxxxx
Move Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx		57	42	333	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx		0.35	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:													
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*		*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	79	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	76.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*		*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				76.3			xxxxxx		
ApproachLOS:	*			*				F			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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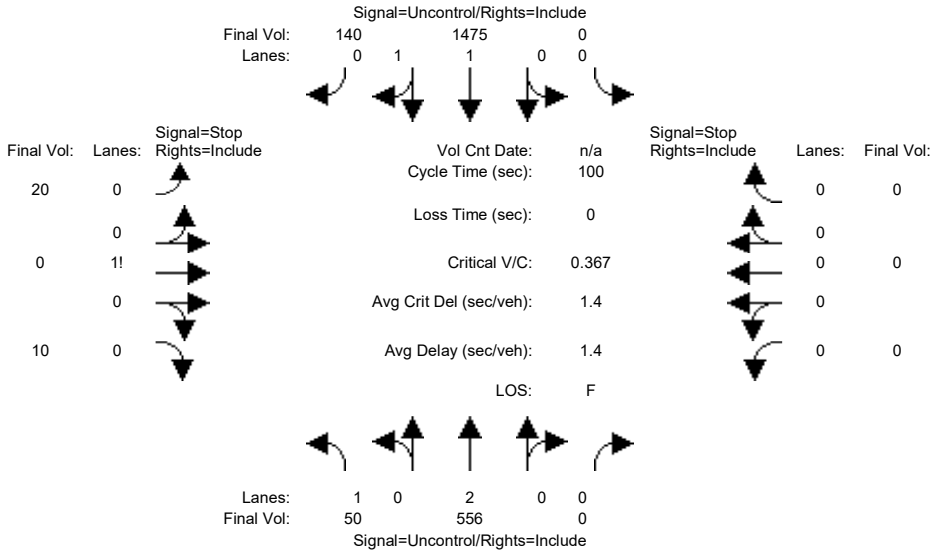
Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	50	530	0	0	1450	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	0	0	1450	140	20	0	10	0	0	0
Added Vol:	0	26	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	556	0	0	1475	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	556	0	0	1475	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	556	0	0	1475	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1615	xxxx	xxxxx	xxxx	xxxx	xxxxx	1923	2201	808	xxxx	xxxx	xxxxx
Potent Cap.:	409	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	45	328	xxxx	xxxx	xxxxx
Move Cap.:	409	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	40	328	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	76	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	81.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			81.1			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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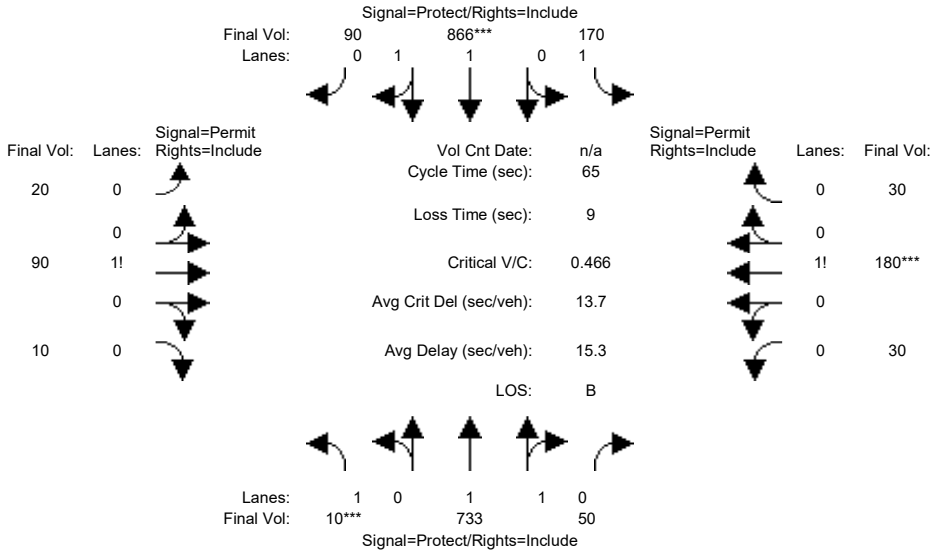
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	733	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	733	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	733	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	733	50	170	866	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3464	236	1750	3351	348	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	13.2	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.53	0.53	0.48	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

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

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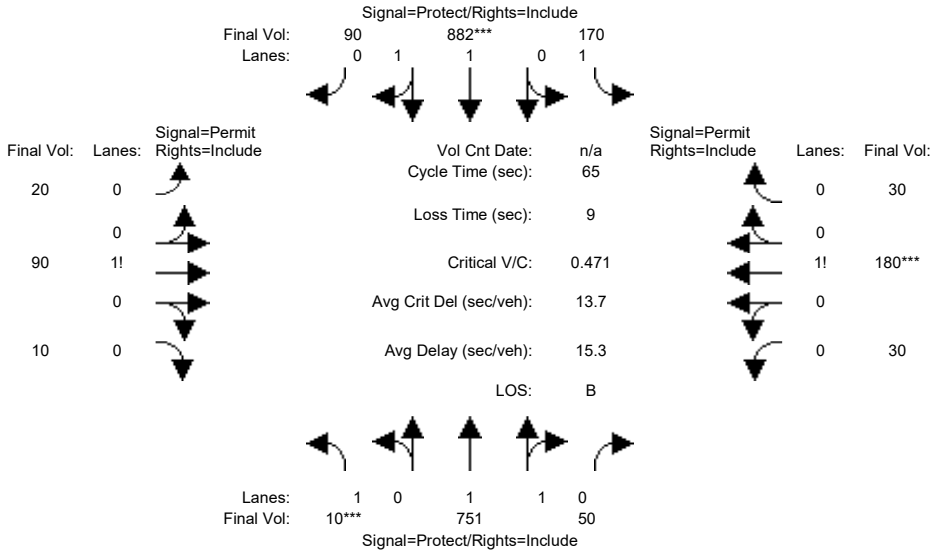
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	21	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	751	50	170	882	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	751	50	170	882	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	751	50	170	882	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	751	50	170	882	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3469	231	1750	3357	343	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.2	26.2	13.0	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.54	0.54	0.48	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.1	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.1	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

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

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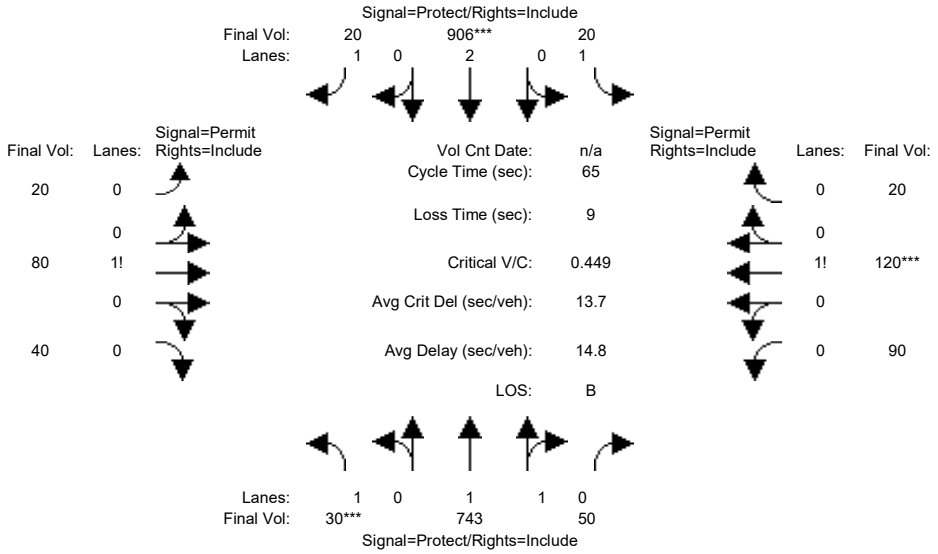
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	743	50	20	906	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	743	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	743	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	743	50	20	906	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3467	233	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.7	25.7	12.9	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.54	0.54	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

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

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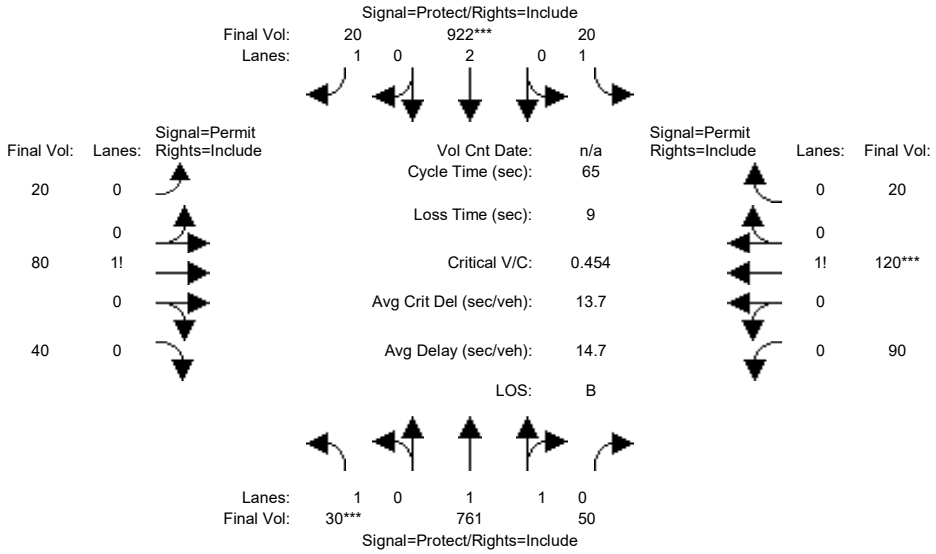
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	21	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	761	50	20	922	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	761	50	20	922	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	761	50	20	922	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	761	50	20	922	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3472	228	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	26.0	26.0	12.8	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.55	0.55	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.3	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.3	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

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

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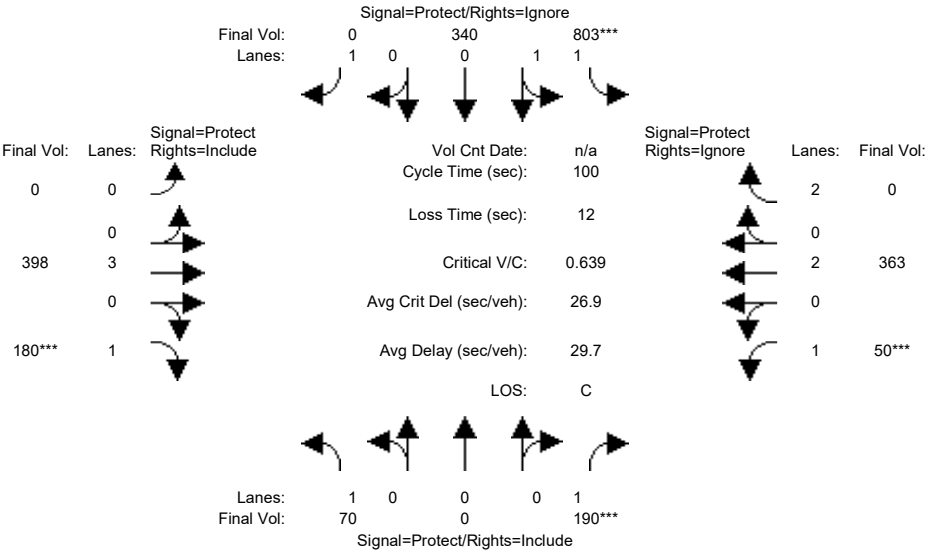
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	8	0	0	3	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	803	340	0	0	398	180	50	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2494	1056	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.07	0.10	0.03	0.10	0.00
Crit Moves:			****	****					****	****		
Green Time:	11.7	0.0	16.5	48.9	53.7	0.0	0.0	15.6	15.6	7.0	22.6	0.0
Volume/Cap:	0.34	0.00	0.66	0.66	0.60	0.00	0.00	0.45	0.66	0.41	0.42	0.00
Delay/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
LOS by Move:	D	A	D	C+	B	A	A	D+	D	D	C-	A
HCM2kAvgQ:	2	0	7	15	13	0	0	4	7	2	5	0

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

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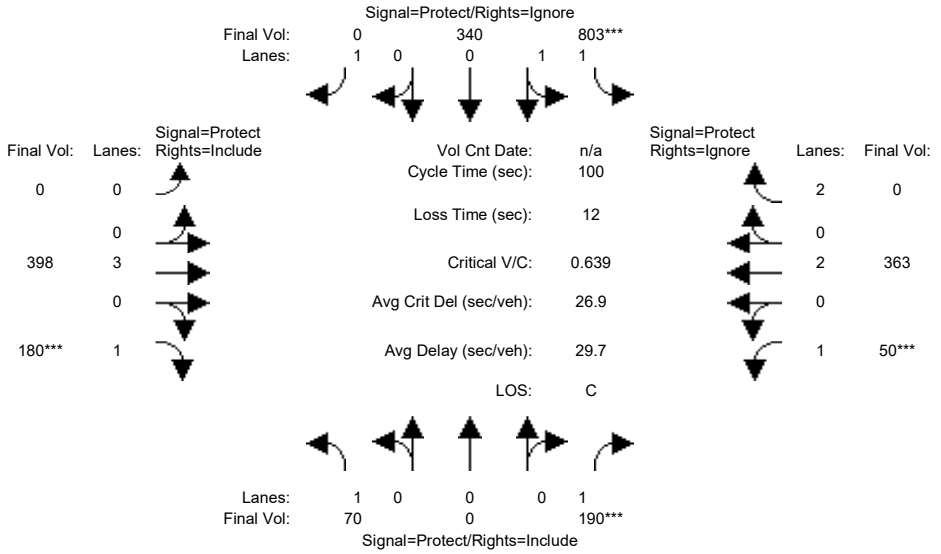
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	8	0	0	3	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	803	340	0	0	398	180	50	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2494	1056	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.07	0.10	0.03	0.10	0.00
Crit Moves:			****	****					****	****		
Green Time:	11.7	0.0	16.5	48.9	53.7	0.0	0.0	15.6	15.6	7.0	22.6	0.0
Volume/Cap:	0.34	0.00	0.66	0.66	0.60	0.00	0.00	0.45	0.66	0.41	0.42	0.00
Delay/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
LOS by Move:	D	A	D	C+	B	A	A	D+	D	D	C-	A
HCM2kAvgQ:	2	0	7	15	13	0	0	4	7	2	5	0

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

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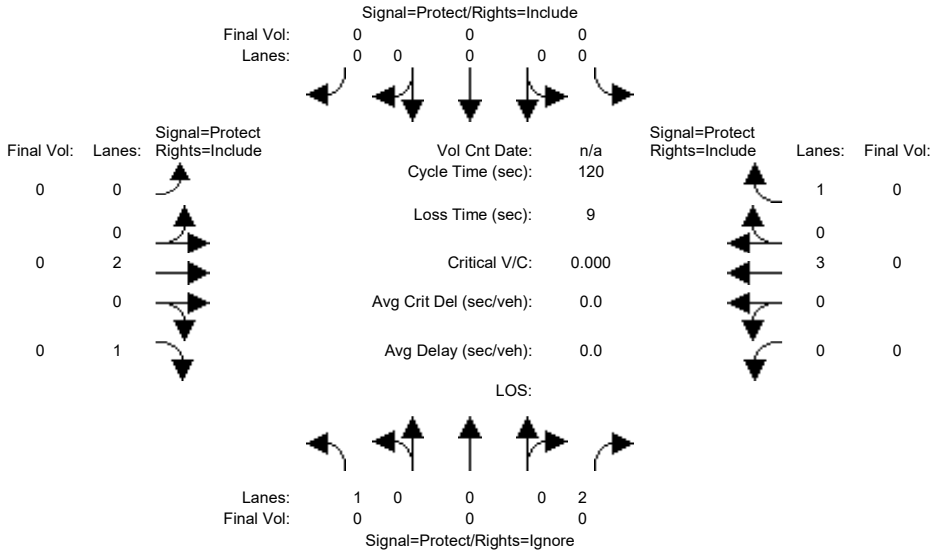
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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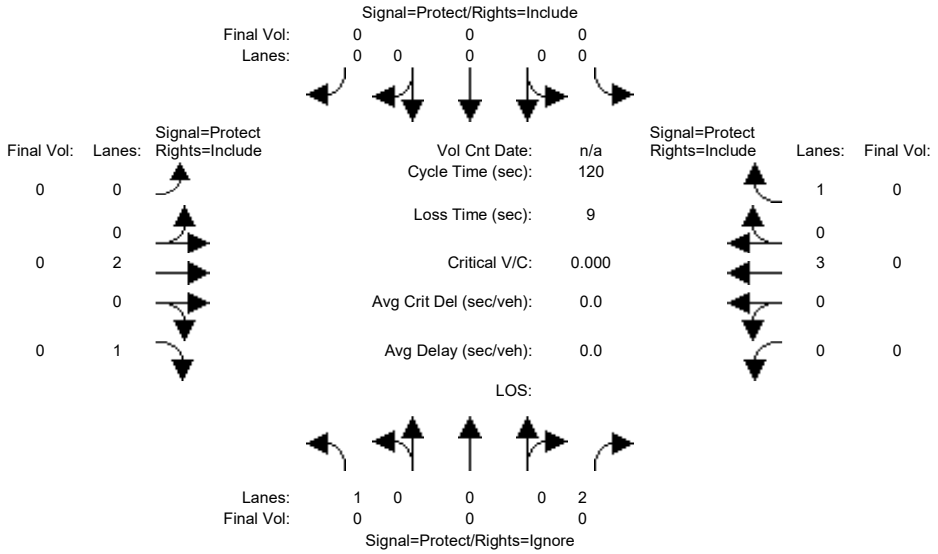
Stanford 2018 GUP
SJ15-1585
2018 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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

Intersection		2018 PM				2018 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.5	0.824	11.0	B	13.5	0.855	+ 0.031	12.0	+ 1.1
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	C+	21.2	0.601	21.4	C+	22.1	0.636	+ 0.035	22.3	+ 0.9
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.0	0.747	22.3	C+	21.6	0.778	+ 0.031	23.6	+ 1.3
#4	Sand Hill Rd / Saga Ln (MP)	C+	21.7	0.565	21.8	C+	21.1	0.595	+ 0.030	21.3	- 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.6	0.615	18.9	B	16.3	0.646	+ 0.031	18.7	- 0.1
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.9	0.665	24.2	B	16.8	0.665	+ 0.000	24.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.1	0.737	51.8	D	49.1	0.773	+ 0.036	53.3	+ 1.5
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.502	3.1	A	3.9	0.534	+ 0.032	3.2	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	28.2	0.555	26.5	C	28.7	0.587	+ 0.032	27.3	+ 0.8
#10	Pastuer Drive / Sand Hill Road	C	27.3	0.494	27.1	C	27.5	0.522	+ 0.028	27.6	+ 0.5
#11	Arboretum Road / Sand Hill Road	C	27.3	0.648	31.7	C	28.5	0.681	+ 0.033	33.7	+ 2.0
#12	El Camino Real / Sand Hill Road (SC CMP)	C-	34.1	0.702	43.7	C-	34.4	0.717	+ 0.016	44.0	+ 0.3
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	85.9	1.174	85.9	F	89.2	1.193	+ 0.019	89.2	+ 3.3
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	B	0.3	0.119	0.3	B	0.4	0.122	+ 0.002	0.4	+ 0.0
#15	Deer Creek Road / Page Mill Road (SCC)	B	13.5	0.466	20.4	B	13.7	0.499	+ 0.034	20.0	- 0.4
#16	Coyote Hill Road / Page Mill Road (SCC)	A	9.0	0.394	13.8	A	9.5	0.427	+ 0.033	13.5	- 0.2
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.0	0.908	129.4	F	113.0	0.987	+ 0.079	150.6	+ 21.2
#18	Page Mill Rd / Peter Coutts (SCC)	C	29.7	0.490	27.5	C	30.6	0.520	+ 0.030	28.2	+ 0.7
#19	Hanover St / Page Mill Rd (SC CMP)	D	47.6	0.466	49.3	E+	59.5	0.599	+ 0.133	65.3	+ 16.0
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	66.2	0.892	73.7	E	72.0	0.933	+ 0.041	82.6	+ 8.9
#21	Middlefield Road / Oregon Expressway (SC CMP)	E+	58.5	0.702	62.8	E+	59.3	0.719	+ 0.017	63.6	+ 0.8
#22	Oregon Expy / West Bayshore Rd (SCC)	B-	18.9	0.492	31.0	B-	19.3	0.509	+ 0.017	31.7	+ 0.7
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.2	0.331	2.2	C	2.2	0.333	+ 0.001	2.2	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.8	0.850	26.8	D	29.9	0.888	+ 0.037	29.9	+ 3.1
#25	Junipero Serra / Alpine Road (MP)	D	48.8	0.737	48.3	D	50.9	0.790	+ 0.053	50.9	+ 2.6
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	40.7	0.734	40.3	D	44.3	0.775	+ 0.041	44.4	+ 4.1

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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

Intersection		2018 PM				2018 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	16.3	0.541	9.8	B	17.9	0.592	+ 0.051	12.1	+ 2.3
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	21.1	0.637	30.0	C	26.3	0.754	+ 0.117	36.2	+ 6.2
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	34.9	0.515	35.1	D+	35.3	0.527	+ 0.013	35.2	+ 0.2
#30	Foothill Expressway / Arastradero Road (SCC)	F	92.3	0.674	115.9	F	95.1	0.822	+ 0.148	113.6	- 2.2
#31	Foothill Expressway / San Antonio Road (SC CMP)	E-	75.8	1.094	109.4	E-	77.7	1.111	+ 0.017	112.5	+ 3.1
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	88.9	0.972	122.7	F	89.6	0.974	+ 0.003	123.5	+ 0.7
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	71.9	0.794	82.4	E	73.3	0.803	+ 0.009	84.7	+ 2.3
#34	Bowdoin Street / Stanford Avenue	C	18.5	0.785	18.5	E	35.9	1.012	+ 0.227	35.9	+ 17.4
#35	Arboretum Road / Quarry Road	D	41.5	0.480	47.4	D	43.3	0.555	+ 0.075	50.5	+ 3.1
#36	Arboretum Road / Palm Drive	C	28.6	0.601	30.4	C	30.3	0.671	+ 0.070	32.8	+ 2.4
#37	El Camino Real / Encinal Avenue (MP)	C	29.9	0.749	34.8	C	29.8	0.762	+ 0.013	34.9	+ 0.1
#38	El Camino Real ./ Valpariso Avenue (MP)	D	42.0	0.806	47.6	D	42.1	0.820	+ 0.014	48.0	+ 0.4
#39	El Camino Real / Oak Grove Avenue (MP)	D+	35.6	0.678	36.5	D+	35.4	0.692	+ 0.015	36.4	- 0.1
#40	El Camino Real / Santa Cruz Avenue (MP)	C	23.0	0.571	24.9	C+	22.6	0.596	+ 0.025	24.6	- 0.3
#41	El Camino Real / Ravenswood Avenue (MP)	D	47.0	0.785	53.3	D	47.4	0.806	+ 0.021	54.2	+ 0.9
#42	El Camino Real / Roble Avenue (MP)	B	14.7	0.471	12.5	B	14.3	0.484	+ 0.013	12.2	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.5	0.661	42.6	C	27.3	0.673	+ 0.012	42.4	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B-	19.6	0.569	32.1	B-	19.5	0.581	+ 0.012	31.9	- 0.2
#45	El Camino Real / Quarry Road	C-	33.2	0.694	40.0	C-	34.9	0.745	+ 0.051	42.6	+ 2.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	20.3	0.480	27.9	C+	20.0	0.522	+ 0.042	28.0	+ 0.1
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	26.3	0.545	30.3	C	26.3	0.598	+ 0.053	30.8	+ 0.5
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	51.1	0.856	55.6	E+	58.5	0.955	+ 0.099	70.1	+ 14.6
#49	El Camino Real / Churchill Avenue	C	26.6	0.671	38.4	C	26.4	0.714	+ 0.043	38.5	+ 0.1
#50	El Camino Real / Serra Street	C	28.0	0.633	31.6	D+	38.4	0.853	+ 0.220	48.3	+ 16.7
#51	El Camino Real / Stanford Avenue	C	31.9	0.733	36.7	C-	33.8	0.816	+ 0.083	39.9	+ 3.2
#52	El Camino Real / California Avenue	C	28.8	0.580	27.5	C	27.6	0.626	+ 0.046	26.5	- 1.0

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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

Intersection		2018 PM				2018 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E+	55.6	0.823	64.5	E+	56.4	0.831	+ 0.008	64.9	+ 0.4
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.6	0.700	53.8	D-	53.5	0.708	+ 0.007	53.7	- 0.1
#55	Alma Street / Lytton Avenue	B	18.0	0.536	16.7	B-	19.2	0.568	+ 0.032	18.4	+ 1.7
#56	Alma Street / Hamilton Avenue	B	14.9	0.821	21.0	B	16.0	0.849	+ 0.028	23.0	+ 2.1
#57	Alma Street / Churchill Avenue	D	48.3	0.701	58.6	D	48.5	0.711	+ 0.010	59.1	+ 0.4
#58	Alma Street / Charleston Road	D-	55.0	0.770	60.9	E+	56.5	0.794	+ 0.024	62.5	+ 1.6
#59	Middlefield Road / Marsh Road	D-	53.9	0.909	63.6	D-	54.4	0.915	+ 0.005	64.5	+ 0.9
#60	Middlefield Road / Ravenswood Avenue (MP)	D	40.4	0.663	61.5	D	41.4	0.680	+ 0.017	62.6	+ 1.1
#61	Middlefield Road / Ringwood Avenue (MP)	D	50.6	0.588	59.6	D-	51.0	0.599	+ 0.011	60.2	+ 0.6
#62	Middlefield Road / Willow Road (MP)	D	47.3	0.637	51.4	D	47.6	0.646	+ 0.009	51.6	+ 0.2
#63	Middlefield Road / Lytton Avenue	D	45.9	0.719	47.0	D	46.5	0.735	+ 0.017	47.6	+ 0.6
#64	Middlefield Road / University Avenue	D+	35.6	0.597	38.1	D+	36.0	0.628	+ 0.031	39.0	+ 0.9
#65	Middlefield Road / Hamilton Avenue	B+	11.6	0.425	11.9	B+	11.7	0.434	+ 0.009	12.0	+ 0.1
#66	Middlefield Road / Embarcadero Road	D	39.6	0.697	41.9	D	40.2	0.721	+ 0.024	42.5	+ 0.6
#67	Saint Francis Drive / Embarcadero Road	B	17.5	0.556	16.5	B	17.3	0.569	+ 0.013	16.4	- 0.1
#68	East Bayshore Road / Embarcadero Road	E+	57.6	0.879	64.5	E+	58.5	0.889	+ 0.010	65.7	+ 1.2
#69	Middlefield Road / Charleston Road	D-	52.6	0.671	52.6	D-	53.0	0.683	+ 0.012	53.3	+ 0.7
#70	US 101 SB Ramps / Marsh Road (MP)	C-	33.9	0.944	37.1	C-	33.8	0.944	+ 0.000	37.1	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C+	20.7	0.867	23.6	C+	21.4	0.884	+ 0.017	24.8	+ 1.2
#72	Bay Road / Willow Road (MP)	B+	10.7	0.631	15.8	B+	10.7	0.638	+ 0.008	15.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	44.1	0.838	52.3	D	44.2	0.845	+ 0.006	52.6	+ 0.3
#74	O'Brien Drive / Willow Road (MP)	B	14.5	0.656	22.9	B	14.4	0.661	+ 0.005	22.8	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	45.3	0.866	54.4	D	45.6	0.872	+ 0.006	54.9	+ 0.5
#76	Bayfront Expressway / Willow Road (SM CMP)	E+	57.8	0.851	62.7	E+	58.0	0.855	+ 0.004	62.9	+ 0.2
#77	Woodland Drive / University Avenue	E	60.1	0.817	63.1	E	60.3	0.817	+ 0.000	63.1	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	25.5	0.704	36.7	C	25.5	0.711	+ 0.007	36.7	+ 0.1

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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

Intersection		2018 PM				2018 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	44.3	0.683	51.6	D	44.3	0.688	+ 0.005	51.7	+ 0.1
#80	University Avenue / Bay Road	D	50.1	0.860	55.8	D	50.9	0.873	+ 0.014	57.3	+ 1.5
#81	University Ave / Bayfront Expy (SM CMP)	F	94.4	1.081	110.4	F	97.5	1.090	+ 0.009	114.3	+ 3.9
#82	Town & Country Driveway / Embarcadero Road	C	28.4	0.577	30.7	C	27.9	0.606	+ 0.030	30.4	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	62.5	0.951	65.9	E	62.8	0.953	+ 0.002	66.4	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B	13.0	0.619	20.0	B	13.0	0.619	+ 0.000	20.0	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	23.5	0.737	24.2	C	29.8	0.882	+ 0.145	38.8	+ 14.7
#86	Central Expy / Rengstorff Ave (SC CMP)	F	83.9	0.844	91.2	F	86.0	0.854	+ 0.009	92.2	+ 1.1
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	7.0	0.466	5.0	A	6.9	0.473	+ 0.007	5.0	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.6	0.486	10.1	A	7.5	0.493	+ 0.007	10.0	- 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	94.4	0.886	114.3	F	97.7	0.894	+ 0.008	118.7	+ 4.4
#90	Foothill Expy / Edith Ave (SCC)	D+	39.0	0.423	31.9	D	41.2	0.432	+ 0.009	31.6	- 0.2
#91	Foothill Expy / Main St (SC CMP)	C	24.4	0.411	34.7	C	24.4	0.420	+ 0.009	34.3	- 0.4
#92	University Ave / O'Brien Dr	B	12.7	0.641	10.8	B	12.7	0.649	+ 0.008	10.8	+ 0.0
#93	University Ave / Adams Dr	D	0.8	0.261	0.8	D	0.8	0.275	+ 0.015	0.8	+ 0.0
#94	University Ave / Runnymede St	B-	19.9	0.515	19.3	B-	19.8	0.521	+ 0.006	19.2	- 0.1
#95	University Ave / Bell St	B-	18.2	0.513	17.1	B-	18.0	0.519	+ 0.006	17.0	- 0.1
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	F	394.9	1.850	426.3	F	394.9	1.850	+ 0.000	426.3	+ 0.0
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)		0.0	0.000	0.0		0.0	0.000	+ 0.000	0.0	+ 0.0

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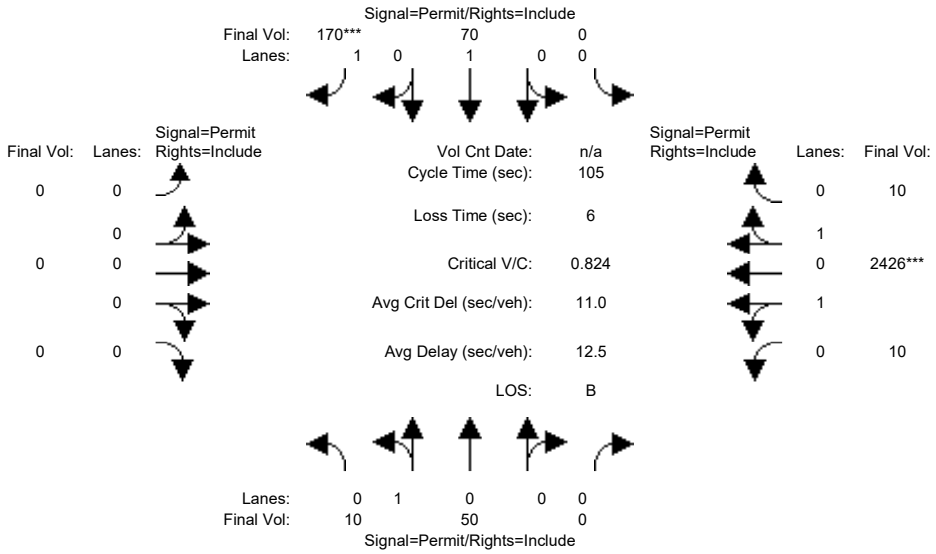
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2426	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2426	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2426	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2426	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****					****	
Green Time:	12.4	12.4	0.0	0.0	12.4	12.4	0.0	0.0	0.0	86.6	86.6	86.6
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	8	0	0	0	23	23	23

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

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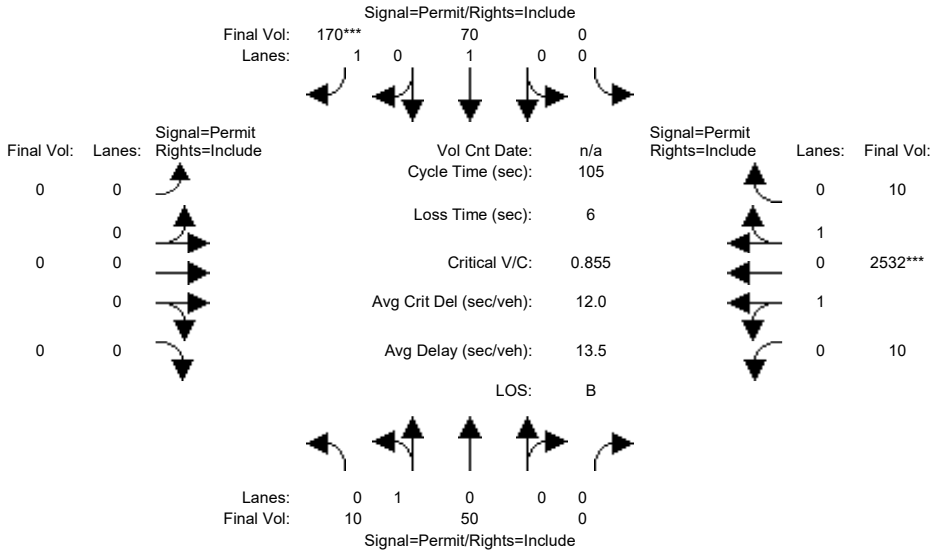
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2532	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2532	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2532	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2532	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.71	0.71	0.71
Crit Moves:						****					****	
Green Time:	11.9	11.9	0.0	0.0	11.9	11.9	0.0	0.0	0.0	87.1	87.1	87.1
Volume/Cap:	0.29	0.29	0.00	0.00	0.32	0.85	0.00	0.00	0.00	0.85	0.85	0.85
Delay/Veh:	43.5	43.5	0.0	0.0	43.7	74.2	0.0	0.0	0.0	7.9	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	0.0	0.0	43.7	74.2	0.0	0.0	0.0	7.9	7.9	7.9
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	25	25	25

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

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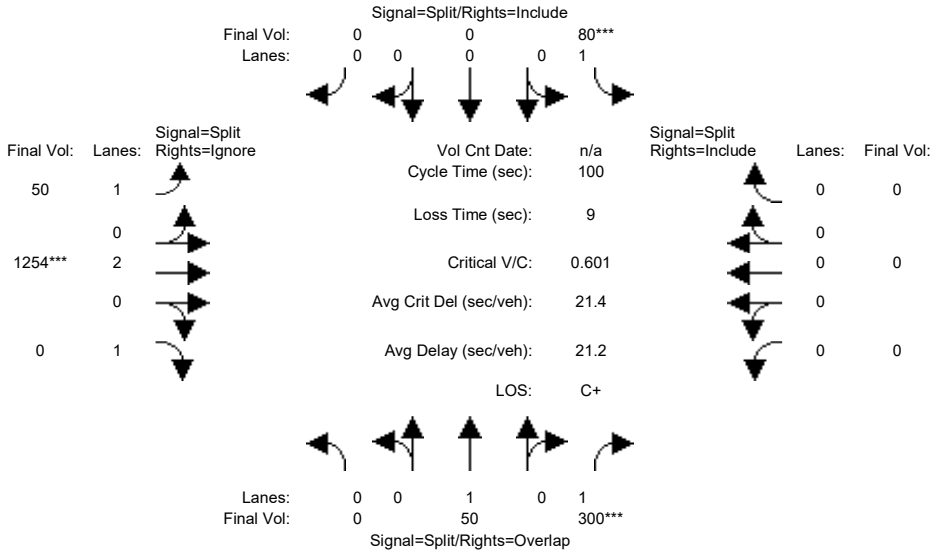
Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	300	80	0	0	50	1254	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	300	80	0	0	50	1254	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	300	80	0	0	50	1254	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	300	80	0	0	50	1254	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.17	0.05	0.00	0.00	0.03	0.33	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	27.7	27.7	10.0	0.0	0.0	53.3	53.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.62	0.46	0.00	0.00	0.05	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	B+	B	A	A	A	A
HCM2kAvgQ:	0	1	9	2	0	0	1	14	0	0	0	0

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

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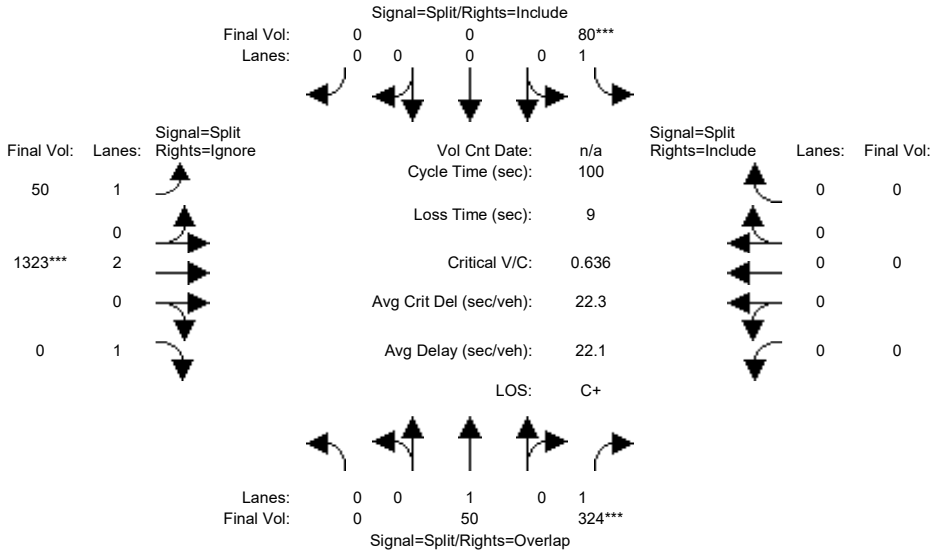
Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	24	0	0	0	0	103	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	324	80	0	0	50	1323	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	324	80	0	0	50	1323	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	324	80	0	0	50	1323	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	324	80	0	0	50	1323	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.19	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	28.1	28.1	10.0	0.0	0.0	52.9	52.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.66	0.46	0.00	0.00	0.05	0.66	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.6	35.0	44.3	0.0	0.0	11.5	17.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	35.0	44.3	0.0	0.0	11.5	17.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	B+	B	A	A	A	A
HCM2kAvgQ:	0	1	10	2	0	0	1	15	0	0	0	0

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

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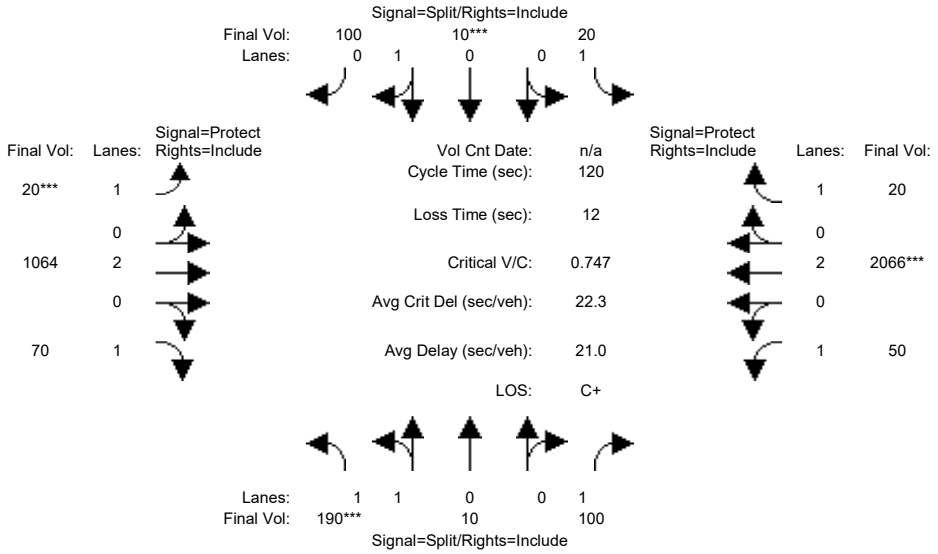
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	1030	70	50	2020	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	1030	70	50	2020	20
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1064	70	50	2066	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1064	70	50	2066	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1064	70	50	2066	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1064	70	50	2066	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.28	0.04	0.03	0.54	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.8	72.8	15.2	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.46	0.07	0.23	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	10	1	2	27	0

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

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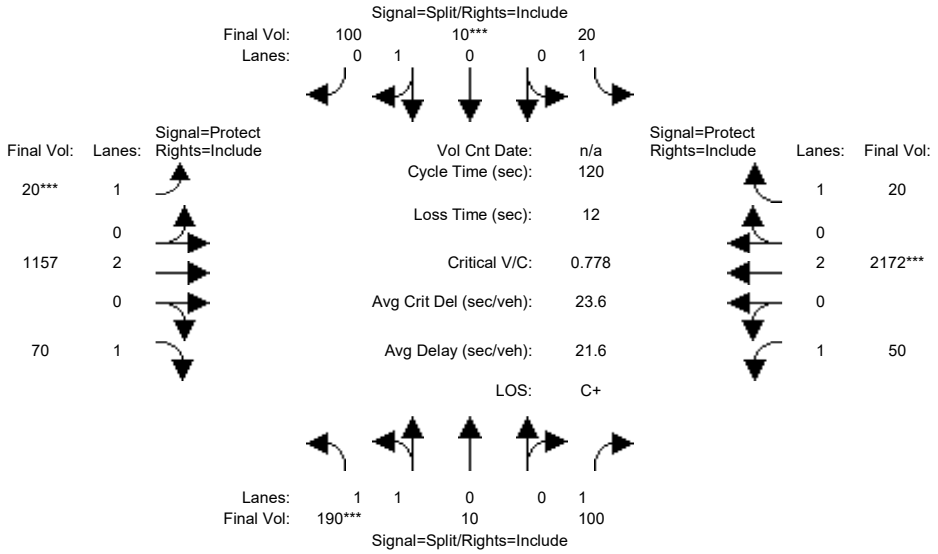
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	1030	70	50	2020	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	1030	70	50	2020	20
Added Vol:	0	0	0	0	0	0	0	127	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1157	70	50	2172	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1157	70	50	2172	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1157	70	50	2172	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1157	70	50	2172	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.30	0.04	0.03	0.57	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	73.9	73.9	14.1	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.49	0.06	0.24	0.85	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	12.9	9.3	48.7	17.6	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	12.9	9.3	48.7	17.6	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	11	1	2	31	0

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

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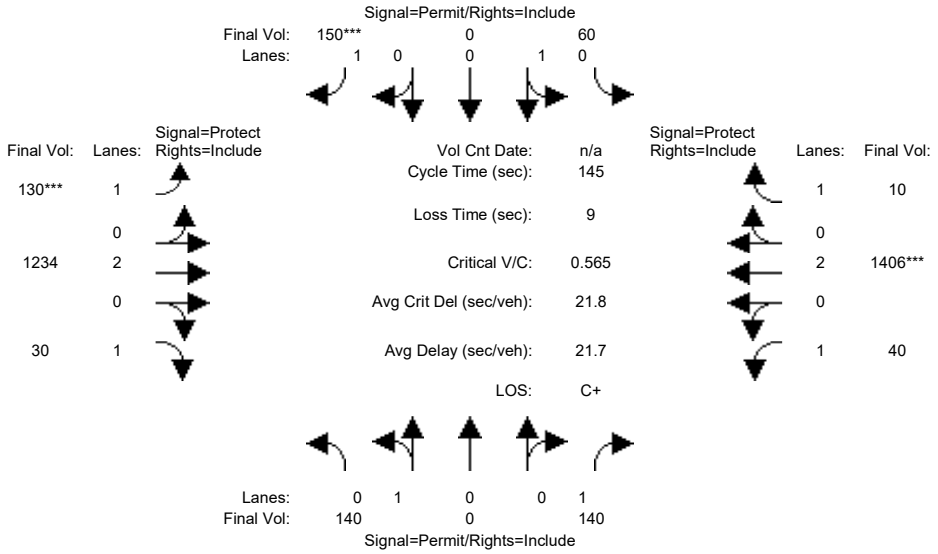
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1234	30	40	1406	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1234	30	40	1406	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1234	30	40	1406	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	150	130	1234	30	40	1406	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.32	0.02	0.02	0.37	0.01
Crit Moves:						****	****				****	
Green Time:	22.0	0.0	22.0	22.0	0.0	22.0	19.1	99.3	99.3	14.8	94.9	94.9
Volume/Cap:	0.51	0.00	0.53	0.22	0.00	0.57	0.57	0.47	0.03	0.22	0.57	0.01
Delay/Veh:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
LOS by Move:	E+	A	E+	D-	A	E+	E	B+	A	E	B	A
HCM2kAvgQ:	6	0	7	3	0	7	6	12	0	2	17	0

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

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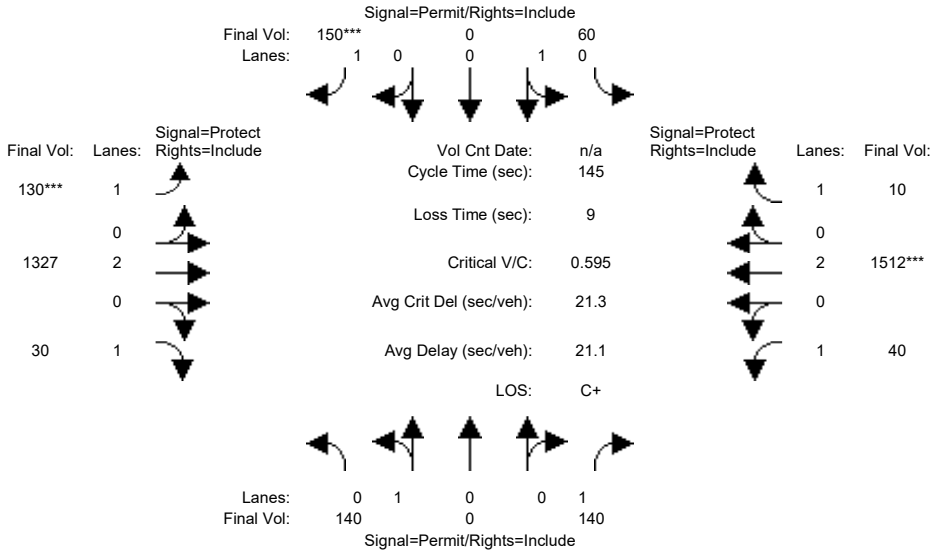
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	127	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1327	30	40	1512	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1327	30	40	1512	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1327	30	40	1512	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	150	130	1327	30	40	1512	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.35	0.02	0.02	0.40	0.01
Crit Moves:						****	****				****	
Green Time:	20.9	0.0	20.9	20.9	0.0	20.9	18.1	101	101.1	14.0	97.0	97.0
Volume/Cap:	0.54	0.00	0.56	0.23	0.00	0.59	0.59	0.50	0.02	0.24	0.59	0.01
Delay/Veh:	59.9	0.0	60.4	55.4	0.0	61.9	64.4	10.4	6.8	61.3	13.6	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	60.4	55.4	0.0	61.9	64.4	10.4	6.8	61.3	13.6	8.0
LOS by Move:	E+	A	E	E+	A	E	E	B+	A	E	B	A
HCM2kAvgQ:	7	0	7	3	0	7	6	13	0	2	18	0

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

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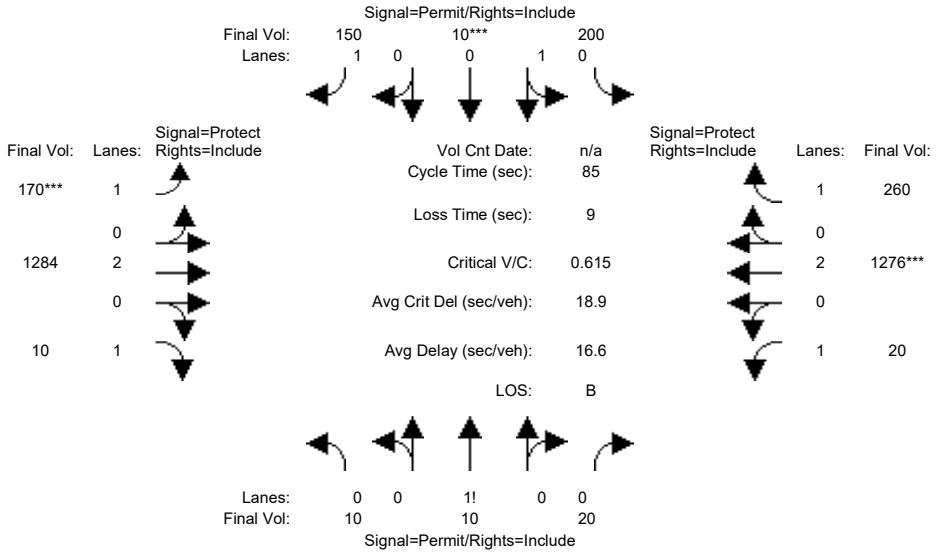
Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1284	10	20	1276	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1284	10	20	1276	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1284	10	20	1276	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	20	200	10	150	170	1284	10	20	1276	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.34	0.01	0.01	0.34	0.15
Crit Moves:					****		****				****	
Green Time:	16.1	16.1	16.1	16.1	16.1	16.1	13.4	48.1	48.1	11.7	46.4	46.4
Volume/Cap:	0.12	0.12	0.12	0.61	0.61	0.45	0.61	0.60	0.01	0.08	0.61	0.27
Delay/Veh:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
LOS by Move:	C	C	C	C-	C-	C	D+	B	A	C-	B	B+
HCM2kAvgQ:	1	1	1	6	6	4	5	11	0	0	11	4

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

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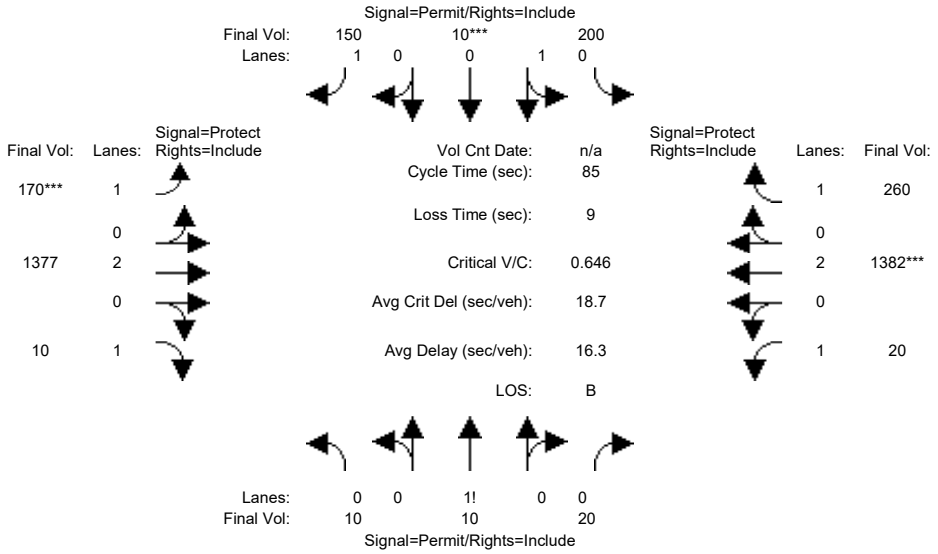
Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	127	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1377	10	20	1382	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1377	10	20	1382	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1377	10	20	1382	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	20	200	10	150	170	1377	10	20	1382	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.36	0.01	0.01	0.36	0.15
Crit Moves:					****		****				****	
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	12.8	49.4	49.4	11.2	47.9	47.9
Volume/Cap:	0.13	0.13	0.13	0.65	0.65	0.47	0.65	0.62	0.01	0.09	0.65	0.26
Delay/Veh:	29.4	29.4	29.4	36.8	36.8	32.3	39.4	12.2	7.5	32.5	13.4	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	36.8	36.8	32.3	39.4	12.2	7.5	32.5	13.4	9.7
LOS by Move:	C	C	C	D+	D+	C-	D	B	A	C-	B	A
HCM2kAvgQ:	1	1	1	7	7	4	5	12	0	0	12	4

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

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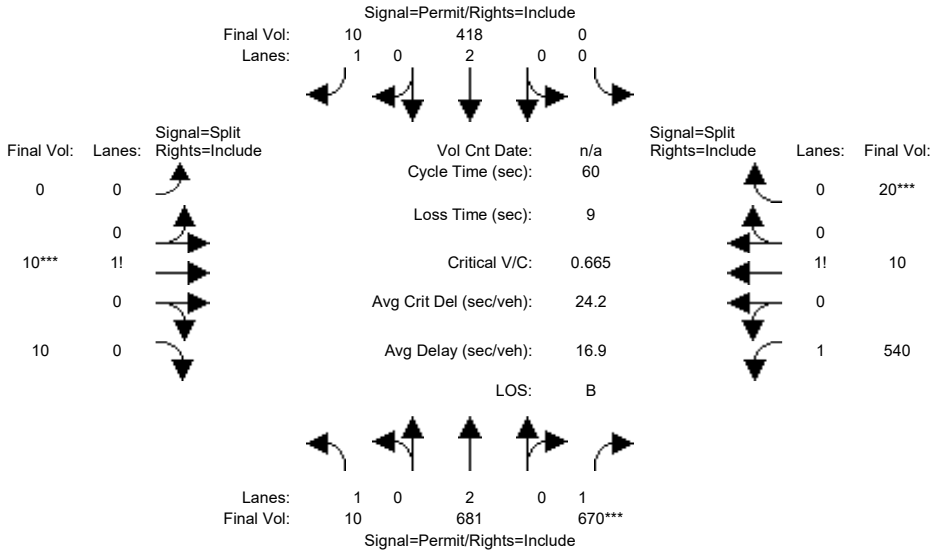
Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	681	670	0	418	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	681	670	0	418	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	681	670	0	418	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	681	670	0	418	10	0	10	10	540	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.38	0.00	0.11	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.38	0.81	0.00	0.23	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	12	0	2	0	0	0	0	8	8	8

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

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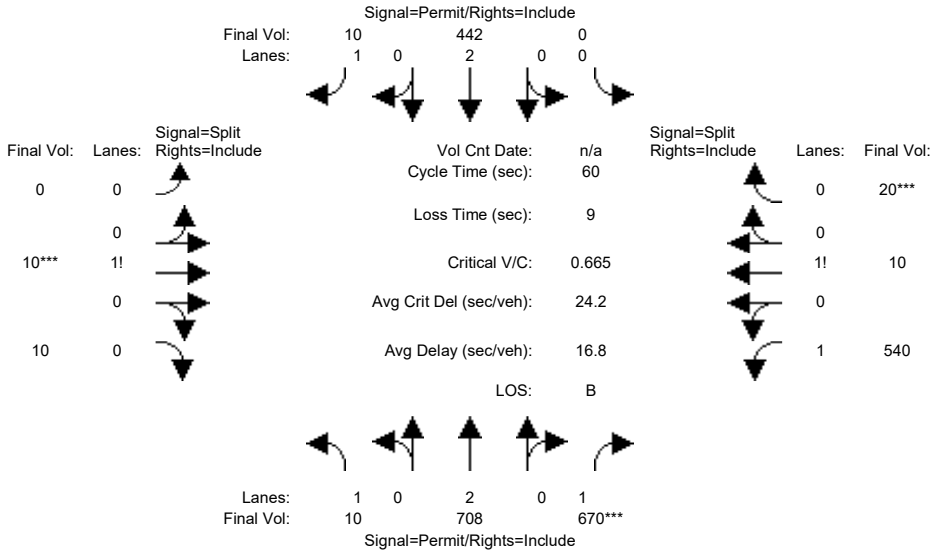
Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	38	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	708	670	0	442	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	708	670	0	442	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	708	670	0	442	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	708	670	0	442	10	0	10	10	540	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.38	0.00	0.12	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.39	0.81	0.00	0.25	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	12	0	3	0	0	0	0	8	8	8

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

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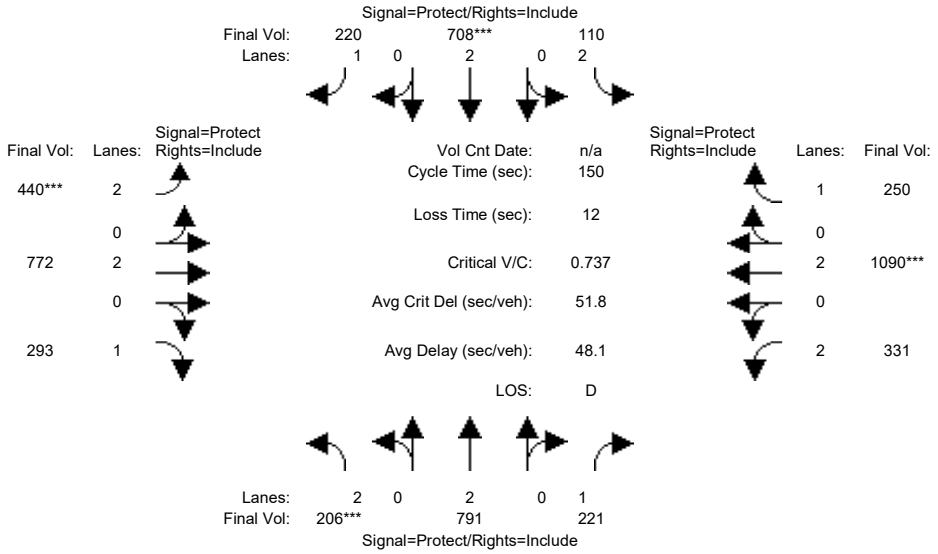
Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	780	220	110	700	220	440	750	280	330	1060	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	780	220	110	700	220	440	750	280	330	1060	250
Added Vol:	16	11	1	0	8	0	0	22	13	1	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	791	221	110	708	220	440	772	293	331	1090	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	791	221	110	708	220	440	772	293	331	1090	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	791	221	110	708	220	440	772	293	331	1090	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	791	221	110	708	220	440	772	293	331	1090	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.13	0.03	0.19	0.13	0.14	0.20	0.17	0.11	0.29	0.14
Crit Moves:	****				****		****				****	
Green Time:	13.3	41.8	41.8	9.4	37.9	37.9	28.4	57.2	57.2	29.6	58.4	58.4
Volume/Cap:	0.74	0.75	0.45	0.56	0.74	0.50	0.74	0.53	0.44	0.53	0.74	0.37
Delay/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
LOS by Move:	E-	D-	D	E	D-	D	E	D+	C-	D-	D	C-
HCM2kAvgQ:	6	17	9	3	15	9	11	13	10	8	21	8

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

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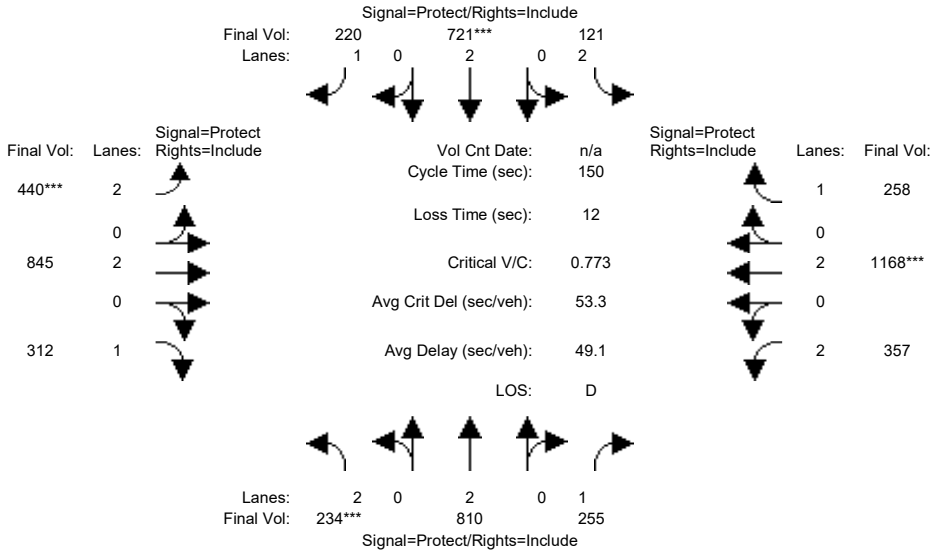
Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	780	220	110	700	220	440	750	280	330	1060	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	780	220	110	700	220	440	750	280	330	1060	250
Added Vol:	44	30	35	11	21	0	0	95	32	27	108	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	810	255	121	721	220	440	845	312	357	1168	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	810	255	121	721	220	440	845	312	357	1168	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	810	255	121	721	220	440	845	312	357	1168	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	810	255	121	721	220	440	845	312	357	1168	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.15	0.04	0.19	0.13	0.14	0.22	0.18	0.11	0.31	0.15
Crit Moves:	****				****		****				****	
Green Time:	14.4	42.0	42.0	9.2	36.8	36.8	27.1	57.5	57.5	29.3	59.7	59.7
Volume/Cap:	0.77	0.76	0.52	0.63	0.77	0.51	0.77	0.58	0.47	0.58	0.77	0.37
Delay/Veh:	77.9	52.6	46.5	75.1	56.8	49.9	65.0	37.3	35.2	56.2	41.8	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	52.6	46.5	75.1	56.8	49.9	65.0	37.3	35.2	56.2	41.8	32.2
LOS by Move:	E-	D-	D	E-	E+	D	E	D+	D+	E+	D	C-
HCM2kAvgQ:	7	17	10	3	16	9	12	15	11	9	23	9

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

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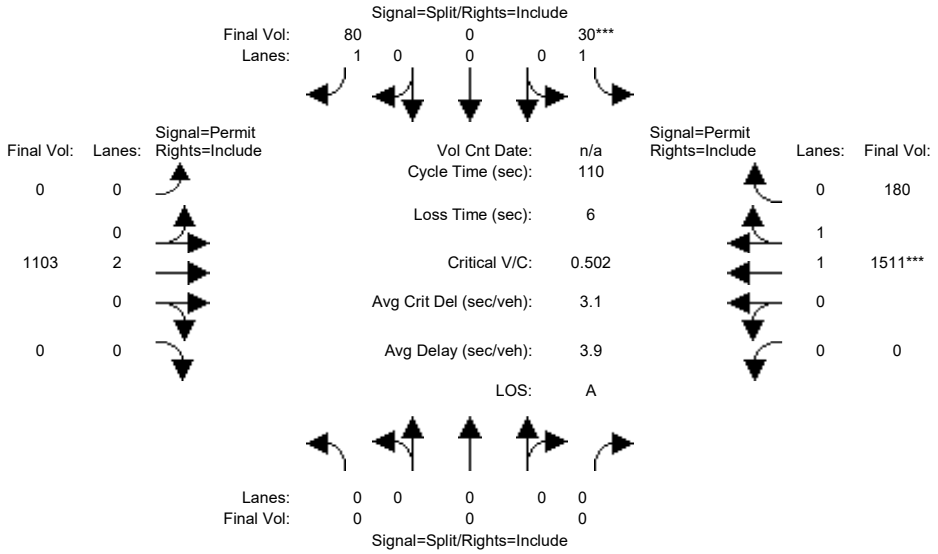
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	23	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1103	0	0	1511	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1103	0	0	1511	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1103	0	0	1511	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	0	1103	0	0	1511	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3306	394
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.29	0.00	0.00	0.46	0.46
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.34	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	8	8

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

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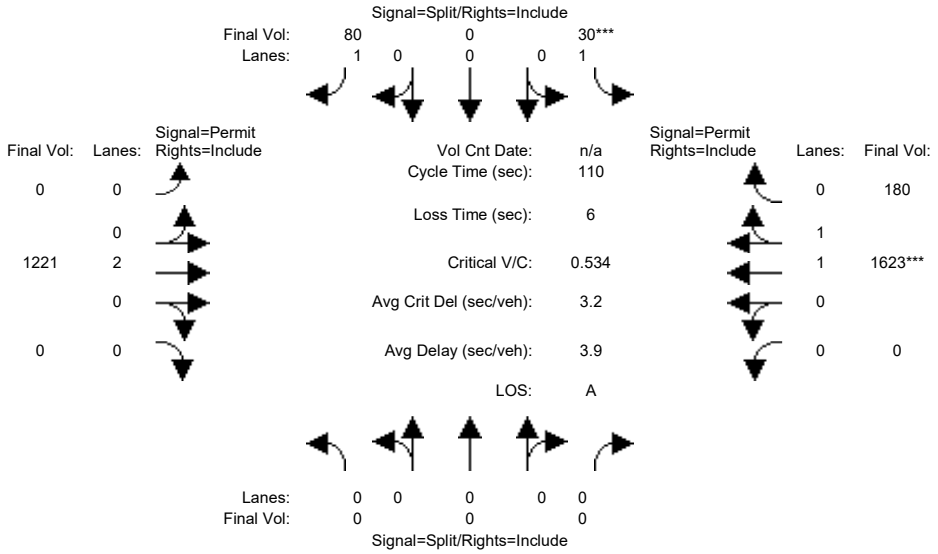
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	141	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1221	0	0	1623	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1221	0	0	1623	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1221	0	0	1623	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	0	1221	0	0	1623	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3330	369
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.32	0.00	0.00	0.49	0.49
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.38	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	9	9

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

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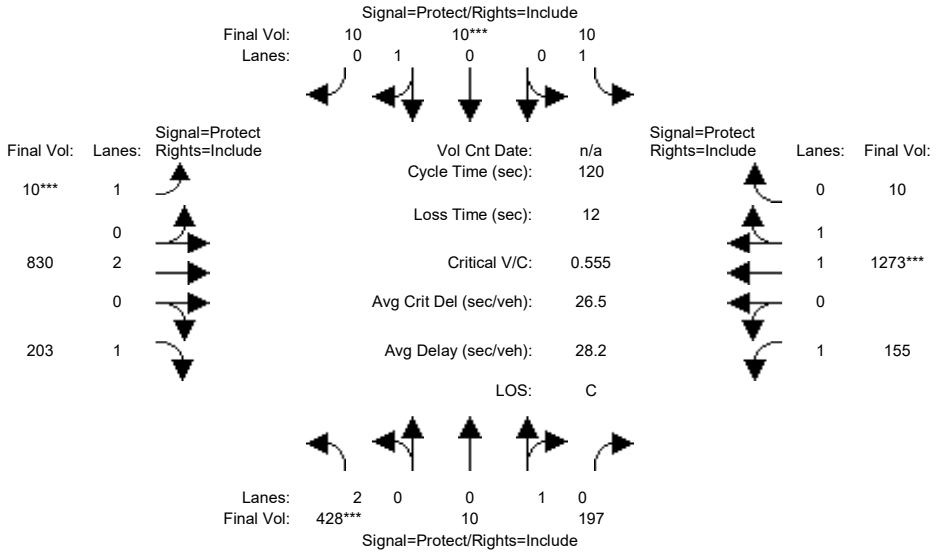
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	18	0	7	0	0	0	0	10	13	5	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	10	197	10	10	10	10	830	203	155	1273	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	10	197	10	10	10	10	830	203	155	1273	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	10	197	10	10	10	10	830	203	155	1273	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	10	197	10	10	10	10	830	203	155	1273	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.05	0.95	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	87	1713	1750	900	900	1750	3800	1750	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.01	0.01	0.01	0.01	0.22	0.12	0.09	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	25.6	23.6	23.6	12.0	10.0	10.0	7.0	51.5	51.5	20.9	65.4	65.4
Volume/Cap:	0.64	0.58	0.58	0.06	0.13	0.13	0.10	0.51	0.27	0.51	0.64	0.64
Delay/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
LOS by Move:	D	D	D	D	D-	D-	D-	C	C+	D	B-	B-
HCM2kAvgQ:	9	7	7	0	1	1	0	11	5	6	17	17

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

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Stanford 2018 GUP
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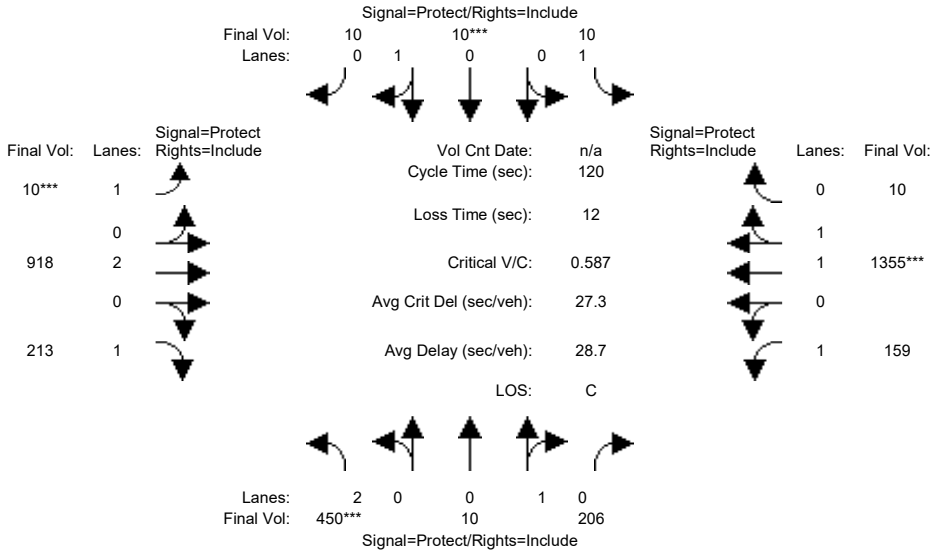
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	40	0	16	0	0	0	0	98	23	9	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	10	206	10	10	10	10	918	213	159	1355	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	10	206	10	10	10	10	918	213	159	1355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	10	206	10	10	10	10	918	213	159	1355	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	10	206	10	10	10	10	918	213	159	1355	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.05	0.95	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	83	1717	1750	900	900	1750	3800	1750	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.01	0.01	0.01	0.01	0.24	0.12	0.09	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	25.4	23.8	23.8	11.6	10.0	10.0	7.0	52.8	52.8	19.8	65.6	65.6
Volume/Cap:	0.67	0.60	0.60	0.06	0.13	0.13	0.10	0.55	0.28	0.55	0.67	0.67
Delay/Veh:	46.3	46.7	46.7	49.4	51.4	51.4	53.9	25.2	21.6	48.2	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.7	46.7	49.4	51.4	51.4	53.9	25.2	21.6	48.2	20.5	20.5
LOS by Move:	D	D	D	D	D-	D-	D-	C	C+	D	C+	C+
HCM2kAvgQ:	9	8	8	0	1	1	0	12	5	6	18	18

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

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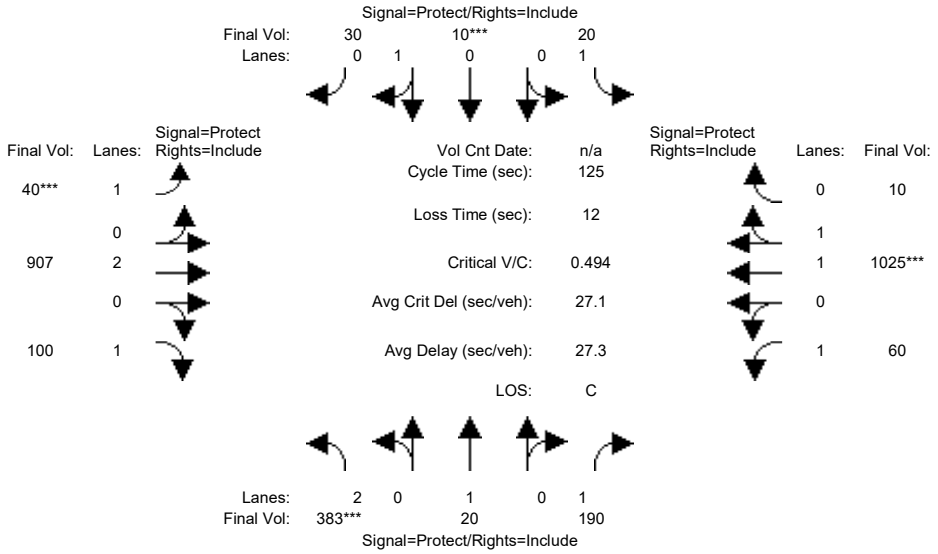
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	13	0	0	0	0	0	0	7	10	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	190	20	10	30	40	907	100	60	1025	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	20	190	20	10	30	40	907	100	60	1025	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	190	20	10	30	40	907	100	60	1025	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	20	190	20	10	30	40	907	100	60	1025	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.11	0.01	0.02	0.02	0.02	0.24	0.06	0.03	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	29.1	25.8	25.8	13.3	10.0	10.0	7.0	59.9	59.9	14.0	66.9	66.9
Volume/Cap:	0.52	0.05	0.53	0.11	0.28	0.28	0.41	0.50	0.12	0.31	0.52	0.52
Delay/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B-	D-	B-	B-
HCM2kAvgQ:	8	1	7	1	2	2	2	12	2	2	13	13

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

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Stanford 2018 GUP
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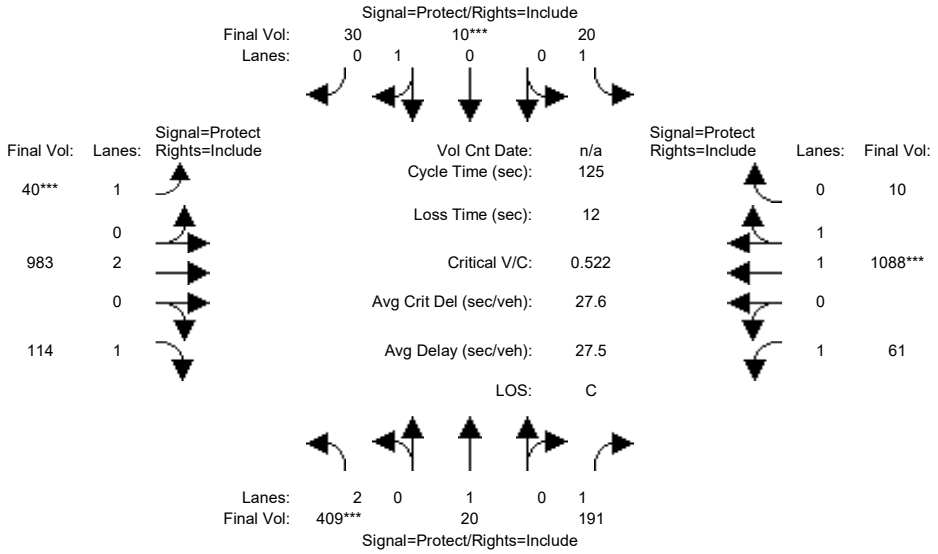
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	39	0	1	0	0	0	0	83	24	1	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	20	191	20	10	30	40	983	114	61	1088	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	20	191	20	10	30	40	983	114	61	1088	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	20	191	20	10	30	40	983	114	61	1088	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	409	20	191	20	10	30	40	983	114	61	1088	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.11	0.01	0.02	0.02	0.02	0.26	0.07	0.03	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	29.2	25.9	25.9	13.3	10.0	10.0	7.0	60.7	60.7	13.1	66.8	66.8
Volume/Cap:	0.56	0.05	0.53	0.11	0.28	0.28	0.41	0.53	0.13	0.33	0.56	0.56
Delay/Veh:	43.1	39.7	45.5	50.7	55.2	55.2	59.8	22.6	17.8	52.9	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	39.7	45.5	50.7	55.2	55.2	59.8	22.6	17.8	52.9	19.6	19.6
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2kAvgQ:	9	1	7	1	2	2	2	13	2	2	14	14

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

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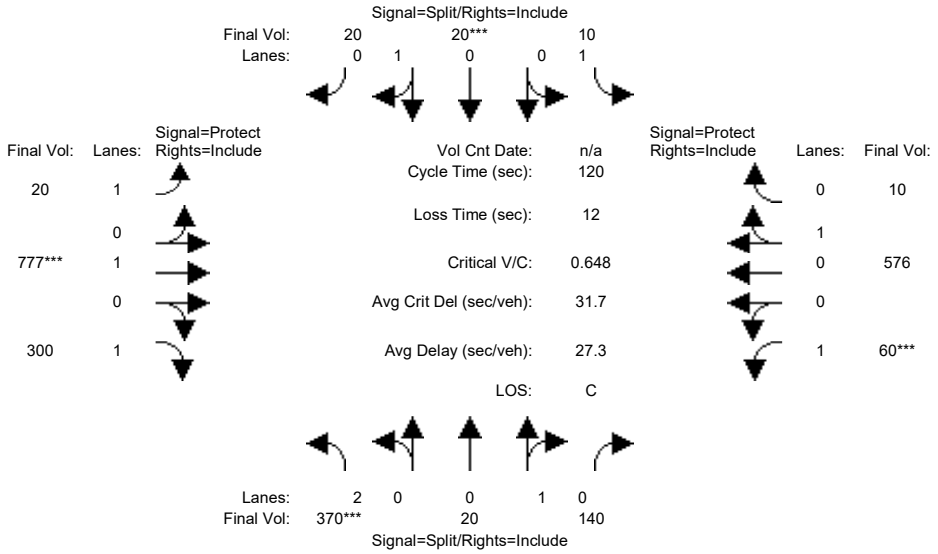
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	20	140	10	20	20	20	777	300	60	576	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	20	140	10	20	20	20	777	300	60	576	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	20	140	10	20	20	20	777	300	60	576	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	20	140	10	20	20	20	777	300	60	576	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1769	31
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.02	0.02	0.01	0.41	0.17	0.03	0.33	0.33
Crit Moves:	****				****			****		****		
Green Time:	20.3	20.3	20.3	10.0	10.0	10.0	11.8	70.7	70.7	7.0	65.9	65.9
Volume/Cap:	0.69	0.53	0.53	0.07	0.27	0.27	0.12	0.69	0.29	0.59	0.59	0.59
Delay/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
LOS by Move:	D	D	D	D	D-	D-	D	B-	B	E	B-	B-
HCM2kAvgQ:	8	6	6	0	2	2	1	20	6	2	15	15

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

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2000 HCM Operations (Future Volume Alternative)
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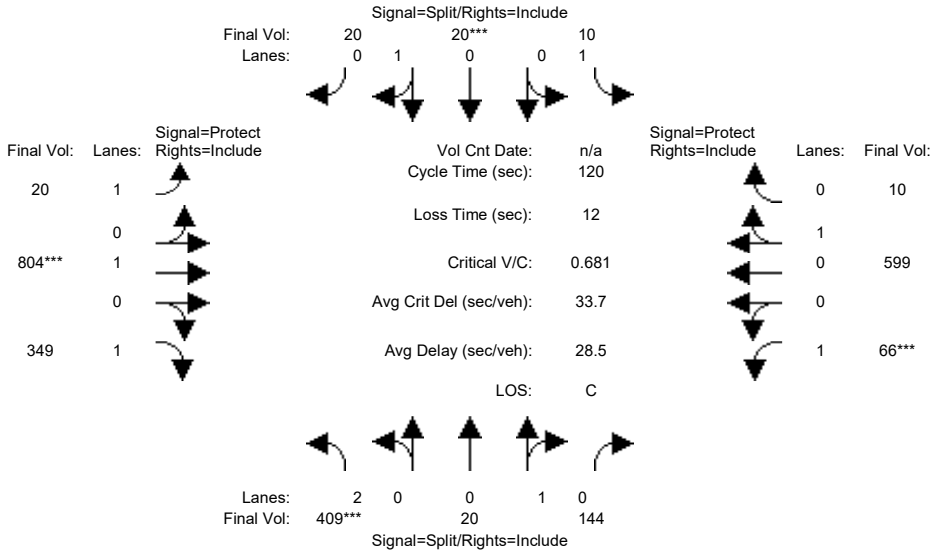
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	39	0	4	0	0	0	0	34	49	6	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	20	144	10	20	20	20	804	349	66	599	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	20	144	10	20	20	20	804	349	66	599	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	20	144	10	20	20	20	804	349	66	599	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	409	20	144	10	20	20	20	804	349	66	599	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	220	1580	1750	900	900	1750	1900	1750	1750	1770	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.01	0.02	0.02	0.01	0.42	0.20	0.04	0.34	0.34
Crit Moves:	****				****			****			****	
Green Time:	21.4	21.4	21.4	10.0	10.0	10.0	11.3	69.6	69.6	7.0	65.4	65.4
Volume/Cap:	0.73	0.51	0.51	0.07	0.27	0.27	0.12	0.73	0.34	0.65	0.62	0.62
Delay/Veh:	51.4	46.0	46.0	50.9	52.5	52.5	50.2	20.8	13.4	68.8	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	46.0	46.0	50.9	52.5	52.5	50.2	20.8	13.4	68.8	20.0	20.0
LOS by Move:	D-	D	D	D	D-	D-	D	C+	B	E	C+	C+
HCM2kAvgQ:	9	6	6	0	2	2	1	21	7	3	16	16

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

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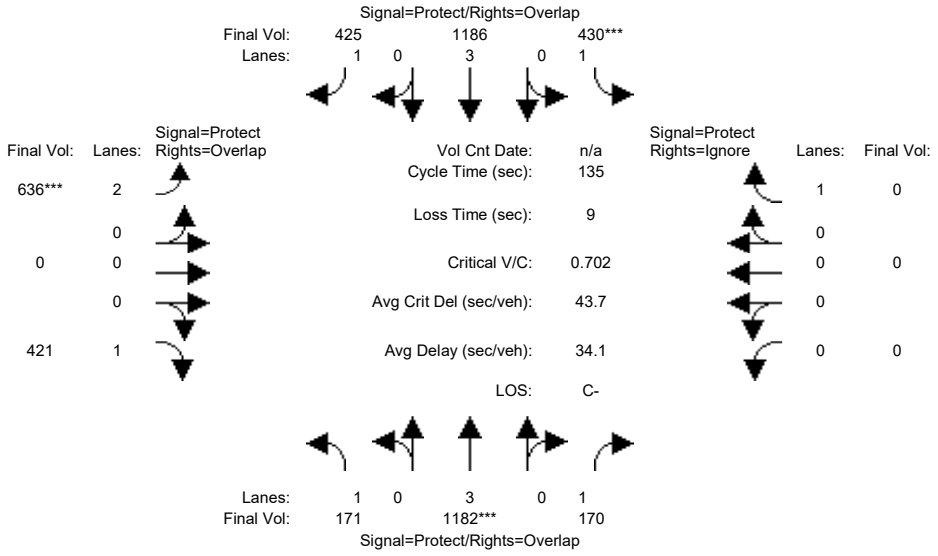
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1160	170	430	1170	420	630	0	420	0	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	170	430	1170	420	630	0	420	0	0	800
Added Vol:	1	22	0	0	16	5	6	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1182	170	430	1186	425	636	0	421	0	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	171	1182	170	430	1186	425	636	0	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1182	170	430	1186	425	636	0	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	171	1182	170	430	1186	425	636	0	421	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.10	0.25	0.21	0.24	0.20	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	27.9	39.9	39.9	47.3	59.3	98.1	38.8	0.0	66.7	0.0	0.0	0.0
Volume/Cap:	0.47	0.70	0.33	0.70	0.47	0.33	0.70	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	48.1	43.6	37.5	41.4	26.9	6.8	45.4	0.0	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	43.6	37.5	41.4	26.9	6.8	45.4	0.0	23.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	D	C	A	D	A	C	A	A	A
HCM2kAvgQ:	7	14	6	16	11	7	14	0	12	0	0	0

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

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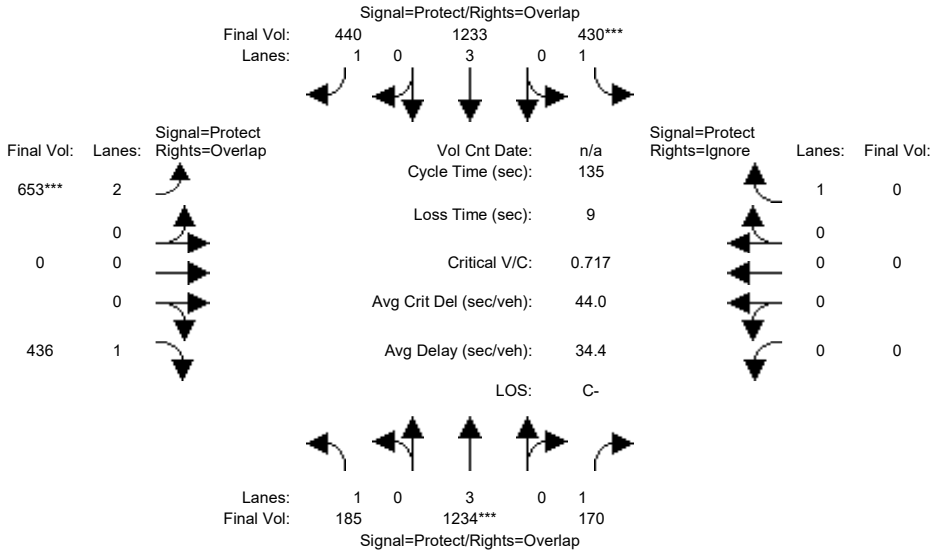
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1160	170	430	1170	420	630	0	420	0	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	170	430	1170	420	630	0	420	0	0	800
Added Vol:	15	74	0	0	63	20	23	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	1234	170	430	1233	440	653	0	436	0	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	185	1234	170	430	1233	440	653	0	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1234	170	430	1233	440	653	0	436	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	185	1234	170	430	1233	440	653	0	436	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.10	0.25	0.22	0.25	0.21	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	28.6	40.7	40.7	46.2	58.4	97.4	39.0	0.0	67.6	0.0	0.0	0.0
Volume/Cap:	0.50	0.72	0.32	0.72	0.50	0.35	0.72	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	48.0	43.5	36.8	42.8	27.9	7.1	45.8	0.0	22.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	43.5	36.8	42.8	27.9	7.1	45.8	0.0	22.9	0.0	0.0	0.0
LOS by Move:	D	D	D+	D	C	A	D	A	C+	A	A	A
HCM2kAvgQ:	7	15	6	17	12	7	14	0	12	0	0	0

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

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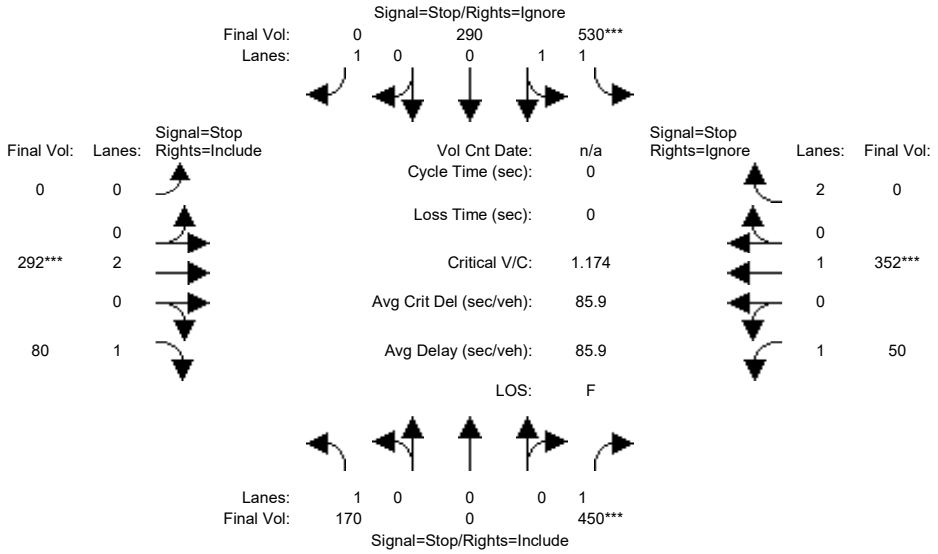
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	530	290	100	0	292	80	50	352	948
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	530	290	0	0	292	80	50	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	530	290	0	0	292	80	50	352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	530	290	0	0	292	80	50	352	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.29	0.71	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	429	451	254	385	0	664	355	319	340	713
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	1.05	1.17	1.14	0.00	xxxx	0.44	0.23	0.16	1.04	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		68.1			130.6			20.4			82.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.1			130.6			20.4			82.8	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.8	0.0	9.0	11.0	11.0	0.0	0.0	0.8	0.3	0.2	7.5	0.0

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

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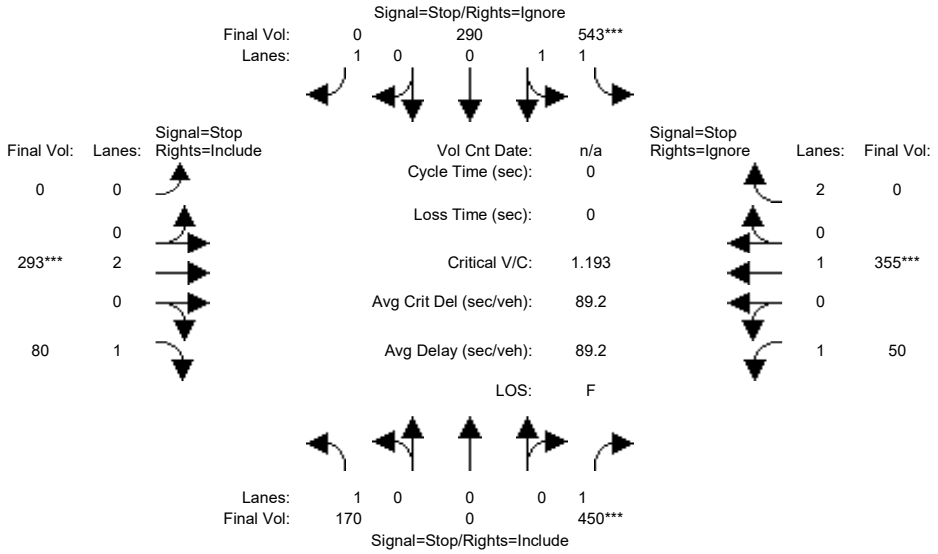
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	13	0	0	0	3	0	0	5	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	543	290	100	0	293	80	50	355	1054
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	543	290	0	0	293	80	50	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	543	290	0	0	293	80	50	355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	543	290	0	0	293	80	50	355	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.30	0.70	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	428	455	250	385	0	664	355	319	339	713
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	1.05	1.19	1.16	0.00	xxxx	0.44	0.23	0.16	1.05	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	20.0	0.0	86.4	141.8	130	0.0	0.0	21.8	15.7	15.8	95.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.4	141.8	130	0.0	0.0	21.8	15.7	15.8	95.0	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		68.2			137.5			20.5			85.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.2			137.5			20.5			85.3	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.8	0.0	9.0	11.6	11.6	0.0	0.0	0.8	0.3	0.2	7.7	0.0

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

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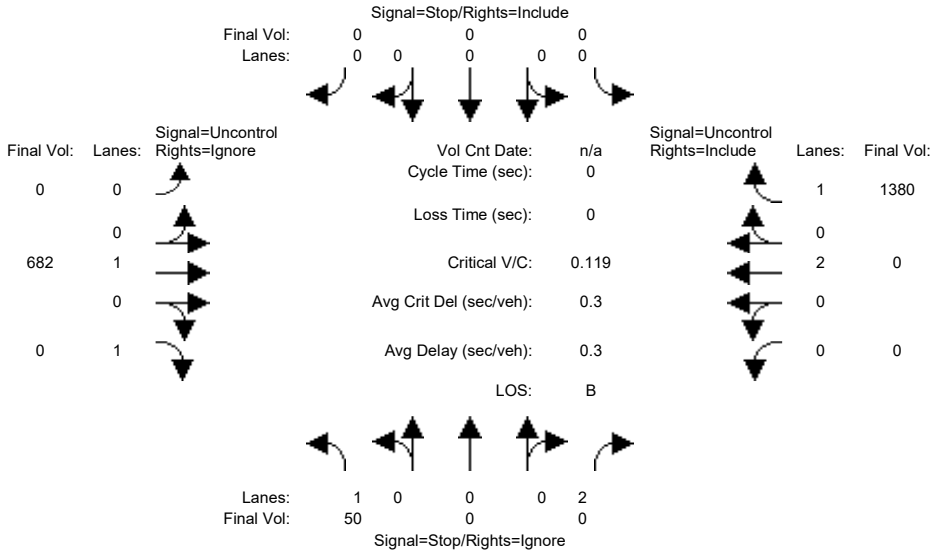
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	21	0	0	0	0	2	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	341	0	0	0	0	682	430	0	1281	1380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	682	0	0	0	1380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	682	0	0	0	1380
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	682	xxxx	682	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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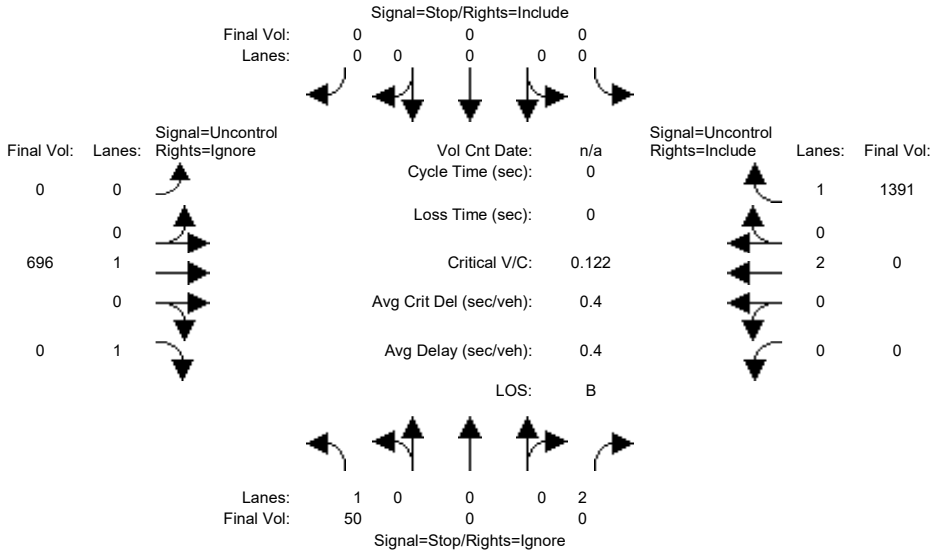
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	128	0	0	0	0	16	0	0	139	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	448	0	0	0	0	696	430	0	1389	1391
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	696	0	0	0	1391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	696	0	0	0	1391
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	696	xxxx	696	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	411	xxxx	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	411	xxxx	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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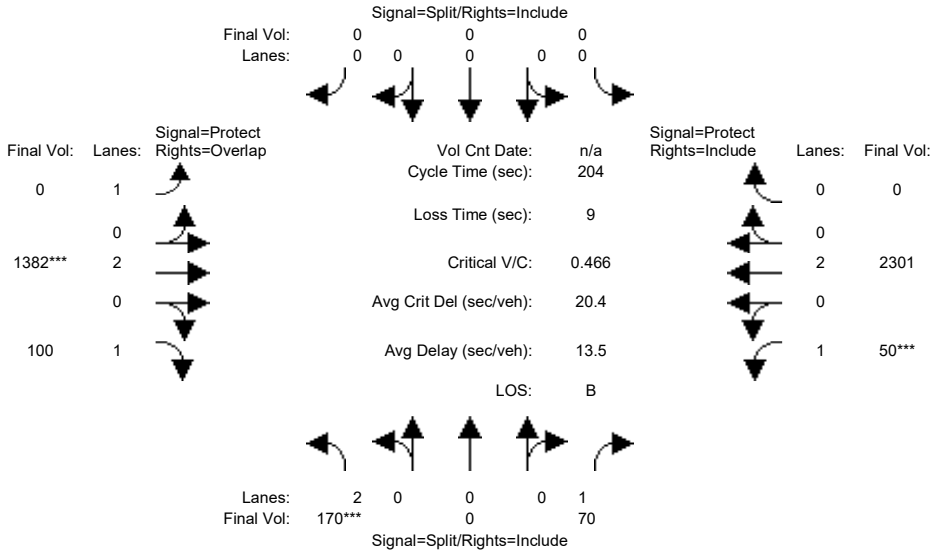
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1382	100	50	2301	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1382	100	50	2301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1382	100	50	2301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	70	0	0	0	0	1382	100	50	2301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.36	0.06	0.03	0.61	0.00
Crit Moves:	****							****		****		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.47	0.07	0.36	0.71	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	5	0	0	0	0	16	1	3	28	0

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

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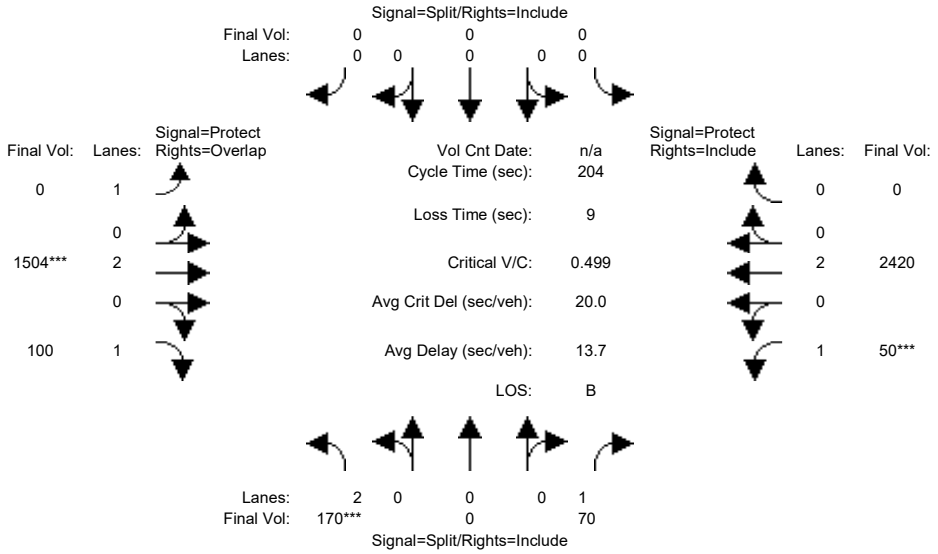
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	144	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1504	100	50	2420	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1504	100	50	2420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1504	100	50	2420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	70	0	0	0	0	1504	100	50	2420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.06	0.03	0.64	0.00
Crit Moves:	****							****		****		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.51	0.07	0.36	0.75	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.4	1.7	94.9	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.4	1.7	94.9	7.6	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	5	0	0	0	0	18	1	3	32	0

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

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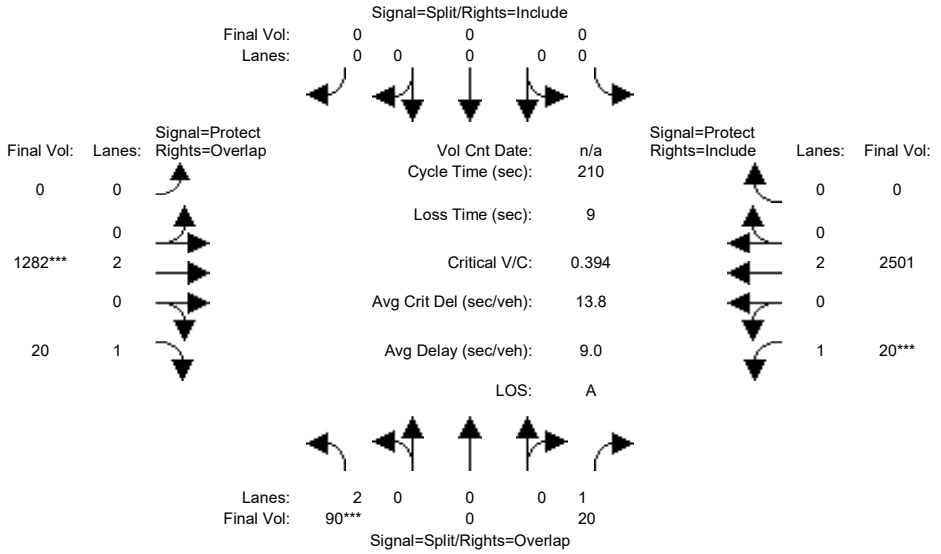
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1282	20	20	2501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1282	20	20	2501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1282	20	20	2501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	20	0	0	0	0	1282	20	20	2501	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.34	0.01	0.01	0.66	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.01	0.15	0.75	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	13	0	1	29	0

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

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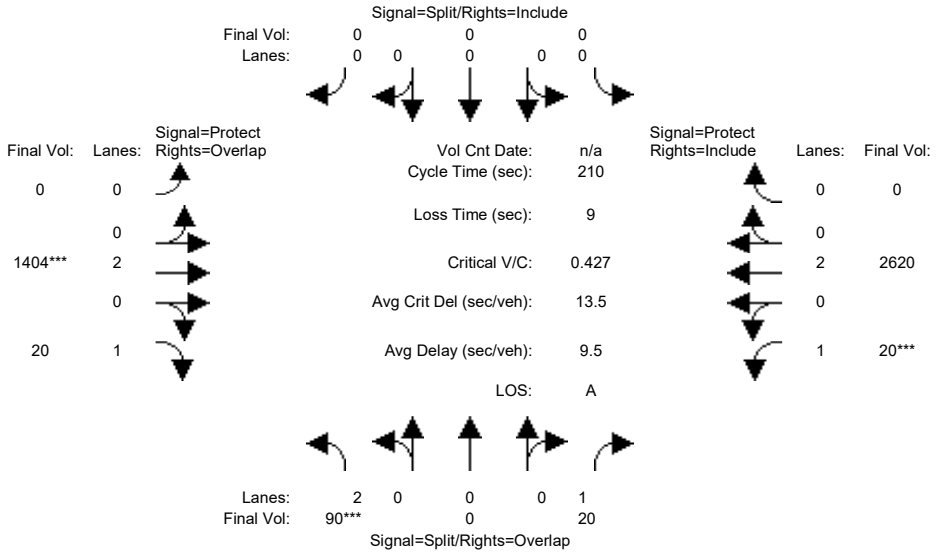
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	144	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1404	20	20	2620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1404	20	20	2620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1404	20	20	2620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	20	0	0	0	0	1404	20	20	2620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.37	0.01	0.01	0.69	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.01	0.15	0.79	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.1	1.6	94.7	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.1	1.6	94.7	6.7	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	15	0	1	33	0

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

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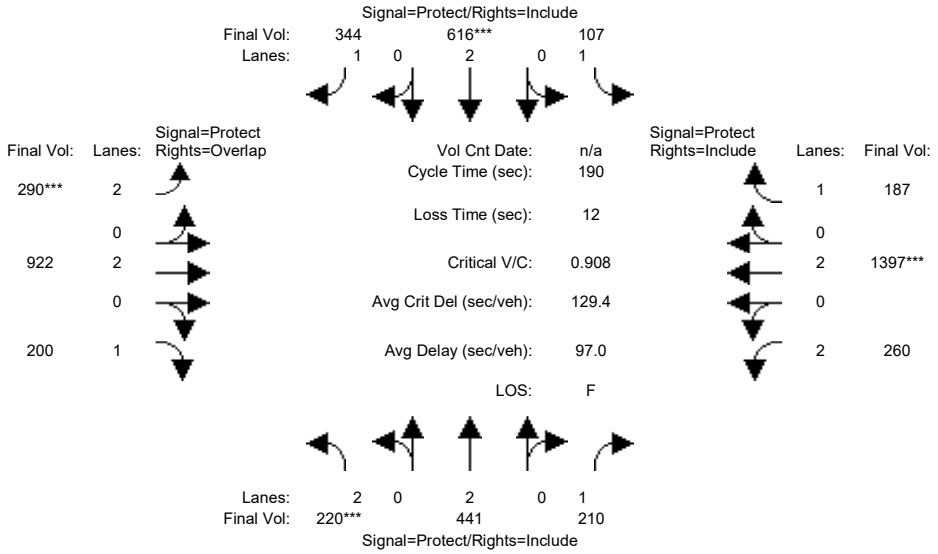
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	21	0	7	26	14	10	12	0	0	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	441	210	107	616	344	290	922	200	260	1397	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	441	210	107	616	344	290	922	200	260	1397	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	441	210	107	616	344	290	922	200	260	1397	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	441	210	107	616	344	290	922	200	260	1397	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.32	0.20	0.09	0.24	0.11	0.08	0.37	0.11
Crit Moves:	****				****		****				****	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.67	0.69	0.77	1.39	0.84	0.49	0.48	0.19	0.84	0.87	0.25
Delay/Veh:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
LOS by Move:	F	F	F	F	F	F	E	D	C	F	F	E+
HCM2kAvgQ:	8	13	13	7	29	23	10	21	8	10	43	10

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

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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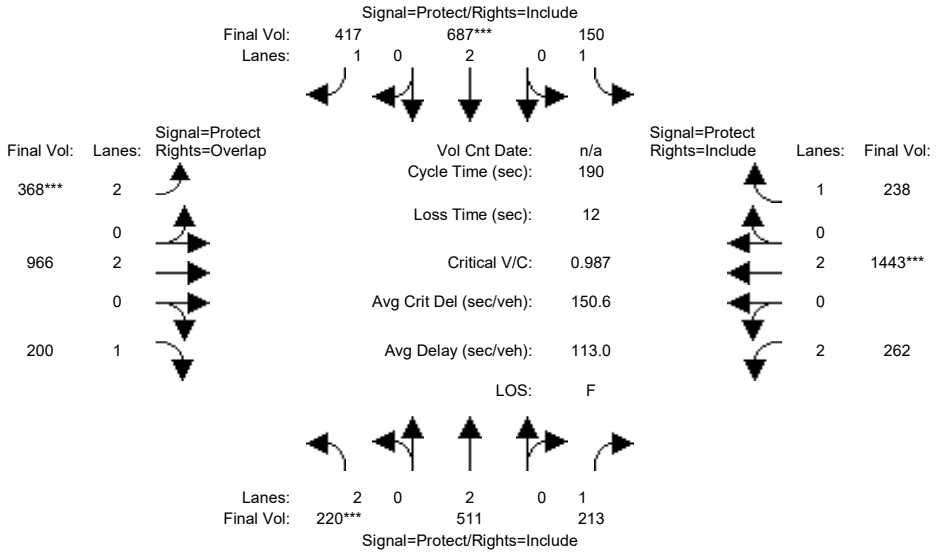
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	91	3	50	97	87	88	56	0	2	63	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	511	213	150	687	417	368	966	200	262	1443	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	511	213	150	687	417	368	966	200	262	1443	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	511	213	150	687	417	368	966	200	262	1443	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	511	213	150	687	417	368	966	200	262	1443	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.17	0.36	0.24	0.12	0.25	0.11	0.08	0.38	0.14
Crit Moves:	****				****		****				****	
Green Time:	18.8	32.0	32.0	31.0	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.80	0.72	1.05	1.55	1.02	0.62	0.50	0.19	0.85	0.90	0.32
Delay/Veh:	95.3	87.8	88.1	173.5	338	128.4	77.6	40.8	24.7	115.1	88.6	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	87.8	88.1	173.5	338	128.4	77.6	40.8	24.7	115.1	88.6	58.5
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2kAvgQ:	8	16	14	12	35	31	13	22	8	10	45	13

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

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Stanford 2018 GUP
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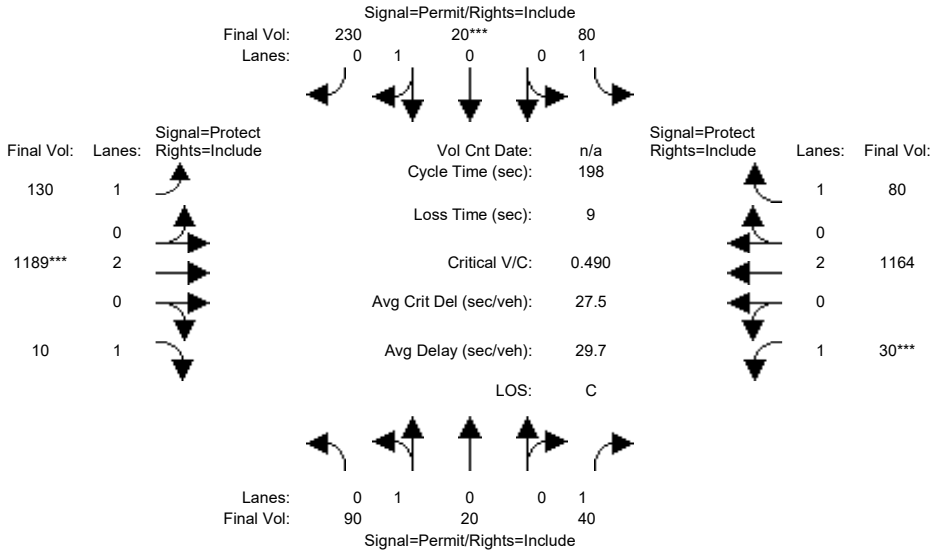
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	20	40	80	20	230	130	1189	10	30	1164	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	20	40	80	20	230	130	1189	10	30	1164	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	20	40	80	20	230	130	1189	10	30	1164	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	20	40	80	20	230	130	1189	10	30	1164	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.82	0.18	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1473	327	1750	1750	144	1656	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.05	0.14	0.14	0.07	0.31	0.01	0.02	0.31	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.34	0.34	0.13	0.25	0.77	0.77	0.65	0.44	0.01	0.30	0.46	0.07
Delay/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2kAvgQ:	6	6	2	5	17	17	9	15	0	2	17	2

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

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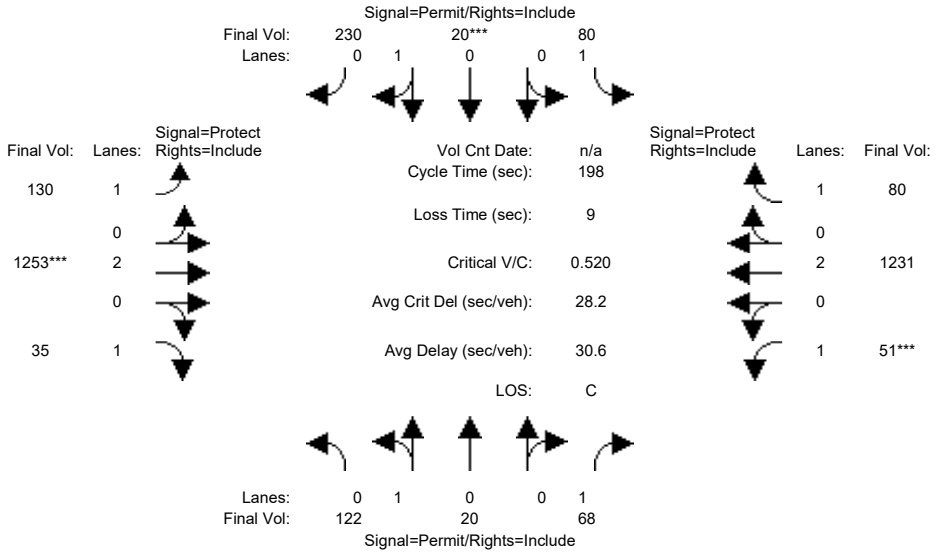
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	32	0	28	0	0	0	0	83	25	21	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	20	68	80	20	230	130	1253	35	51	1231	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	20	68	80	20	230	130	1253	35	51	1231	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	20	68	80	20	230	130	1253	35	51	1231	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	20	68	80	20	230	130	1253	35	51	1231	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1546	254	1750	1750	144	1656	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.05	0.14	0.14	0.07	0.33	0.02	0.03	0.32	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.44	0.44	0.21	0.25	0.77	0.77	0.65	0.46	0.03	0.51	0.49	0.07
Delay/Veh:	77.4	77.4	73.6	74.2	92.3	92.3	96.7	12.5	8.5	100.5	17.8	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	77.4	73.6	74.2	92.3	92.3	96.7	12.5	8.5	100.5	17.8	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2kAvgQ:	9	9	4	5	17	17	9	16	1	3	19	2

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

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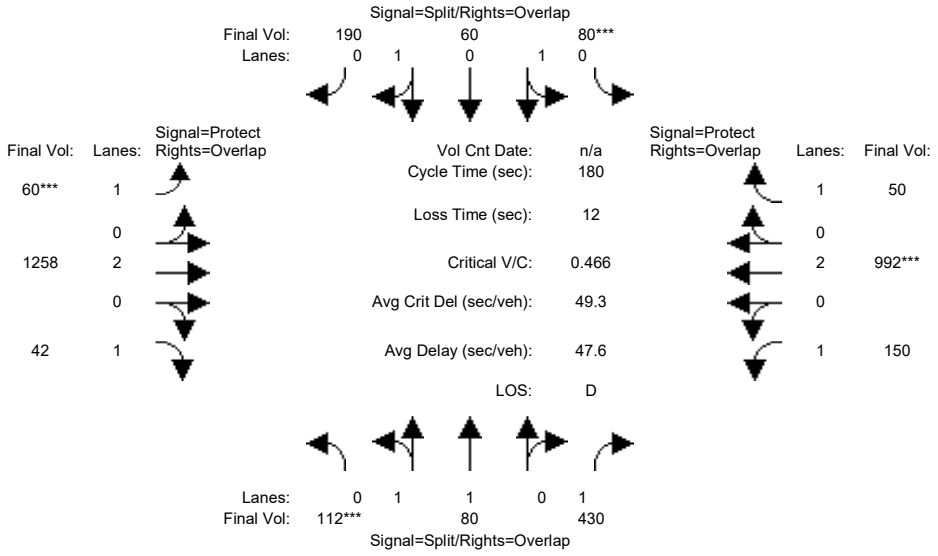
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	2	0	0	0	0	0	0	18	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	80	430	80	60	190	60	1258	42	150	992	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	80	430	80	60	190	60	1258	42	150	992	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	80	430	80	60	190	60	1258	42	150	992	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	80	430	80	60	190	60	1258	42	150	992	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.25	0.08	0.08	0.11	0.03	0.33	0.02	0.09	0.26	0.03
Crit Moves:	****			****			****				****	
Green Time:	46.6	46.6	69.5	29.1	29.1	48.8	19.7	90.6	137.2	22.9	93.8	122.8
Volume/Cap:	0.25	0.16	0.64	0.48	0.48	0.39	0.31	0.66	0.03	0.67	0.50	0.04
Delay/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
LOS by Move:	E+	E+	D	E	E	E+	E-	D	B+	F	D+	B
HCM2kAvgQ:	5	3	22	8	8	9	3	30	1	9	21	2

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

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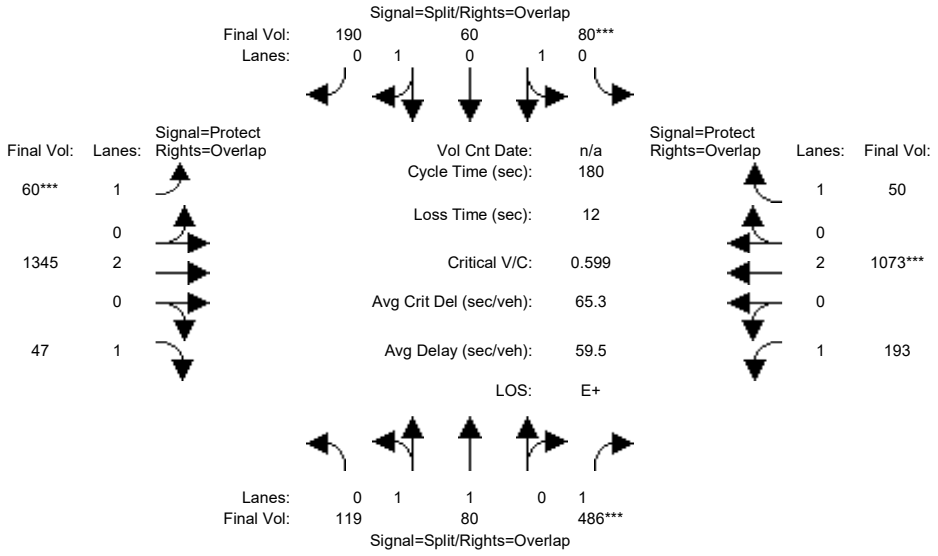
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	9	0	56	0	0	0	0	105	7	43	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	80	486	80	60	190	60	1345	47	193	1073	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	80	486	80	60	190	60	1345	47	193	1073	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	80	486	80	60	190	60	1345	47	193	1073	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	80	486	80	60	190	60	1345	47	193	1073	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.28	0.08	0.08	0.11	0.03	0.35	0.03	0.11	0.28	0.03
Crit Moves:			****	****			****				****	
Green Time:	26.2	26.2	49.1	29.1	29.1	48.8	19.7	90.6	116.8	22.9	93.8	122.8
Volume/Cap:	0.47	0.29	1.02	0.48	0.48	0.39	0.31	0.70	0.04	0.87	0.54	0.04
Delay/Veh:	76.0	73.4	115.5	73.7	73.7	57.4	79.8	46.8	18.3	110.6	39.2	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	73.4	115.5	73.7	73.7	57.4	79.8	46.8	18.3	110.6	39.2	15.9
LOS by Move:	E-	E	F	E	E	E+	E-	D	B-	F	D	B
HCM2kAvgQ:	7	4	37	8	8	9	3	33	2	12	23	2

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

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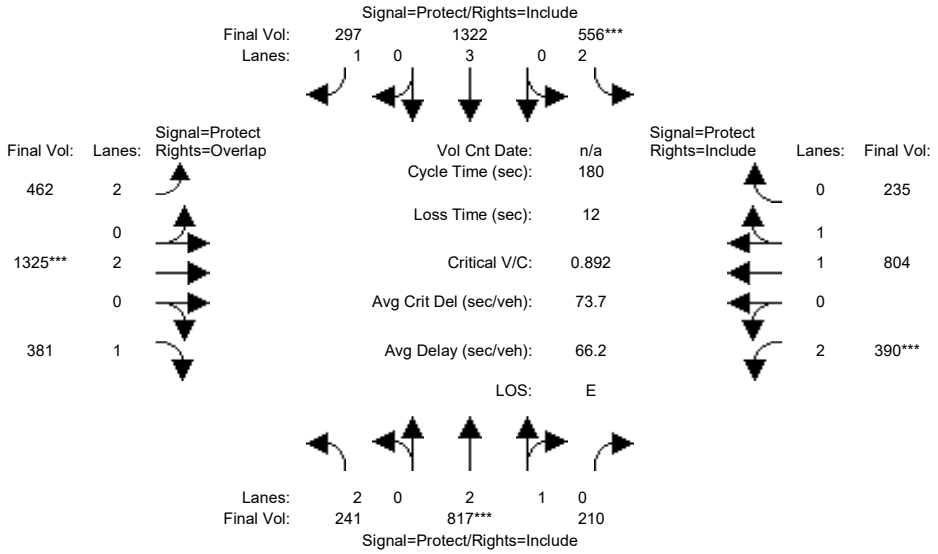
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	1	17	0	6	22	17	12	5	1	0	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	817	210	556	1322	297	462	1325	381	390	804	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	817	210	556	1322	297	462	1325	381	390	804	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	817	210	556	1322	297	462	1325	381	390	804	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	817	210	556	1322	297	462	1325	381	390	804	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.36	0.64	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	4453	1145	3150	5700	1750	3150	3800	1750	3150	2863	837
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.18	0.23	0.17	0.15	0.35	0.22	0.12	0.28	0.28
Crit Moves:		****		****				****		****		
Green Time:	18.0	37.0	37.0	35.6	54.6	54.6	32.7	70.4	88.4	25.0	62.6	62.6
Volume/Cap:	0.76	0.89	0.89	0.89	0.76	0.56	0.81	0.89	0.44	0.89	0.81	0.81
Delay/Veh:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
LOS by Move:	F	E-	E-	F	E+	D-	E-	E+	C	F	E+	E+
HCM2kAvgQ:	9	21	21	19	22	14	15	35	14	14	27	27

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

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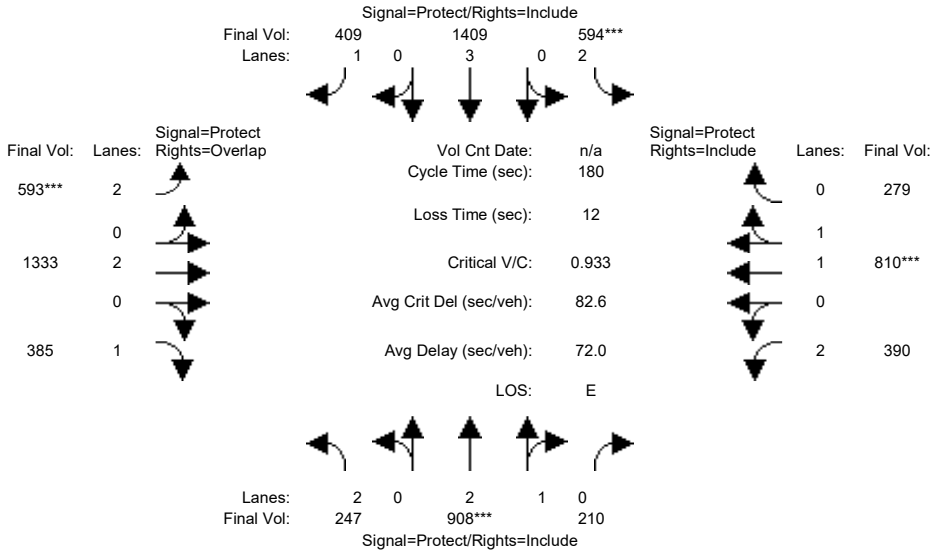
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	7	108	0	44	109	129	143	13	5	0	10	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	908	210	594	1409	409	593	1333	385	390	810	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	908	210	594	1409	409	593	1333	385	390	810	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	908	210	594	1409	409	593	1333	385	390	810	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	908	210	594	1409	409	593	1333	385	390	810	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.42	0.58	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.47	0.53
Final Sat.:	3150	4547	1052	3150	5700	1750	3150	3800	1750	3150	2751	948
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.19	0.25	0.23	0.19	0.35	0.22	0.12	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	18.0	38.5	38.5	36.4	56.9	56.9	36.3	68.8	86.9	24.3	56.8	56.8
Volume/Cap:	0.78	0.93	0.93	0.93	0.78	0.74	0.93	0.92	0.46	0.92	0.93	0.93
Delay/Veh:	91.1	82.5	82.5	91.4	58.3	60.2	91.5	62.4	31.3	101.5	73.1	73.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	82.5	82.5	91.4	58.3	60.2	91.5	62.4	31.3	101.5	73.1	73.1
LOS by Move:	F	F	F	F	E+	E	F	E	C	F	E	E
HCM2kAvgQ:	10	24	24	21	23	21	20	36	14	14	32	32

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

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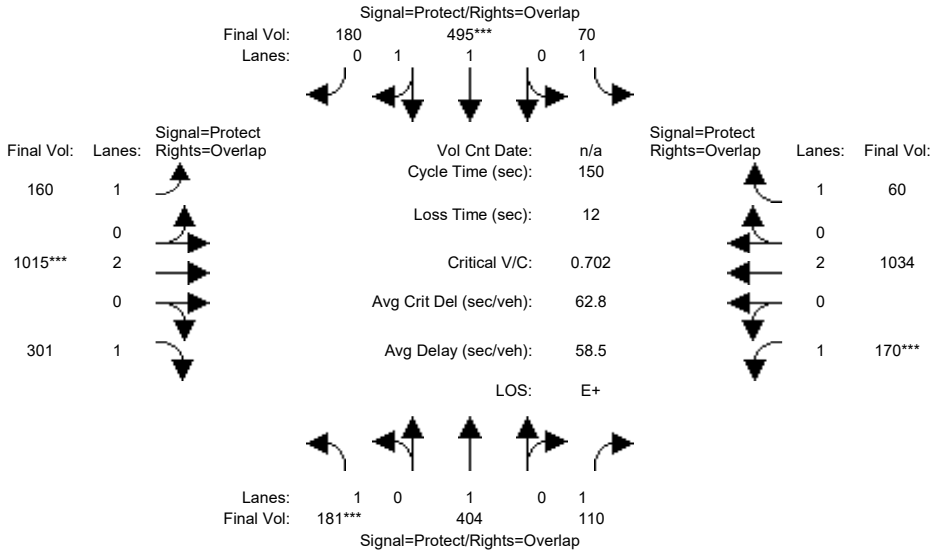
Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	1	4	0	0	5	0	0	5	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	404	110	70	495	180	160	1015	301	170	1034	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	404	110	70	495	180	160	1015	301	170	1034	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	404	110	70	495	180	160	1015	301	170	1034	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	404	110	70	495	180	160	1015	301	170	1034	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2713	986	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.06	0.04	0.18	0.18	0.09	0.27	0.17	0.10	0.27	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.64	0.14	0.43	0.67	0.46	0.74	0.72	0.33	0.75	0.72	0.07
Delay/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2kAvgQ:	10	17	3	3	15	12	9	24	13	9	24	3

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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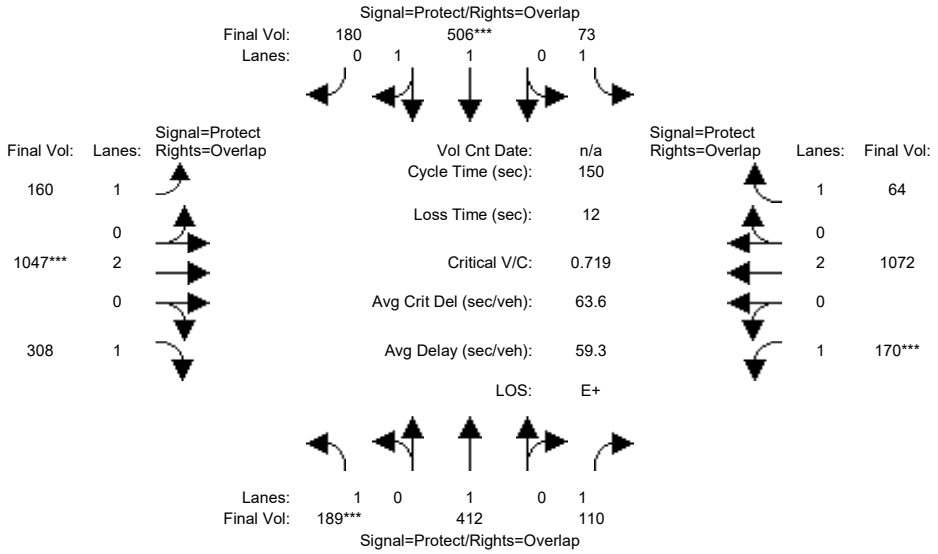
2018 with Full-Offset PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	9	12	0	3	16	0	0	37	8	0	42	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	412	110	73	506	180	160	1047	308	170	1072	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	412	110	73	506	180	160	1047	308	170	1072	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	412	110	73	506	180	160	1047	308	170	1072	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	412	110	73	506	180	160	1047	308	170	1072	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2728	971	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.06	0.04	0.19	0.19	0.09	0.28	0.18	0.10	0.28	0.04
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.70	0.65	0.14	0.45	0.68	0.47	0.74	0.74	0.34	0.75	0.75	0.08
Delay/Veh:	72.9	48.4	25.0	71.6	54.7	36.6	87.7	63.9	38.8	87.7	63.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	48.4	25.0	71.6	54.7	36.6	87.7	63.9	38.8	87.7	63.8	37.7
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2kAvgQ:	11	18	3	4	15	12	9	25	14	9	25	3

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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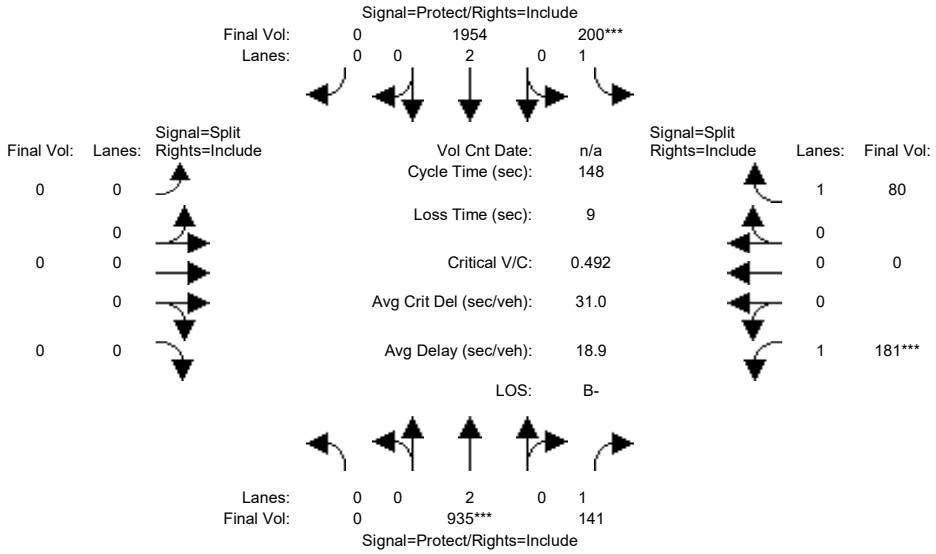
Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	5	1	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	141	200	1954	0	0	0	0	181	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	141	200	1954	0	0	0	0	181	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	141	200	1954	0	0	0	0	181	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	935	141	200	1954	0	0	0	0	181	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.11	0.51	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.66	0.67	0.00	0.00	0.00	0.00	0.58	0.00	0.26
Delay/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	12	3	11	23	0	0	0	0	9	0	4

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

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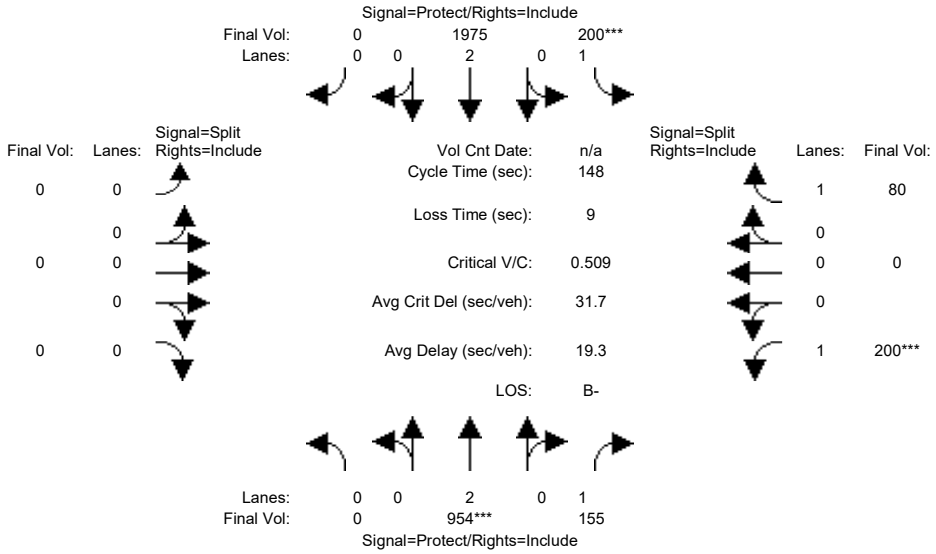
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	24	15	0	25	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	954	155	200	1975	0	0	0	0	200	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	954	155	200	1975	0	0	0	0	200	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	954	155	200	1975	0	0	0	0	200	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	954	155	200	1975	0	0	0	0	200	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.11	0.52	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.15	0.66	0.68	0.00	0.00	0.00	0.00	0.64	0.00	0.26
Delay/Veh:	0.0	17.5	14.4	66.3	9.7	0.0	0.0	0.0	0.0	64.3	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.4	66.3	9.7	0.0	0.0	0.0	0.0	64.3	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	12	3	11	23	0	0	0	0	10	0	4

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

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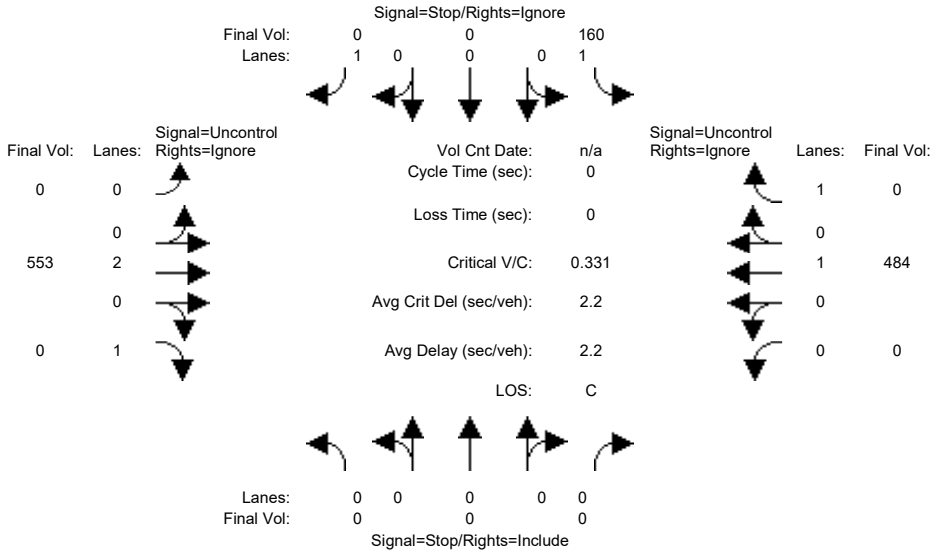
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	270	0	550	210	0	480	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	270	0	550	210	0	480	550
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	270	0	553	210	0	484	563
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	553	0	0	484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	553	0	0	484	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	761	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	344	351	xxxxx	483	351	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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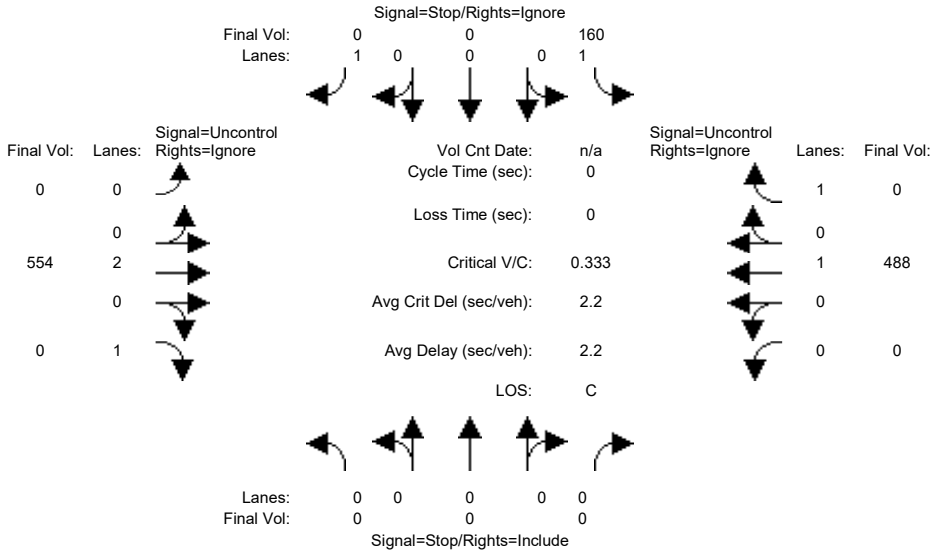
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	270	0	550	210	0	480	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	270	0	550	210	0	480	550
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	270	0	554	210	0	488	597
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	554	0	0	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	554	0	0	488	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	765	xxxx	488	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	374	xxxx	584	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	374	xxxx	584	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	343	349	xxxxx	481	349	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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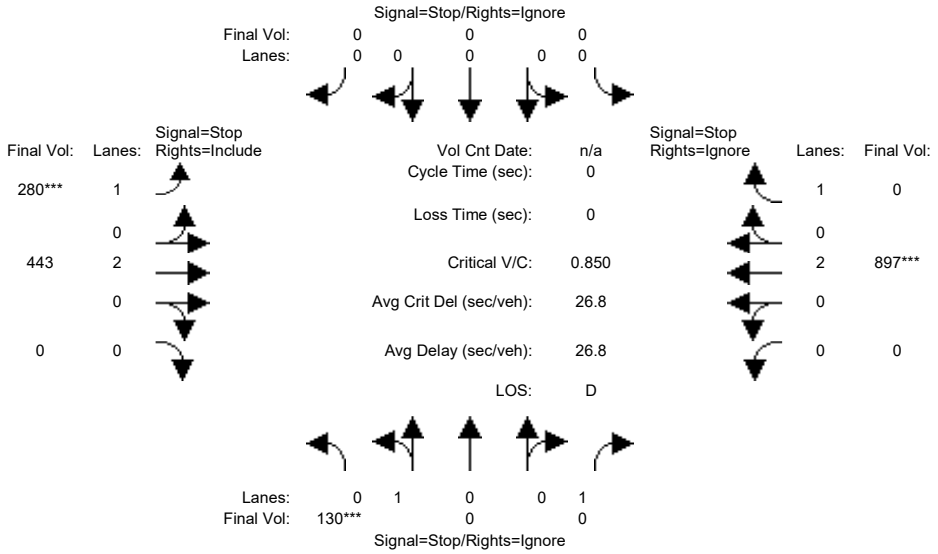
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	12	0	0	0	0	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	272	0	0	0	280	443	0	0	897	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	443	0	0	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	443	0	0	897	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	443	0	0	897	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	470	1001	0	0	1055	573
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.44	xxxx	xxxx	0.85	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.5			xxxxxx			17.1			36.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.5			xxxxxx			17.1			36.4		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.7	0.0	0.0	3.9	0.0

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

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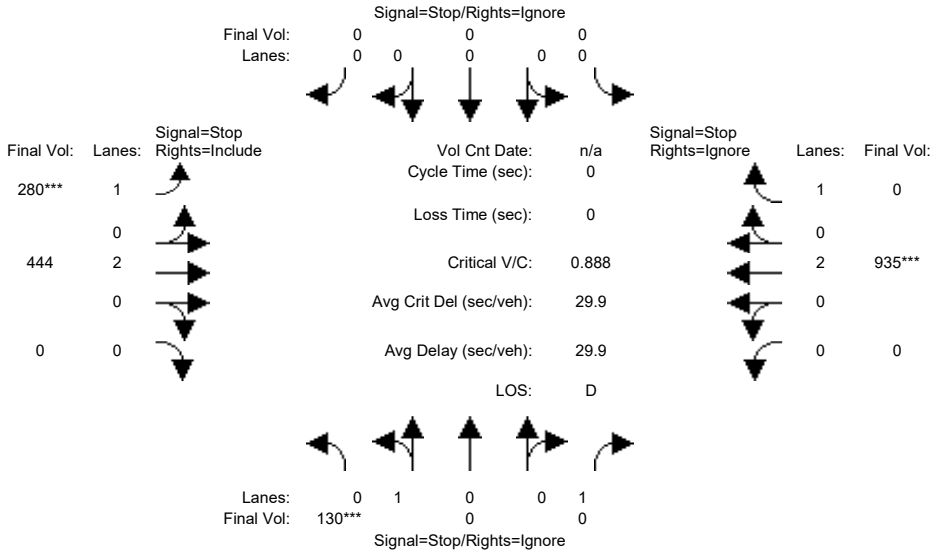
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	46	0	0	0	0	4	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	306	0	0	0	280	444	0	0	935	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	444	0	0	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	444	0	0	935	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	444	0	0	935	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	466	992	0	0	1053	573
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.45	xxxx	xxxx	0.89	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.7	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.7			xxxxxx			17.4			41.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.7			xxxxxx			17.4			41.7		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.8	0.0	0.0	4.7	0.0

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

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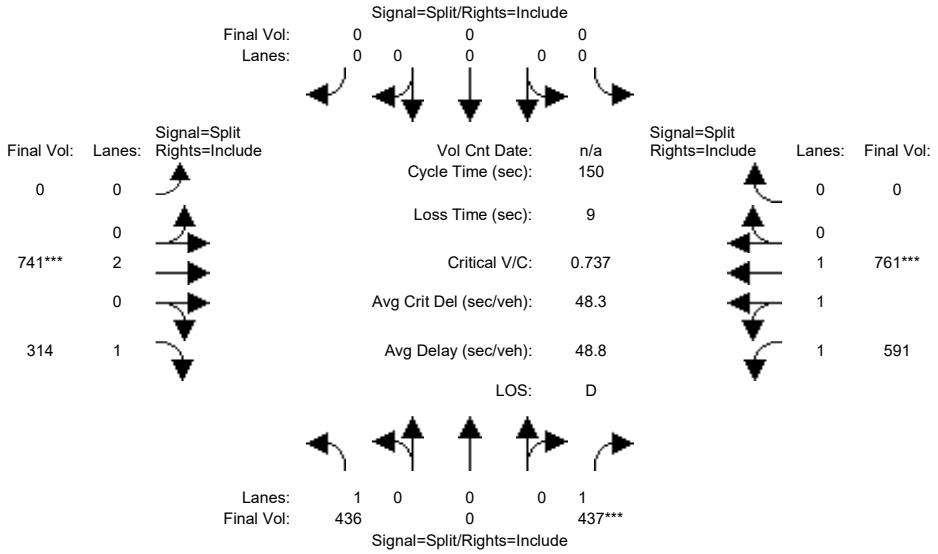
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	16	0	27	0	0	0	0	1	14	21	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	437	0	0	0	0	741	314	591	761	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	0	437	0	0	0	0	741	314	591	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	0	437	0	0	0	0	741	314	591	761	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	0	437	0	0	0	0	741	314	591	761	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.35	1.65	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2381	3065	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.20	0.18	0.25	0.25	0.00
Crit Moves:			****					****			****	
Green Time:	50.8	0.0	50.8	0.0	0.0	0.0	0.0	39.7	39.7	50.5	50.5	0.0
Volume/Cap:	0.74	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.68	0.74	0.74	0.00
Delay/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
LOS by Move:	D	A	D	A	A	A	A	D-	D-	D	D	A
HCM2kAvgQ:	19	0	19	0	0	0	0	17	15	18	18	0

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

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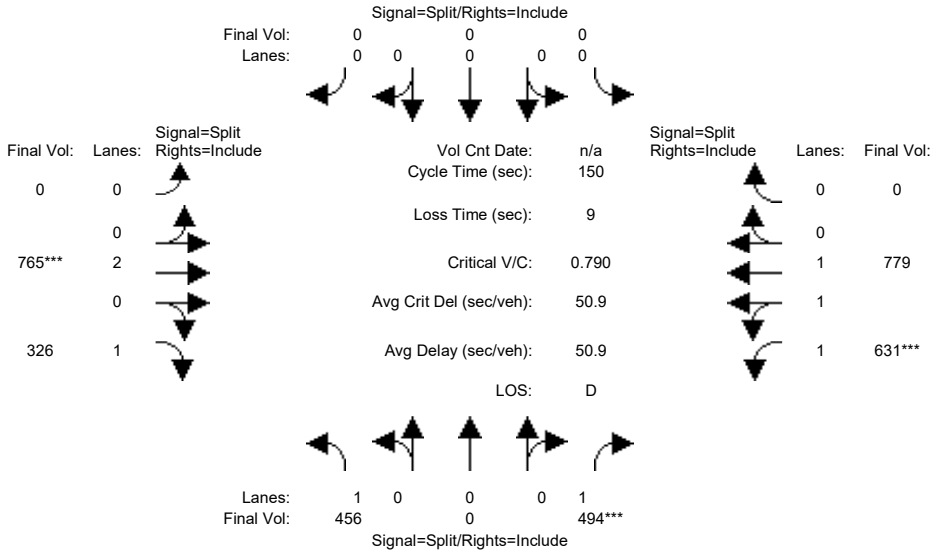
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	36	0	84	0	0	0	0	25	26	61	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	494	0	0	0	0	765	326	631	779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	494	0	0	0	0	765	326	631	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	494	0	0	0	0	765	326	631	779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	456	0	494	0	0	0	0	765	326	631	779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.38	1.62	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2437	3009	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.19	0.26	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	53.6	0.0	53.6	0.0	0.0	0.0	0.0	38.2	38.2	49.2	49.2	0.0
Volume/Cap:	0.73	0.00	0.79	0.00	0.00	0.00	0.00	0.79	0.73	0.79	0.79	0.00
Delay/Veh:	46.2	0.0	49.9	0.0	0.0	0.0	0.0	56.6	57.3	48.2	48.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	49.9	0.0	0.0	0.0	0.0	56.6	57.3	48.2	48.2	0.0
LOS by Move:	D	A	D	A	A	A	A	E+	E+	D	D	A
HCM2kAvgQ:	19	0	21	0	0	0	0	18	16	20	20	0

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

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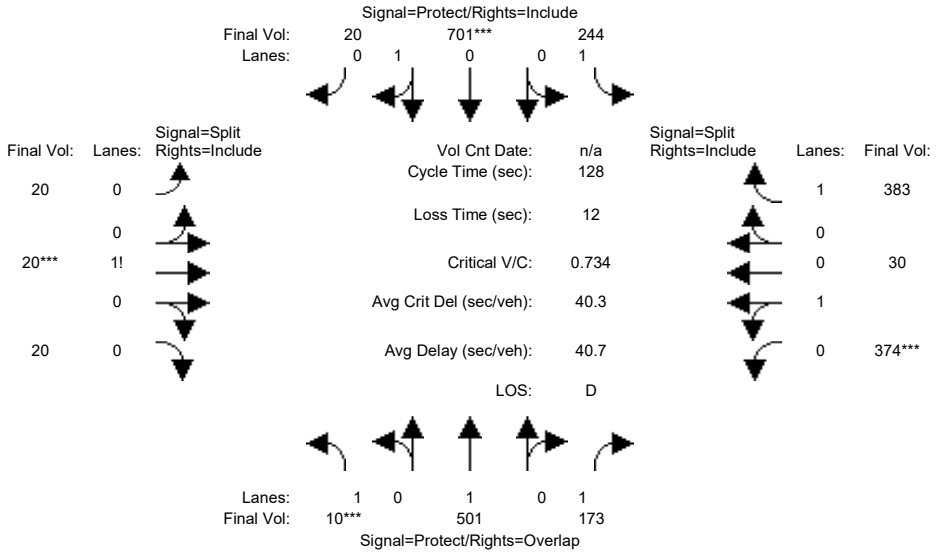
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	1	3	34	1	0	0	0	0	4	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	501	173	244	701	20	20	20	20	374	30	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	501	173	244	701	20	20	20	20	374	30	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	501	173	244	701	20	20	20	20	374	30	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	501	173	244	701	20	20	20	20	374	30	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	583	583	583	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.10	0.14	0.40	0.40	0.03	0.03	0.03	0.22	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	8.0	47.2	83.1	24.9	64.1	64.1	8.0	8.0	8.0	35.9	35.9	35.9
Volume/Cap:	0.09	0.72	0.15	0.72	0.80	0.80	0.55	0.55	0.55	0.80	0.80	0.78
Delay/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
LOS by Move:	E+	D+	A	E+	C	C	E	E	E	D-	D-	D
HCM2kAvgQ:	0	17	3	10	25	25	3	3	3	17	17	17

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

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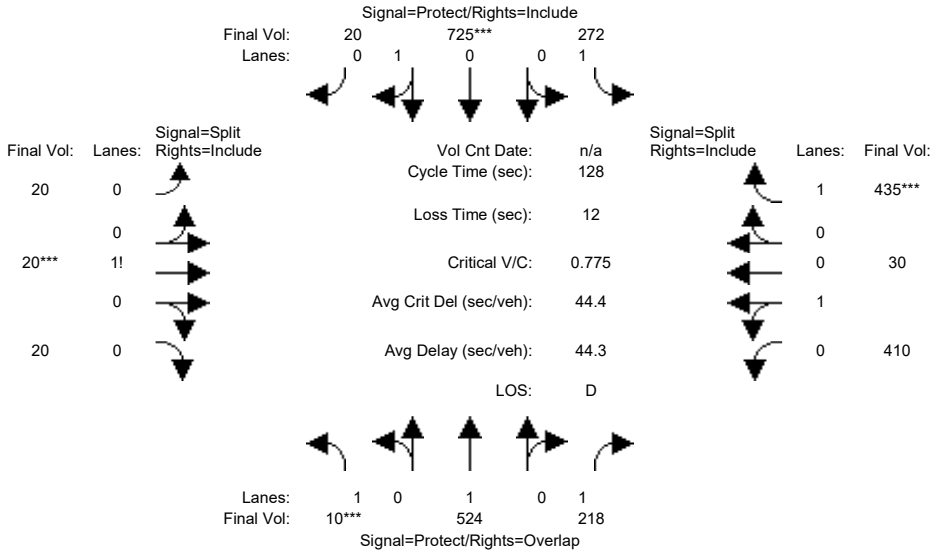
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	24	48	62	25	0	0	0	0	40	0	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	524	218	272	725	20	20	20	20	410	30	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	524	218	272	725	20	20	20	20	410	30	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	524	218	272	725	20	20	20	20	410	30	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	524	218	272	725	20	20	20	20	410	30	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1752	48	583	583	583	1677	123	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.12	0.16	0.41	0.41	0.03	0.03	0.03	0.24	0.24	0.25
Crit Moves:	****				****			****				****
Green Time:	8.0	45.1	82.6	25.4	62.5	62.5	8.0	8.0	8.0	37.5	37.5	37.5
Volume/Cap:	0.09	0.78	0.19	0.78	0.85	0.85	0.55	0.55	0.55	0.83	0.83	0.85
Delay/Veh:	56.9	43.1	9.3	59.7	36.4	36.4	64.0	64.0	64.0	53.3	53.3	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	43.1	9.3	59.7	36.4	36.4	64.0	64.0	64.0	53.3	53.3	55.1
LOS by Move:	E+	D	A	E+	D+	D+	E	E	E	D-	D-	E+
HCM2kAvgQ:	0	18	4	11	28	28	3	3	3	19	19	20

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

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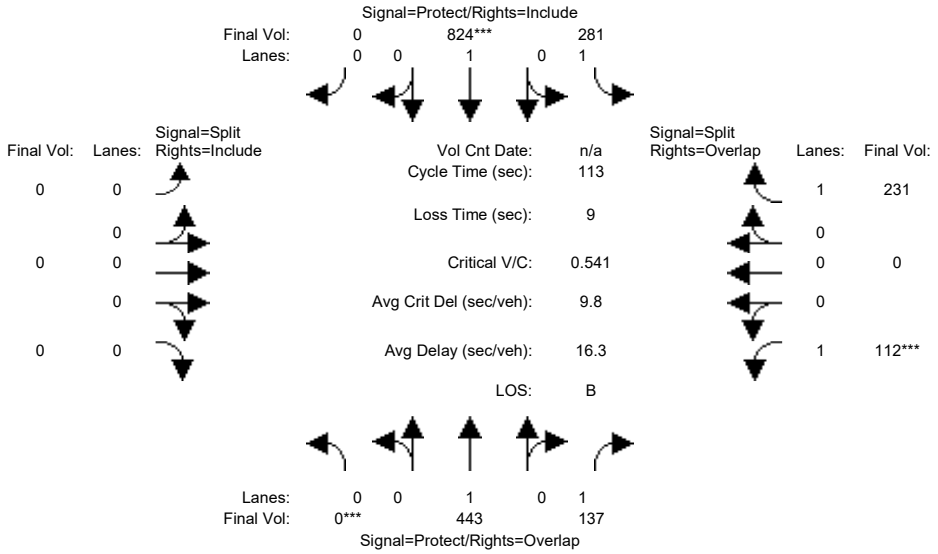
Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	3	17	1	4	0	0	0	0	22	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	137	281	824	0	0	0	0	112	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	137	281	824	0	0	0	0	112	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	137	281	824	0	0	0	0	112	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	443	137	281	824	0	0	0	0	112	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.16	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.7	67.0	37.0	90.6	0.0	0.0	0.0	0.0	13.4	0.0	50.3
Volume/Cap:	0.00	0.49	0.13	0.49	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.30
Delay/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
LOS by Move:	A	C+	B+	C	A	A	A	A	A	D	A	C+
HCM2kAvgQ:	0	10	2	8	10	0	0	0	0	5	0	5

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

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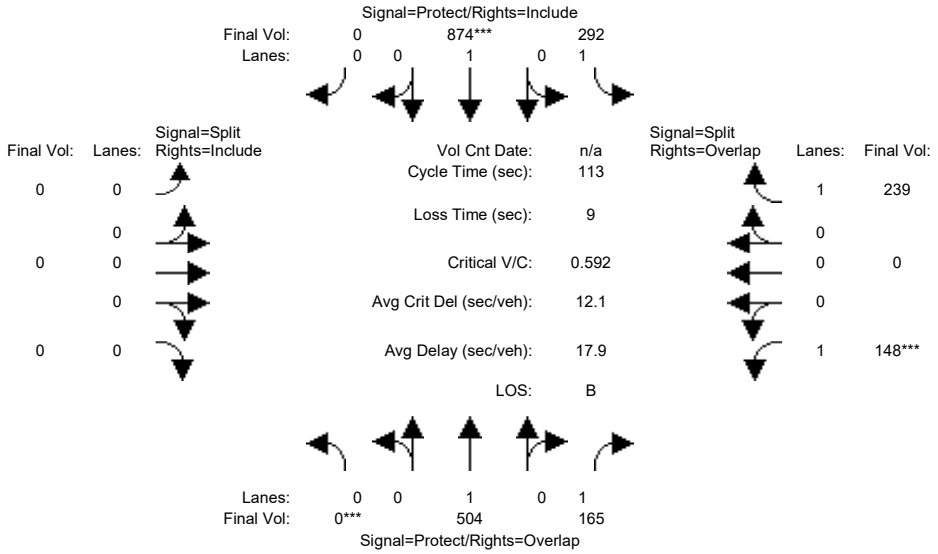
Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	64	45	12	54	0	0	0	0	58	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	504	165	292	874	0	0	0	0	148	0	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	504	165	292	874	0	0	0	0	148	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	504	165	292	874	0	0	0	0	148	0	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	504	165	292	874	0	0	0	0	148	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.09	0.17	0.46	0.00	0.00	0.00	0.00	0.08	0.00	0.14
Crit Moves:	****				****					****		
Green Time:	0.0	53.9	70.1	33.9	87.8	0.0	0.0	0.0	0.0	16.2	0.0	50.1
Volume/Cap:	0.00	0.56	0.15	0.56	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.31
Delay/Veh:	0.0	21.8	9.1	34.5	5.8	0.0	0.0	0.0	0.0	49.1	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	9.1	34.5	5.8	0.0	0.0	0.0	0.0	49.1	0.0	20.5
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D	A	C+
HCM2kAvgQ:	0	12	2	9	12	0	0	0	0	6	0	6

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

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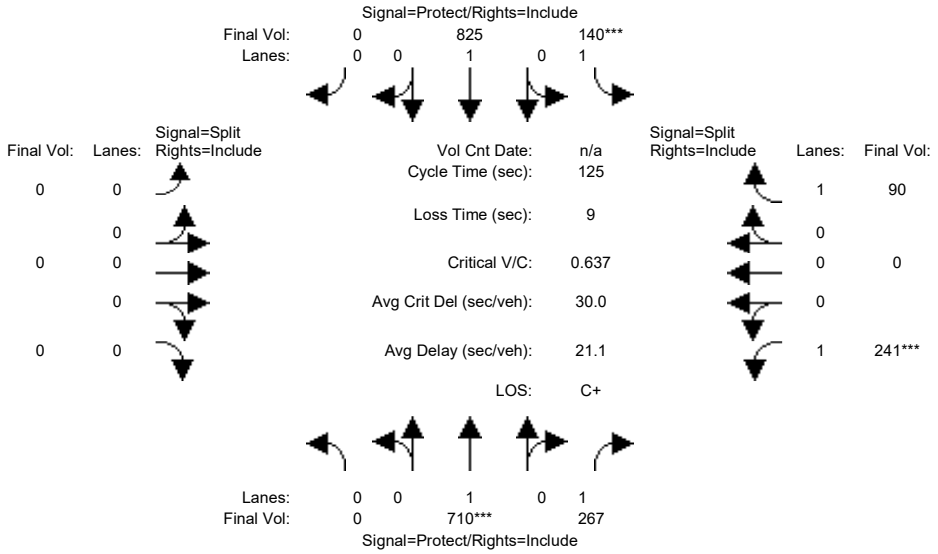
Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	20	17	0	25	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	267	140	825	0	0	0	0	241	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	710	267	140	825	0	0	0	0	241	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	267	140	825	0	0	0	0	241	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	710	267	140	825	0	0	0	0	241	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.08	0.43	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	73.3	73.3	15.7	89.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.64	0.26	0.64	0.61	0.00	0.00	0.00	0.00	0.64	0.00	0.24
Delay/Veh:	0.0	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	0.0	40.8
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	17	5	6	16	0	0	0	0	10	0	3

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

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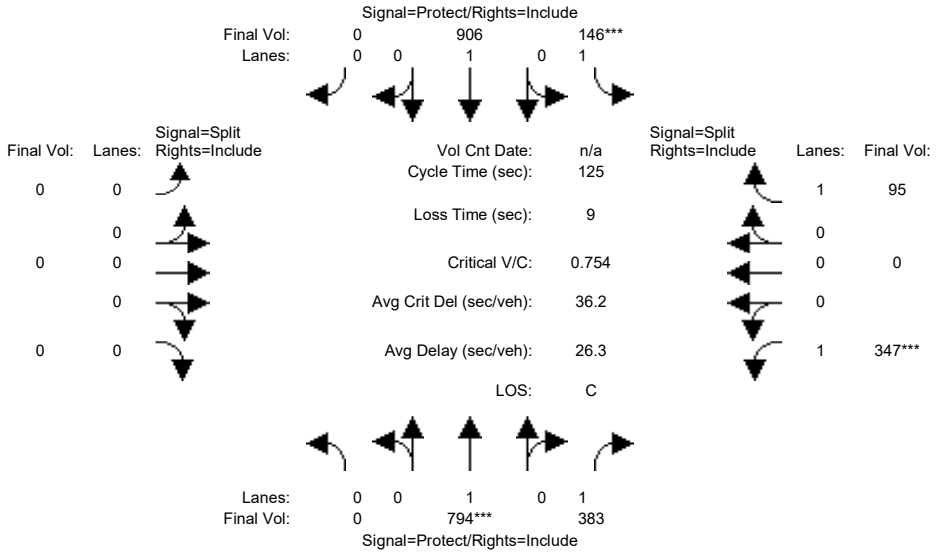
Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	104	133	6	106	0	0	0	0	127	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	794	383	146	906	0	0	0	0	347	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	794	383	146	906	0	0	0	0	347	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	794	383	146	906	0	0	0	0	347	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	794	383	146	906	0	0	0	0	347	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.22	0.08	0.48	0.00	0.00	0.00	0.00	0.20	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	69.3	69.3	13.8	83.1	0.0	0.0	0.0	0.0	32.9	0.0	32.9
Volume/Cap:	0.00	0.75	0.39	0.75	0.72	0.00	0.00	0.00	0.00	0.75	0.00	0.21
Delay/Veh:	0.0	24.5	16.2	69.3	15.4	0.0	0.0	0.0	0.0	49.3	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	16.2	69.3	15.4	0.0	0.0	0.0	0.0	49.3	0.0	36.1
LOS by Move:	A	C	B	E	B	A	A	A	A	D	A	D+
HCM2kAvgQ:	0	22	9	6	22	0	0	0	0	15	0	3

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

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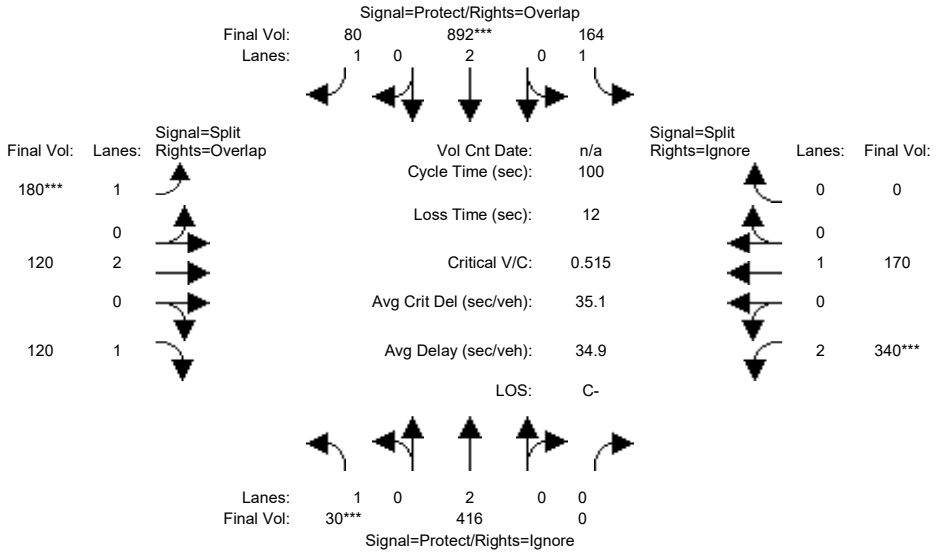
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	16	0	4	22	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	416	0	164	892	80	180	120	120	340	170	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	416	0	164	892	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	416	0	164	892	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	416	0	164	892	80	180	120	120	340	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.09	0.23	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.33	0.00	0.49	0.58	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2kAvgQ:	1	5	0	5	12	1	8	2	4	7	6	0

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

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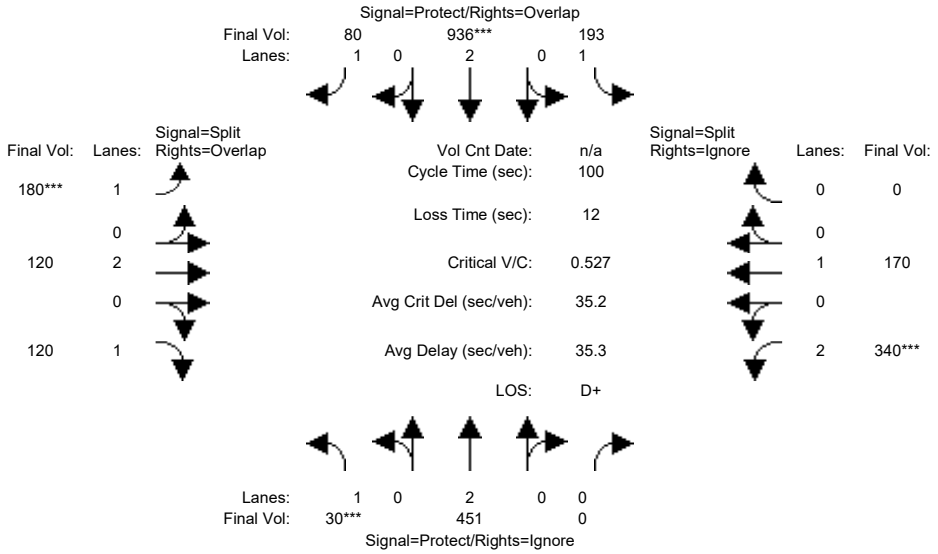
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	51	0	33	66	0	0	0	0	0	0	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	451	0	193	936	80	180	120	120	340	170	42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	451	0	193	936	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	451	0	193	936	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	451	0	193	936	80	180	120	120	340	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.11	0.25	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.36	0.00	0.57	0.61	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.7	0.0	45.9	28.8	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.7	0.0	45.9	28.8	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2kAvgQ:	1	6	0	6	12	1	8	2	4	7	6	0

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

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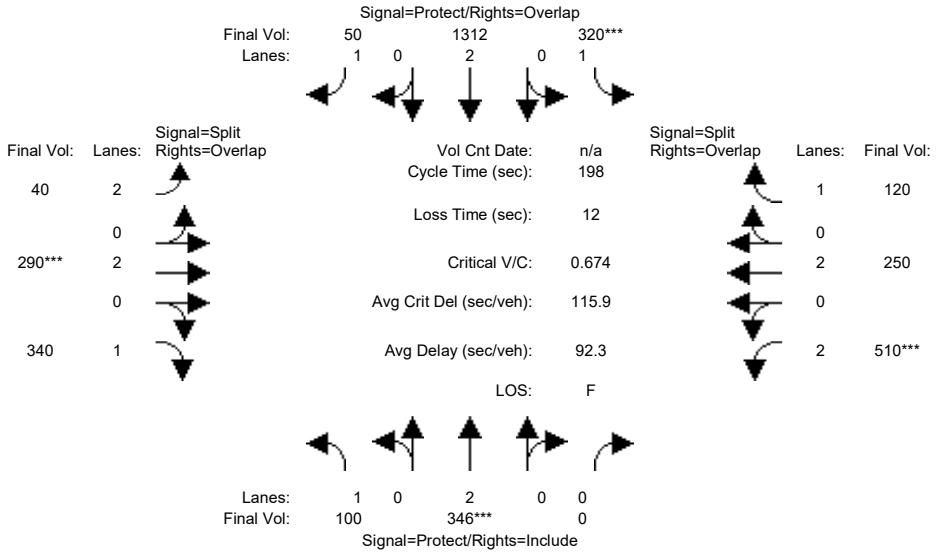
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	346	0	320	1312	50	40	290	340	510	250	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	346	0	320	1312	50	40	290	340	510	250	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	346	0	320	1312	50	40	290	340	510	250	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	346	0	320	1312	50	40	290	340	510	250	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.18	0.35	0.03	0.02	0.13	0.19	0.23	0.11	0.07
Crit Moves:		****			****			****			****	
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.55	0.38	0.00	0.86	0.98	0.04	0.06	0.44	0.49	1.19	0.58	0.17
Delay/Veh:	93.3	67.0	0.0	97.5	88.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	67.0	0.0	97.5	88.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2kAvgQ:	7	9	0	22	45	1	1	8	17	26	7	5

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

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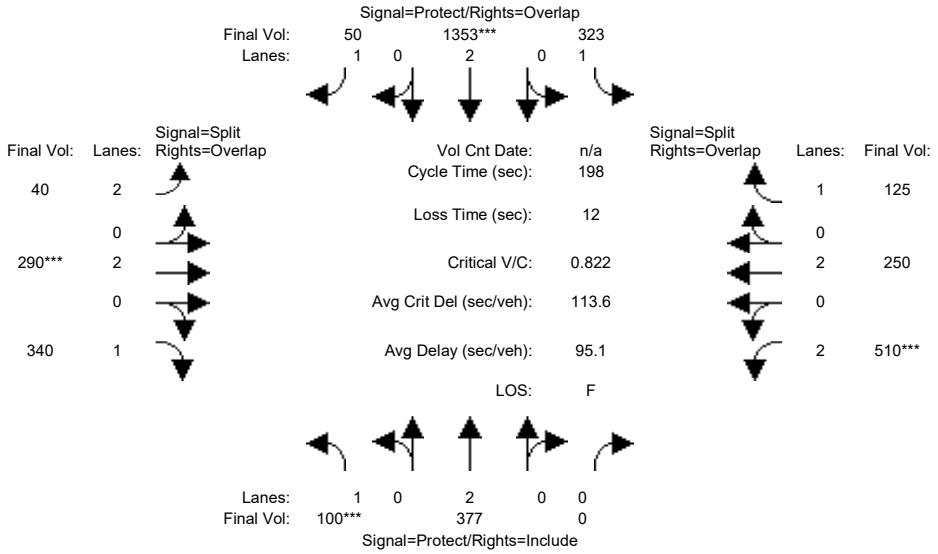
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	47	0	3	63	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	377	0	323	1353	50	40	290	340	510	250	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	377	0	323	1353	50	40	290	340	510	250	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	377	0	323	1353	50	40	290	340	510	250	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	377	0	323	1353	50	40	290	340	510	250	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.18	0.36	0.03	0.02	0.13	0.19	0.23	0.11	0.07
Crit Moves:	****				****			****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.55	0.41	0.00	0.87	1.02	0.04	0.06	0.44	0.49	1.19	0.58	0.18
Delay/Veh:	93.3	67.6	0.0	98.7	97.0	13.7	53.6	61.0	48.0	191.7	79.2	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	67.6	0.0	98.7	97.0	13.7	53.6	61.0	48.0	191.7	79.2	40.0
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2kAvgQ:	7	10	0	22	48	1	1	8	17	26	7	5

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

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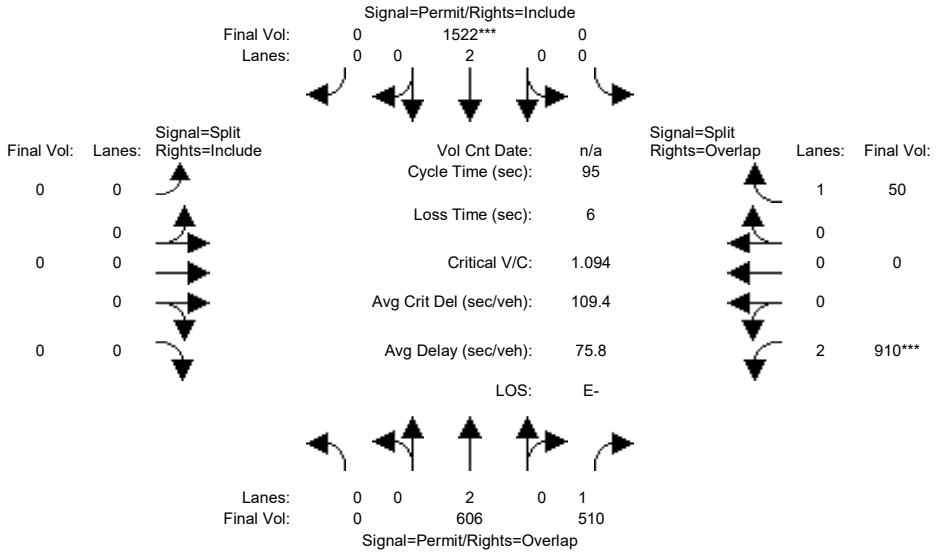
Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	510	0	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	0	1500	0	0	0	0	910	0	50
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	606	510	0	1522	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	606	510	0	1522	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	606	510	0	1522	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	606	510	0	1522	0	0	0	0	910	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.29	0.00	0.60	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.26	0.31	0.00	0.96	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	0.0	51.4	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	0.0	51.4	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	A	D-	A	A	A	A	F	A	C
HCM2kAvgQ:	0	4	2	0	26	0	0	0	0	34	0	1

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

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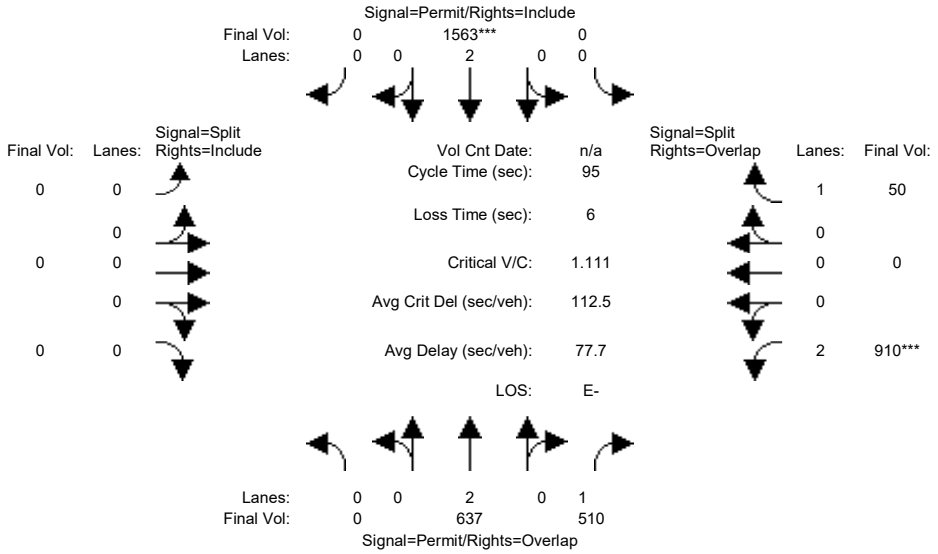
Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	510	0	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	0	1500	0	0	0	0	910	0	50
Added Vol:	0	47	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	637	510	0	1563	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	637	510	0	1563	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	637	510	0	1563	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	637	510	0	1563	0	0	0	0	910	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.29	0.00	0.61	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.27	0.31	0.00	0.98	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	0.0	57.8	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	0.0	57.8	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	A	E+	A	A	A	A	F	A	C
HCM2kAvgQ:	0	4	2	0	28	0	0	0	0	34	0	1

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

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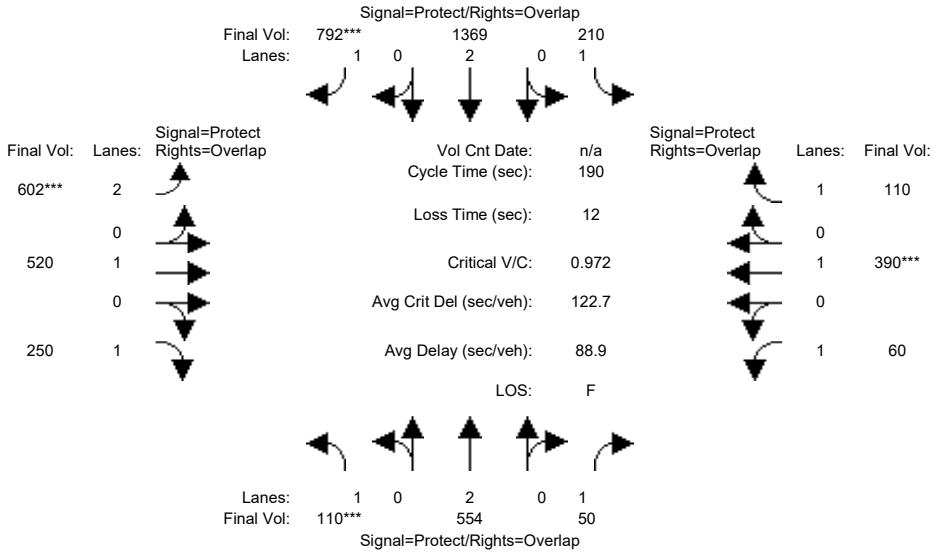
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	14	0	0	19	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	554	50	210	1369	792	602	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	554	50	210	1369	792	602	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	554	50	210	1369	792	602	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	554	50	210	1369	792	602	520	250	60	390	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.36	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.42	0.07	0.66	0.84	1.06	1.05	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2kAvgQ:	7	11	1	13	39	57	29	30	10	5	26	4

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

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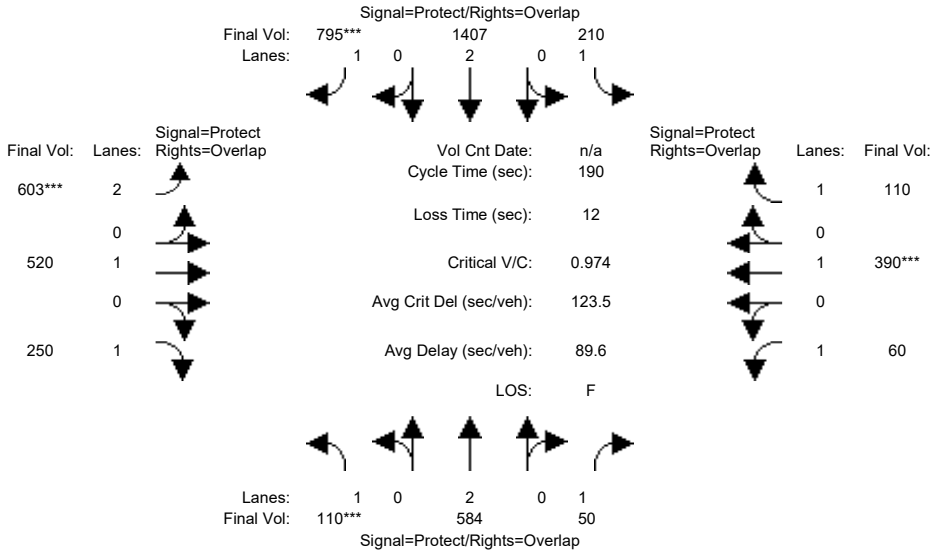
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	44	0	0	57	5	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	584	50	210	1407	795	603	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	584	50	210	1407	795	603	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	584	50	210	1407	795	603	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	584	50	210	1407	795	603	520	250	60	390	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.37	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.44	0.07	0.66	0.86	1.06	1.06	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.7	31.6	94.3	83.6	130.8	136.6	66.9	37.2	95.7	95.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	48.7	31.6	94.3	83.6	130.8	136.6	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2kAvgQ:	7	12	1	13	40	57	29	30	10	5	26	4

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

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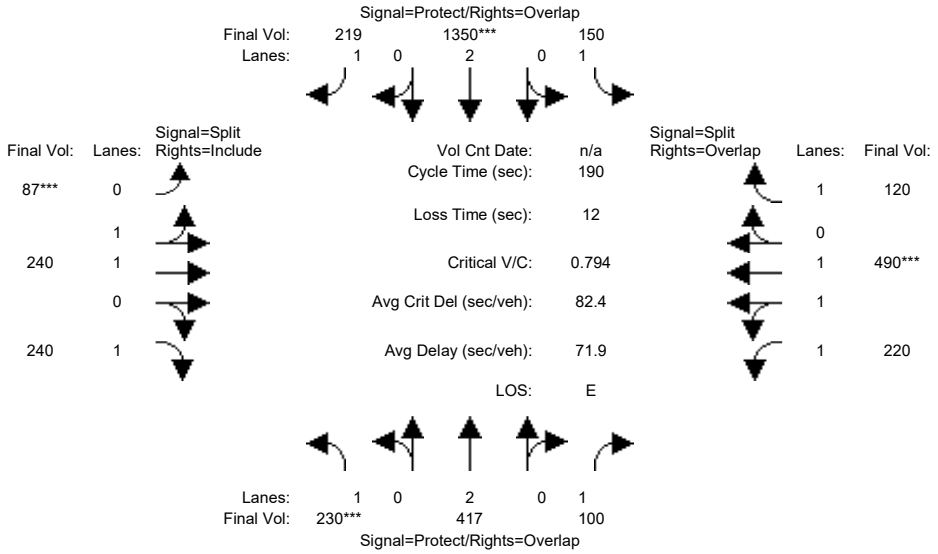
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	7	0	0	10	9	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	417	100	150	1350	219	87	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	417	100	150	1350	219	87	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	417	100	150	1350	219	87	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	417	100	150	1350	219	87	240	240	220	490	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	1.45	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	2715	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.06	0.09	0.36	0.13	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	****				****		****				****	
Green Time:	25.4	70.5	116.6	24.5	69.6	107.2	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.98	0.30	0.09	0.67	0.97	0.22	0.45	0.45	0.69	0.52	0.71	0.18
Delay/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	19	9	3	9	42	7	9	9	16	13	15	5

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

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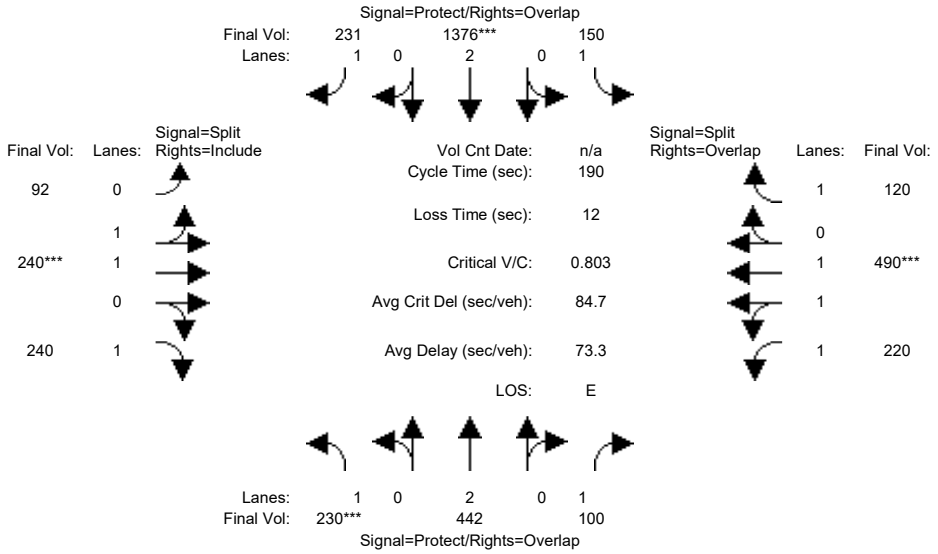
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	32	0	0	36	21	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	442	100	150	1376	231	92	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	442	100	150	1376	231	92	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	442	100	150	1376	231	92	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	442	100	150	1376	231	92	240	240	220	490	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1025	2674	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.06	0.09	0.36	0.13	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	****				****			****			****	
Green Time:	25.3	70.5	116.6	24.5	69.7	107.3	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.99	0.31	0.09	0.67	0.99	0.23	0.45	0.45	0.69	0.52	0.71	0.18
Delay/Veh:	142.5	45.3	16.0	91.2	84.4	22.2	71.8	71.8	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.5	45.3	16.0	91.2	84.4	22.2	71.8	71.8	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	19	9	3	9	43	7	9	9	16	13	15	5

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

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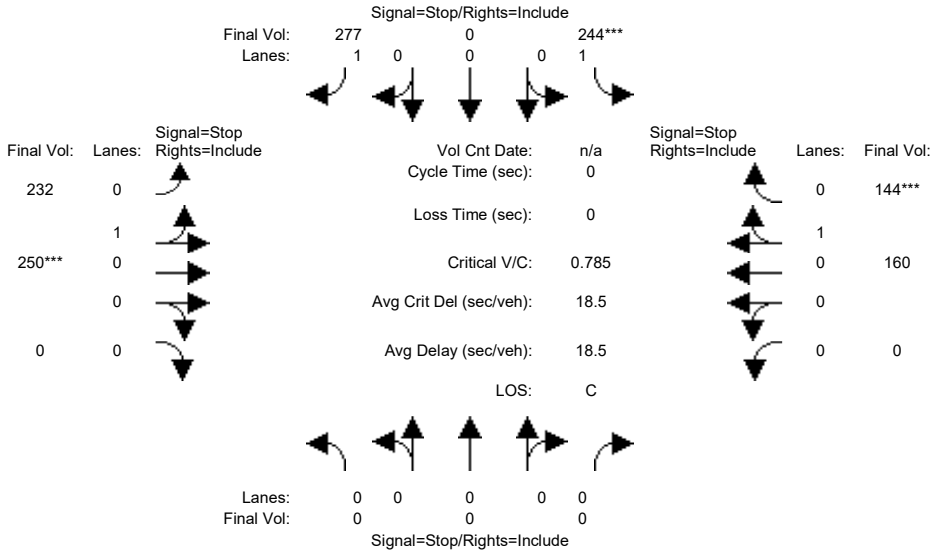
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	4	0	17	12	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	277	232	250	0	0	160	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	277	232	250	0	0	160	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	277	232	250	0	0	160	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	277	232	250	0	0	160	144
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.48	0.52	0.00	0.00	0.53	0.47
Final Sat.:	0	0	0	503	0	602	296	318	0	0	321	289
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.49	xxxx	0.46	0.78	0.78	xxxx	xxxx	0.50	0.50
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
LOS by Move:	*	*	*	C	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			14.3			25.9			13.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.3			25.9			13.9		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	0.8	2.9	2.9	2.9	0.9	0.9	0.9

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

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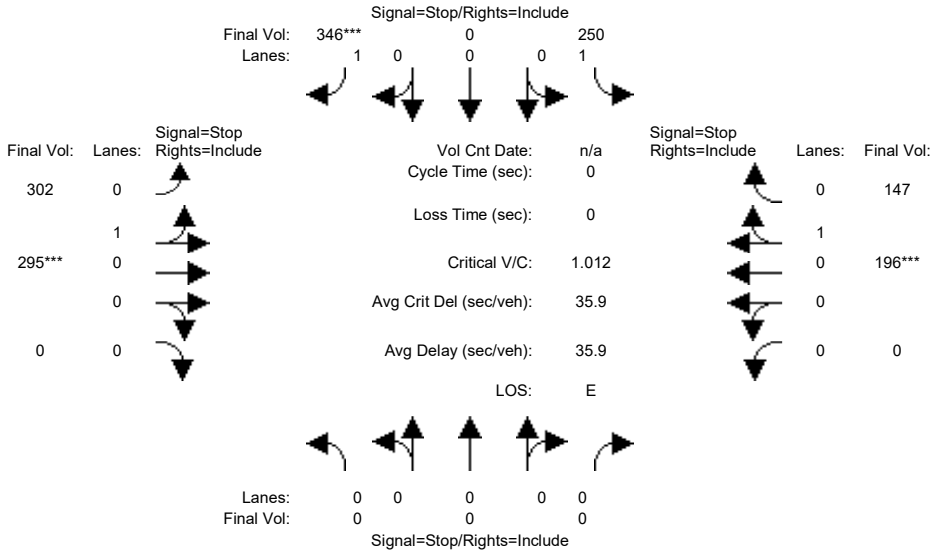
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	10	0	86	82	45	0	0	36	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	346	302	295	0	0	196	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	346	302	295	0	0	196	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	346	302	295	0	0	196	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	346	302	295	0	0	196	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	483	0	575	299	292	0	0	330	247
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.52	xxxx	0.60	1.01	1.01	xxxx	xxxx	0.59	0.59
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	17.8	64.5	64.5	0.0	0.0	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	17.8	64.5	64.5	0.0	0.0	17.6	17.6
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx			17.7			64.5			17.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.7			64.5			17.6		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	1.4	9.1	9.1	9.1	1.3	1.3	1.3

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

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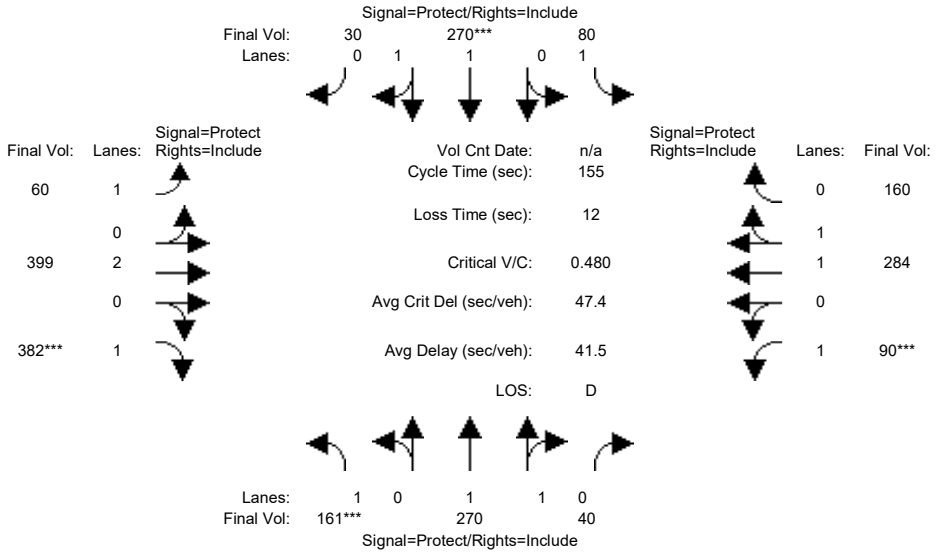
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	270	40	80	270	30	60	380	380	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	270	40	80	270	30	60	380	380	90	270	160
Added Vol:	1	0	0	0	0	0	0	19	2	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	270	40	80	270	30	60	399	382	90	284	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	270	40	80	270	30	60	399	382	90	284	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	270	40	80	270	30	60	399	382	90	284	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	270	40	80	270	30	60	399	382	90	284	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.26	0.74
Final Sat.:	1750	3222	477	1750	3330	370	1750	3800	1750	1750	2366	1333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.05	0.08	0.08	0.03	0.11	0.22	0.05	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	29.7	36.2	36.2	19.7	26.2	26.2	23.8	70.5	70.5	16.6	63.3	63.3
Volume/Cap:	0.48	0.36	0.36	0.36	0.48	0.48	0.22	0.23	0.48	0.48	0.29	0.29
Delay/Veh:	56.9	50.0	50.0	62.8	58.8	58.8	57.9	25.8	29.9	67.1	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	50.0	50.0	62.8	58.8	58.8	57.9	25.8	29.9	67.1	30.9	30.9
LOS by Move:	E+	D	D	E	E+	E+	E+	C	C	E	C	C
HCM2kAvgQ:	7	6	6	4	6	6	3	5	13	4	7	7

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

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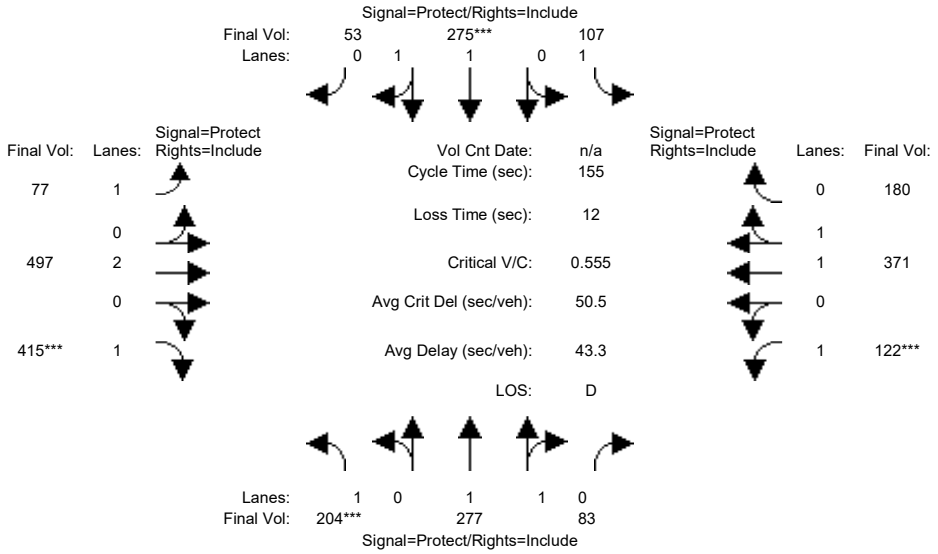
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	270	40	80	270	30	60	380	380	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	270	40	80	270	30	60	380	380	90	270	160
Added Vol:	44	7	43	27	5	23	17	117	35	32	101	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	277	83	107	275	53	77	497	415	122	371	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	277	83	107	275	53	77	497	415	122	371	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	277	83	107	275	53	77	497	415	122	371	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	277	83	107	275	53	77	497	415	122	371	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.53	0.47	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.33	0.67
Final Sat.:	1750	2846	853	1750	3102	598	1750	3800	1750	1750	2490	1208
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.06	0.09	0.09	0.04	0.13	0.24	0.07	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	32.6	35.2	35.2	22.1	24.8	24.8	19.9	66.2	66.2	19.5	65.8	65.8
Volume/Cap:	0.56	0.43	0.43	0.43	0.56	0.56	0.34	0.31	0.56	0.56	0.35	0.35
Delay/Veh:	56.6	51.6	51.6	61.9	61.2	61.2	62.5	29.4	34.2	66.8	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	51.6	51.6	61.9	61.2	61.2	62.5	29.4	34.2	66.8	30.3	30.3
LOS by Move:	E+	D-	D-	E	E	E	E	C	C-	E	C	C
HCM2kAvgQ:	9	7	7	5	7	7	3	7	16	6	9	9

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

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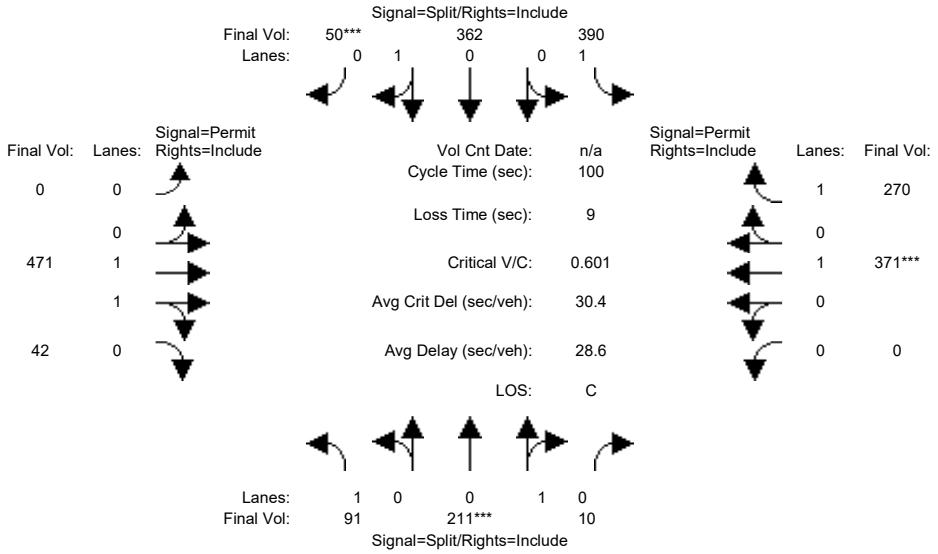
Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	1	1	0	0	2	0	0	41	2	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	211	10	390	362	50	0	471	42	0	371	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	211	10	390	362	50	0	471	42	0	371	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	211	10	390	362	50	0	471	42	0	371	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	211	10	390	362	50	0	471	42	0	371	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.95	0.05	1.00	0.88	0.12	0.00	1.83	0.17	0.00	1.00	1.00
Final Sat.:	1750	1719	81	1750	1582	218	0	3397	303	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.22	0.23	0.23	0.00	0.14	0.14	0.00	0.20	0.15
Crit Moves:		****				****					****	
Green Time:	20.4	20.4	20.4	38.1	38.1	38.1	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.25	0.60	0.60	0.59	0.60	0.60	0.00	0.43	0.43	0.00	0.60	0.47
Delay/Veh:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
LOS by Move:	C-	D+	D+	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	2	6	6	10	10	10	0	6	6	0	9	7

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

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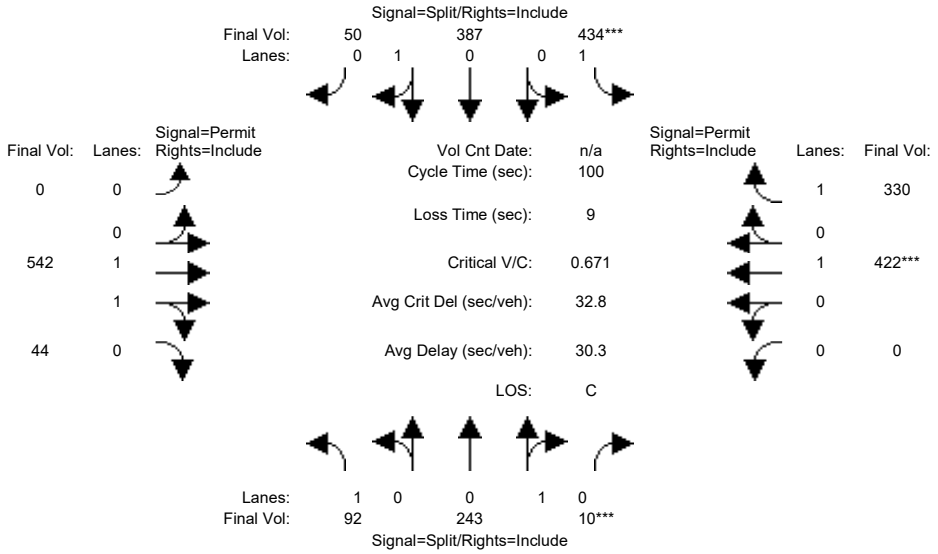
Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	2	33	0	44	27	0	0	112	4	0	82	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	243	10	434	387	50	0	542	44	0	422	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	243	10	434	387	50	0	542	44	0	422	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	243	10	434	387	50	0	542	44	0	422	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	243	10	434	387	50	0	542	44	0	422	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.85	0.15	0.00	1.00	1.00
Final Sat.:	1750	1729	71	1750	1594	206	0	3422	278	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.25	0.24	0.24	0.00	0.16	0.16	0.00	0.22	0.19
Crit Moves:			****	****							****	
Green Time:	20.9	20.9	20.9	37.0	37.0	37.0	0.0	33.1	33.1	0.0	33.1	33.1
Volume/Cap:	0.25	0.67	0.67	0.67	0.66	0.66	0.00	0.48	0.48	0.00	0.67	0.57
Delay/Veh:	33.3	41.0	41.0	29.2	28.6	28.6	0.0	26.9	26.9	0.0	31.6	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	41.0	41.0	29.2	28.6	28.6	0.0	26.9	26.9	0.0	31.6	28.9
LOS by Move:	C-	D	D	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	2	8	8	12	12	12	0	8	8	0	11	9

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

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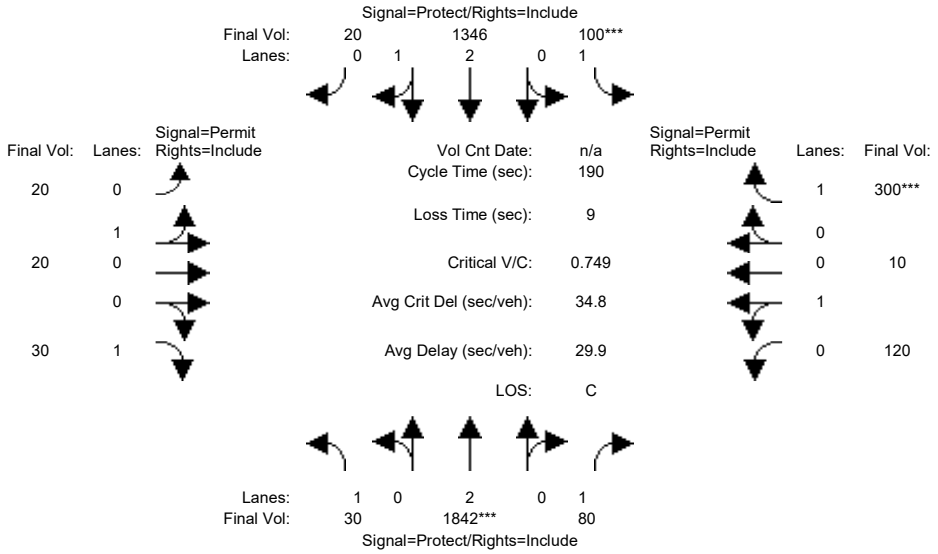
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1842	80	100	1346	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1842	80	100	1346	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1842	80	100	1346	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1842	80	100	1346	20	20	20	30	120	10	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.95	0.05	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5518	82	900	900	1750	1662	138	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.06	0.24	0.24	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:		****		****								****
Green Time:	18.0	123	123.0	14.5	119	119.5	43.5	43.5	43.5	43.5	43.5	43.5
Volume/Cap:	0.18	0.75	0.07	0.75	0.39	0.39	0.10	0.10	0.07	0.32	0.32	0.75
Delay/Veh:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
LOS by Move:	E-	C	B	F	B	B	E+	E+	E+	E	E	E-
HCM2kAvgQ:	2	35	2	8	13	13	2	2	1	6	6	19

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

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SJ15-1585
2018 PM Full-Offset Alternative

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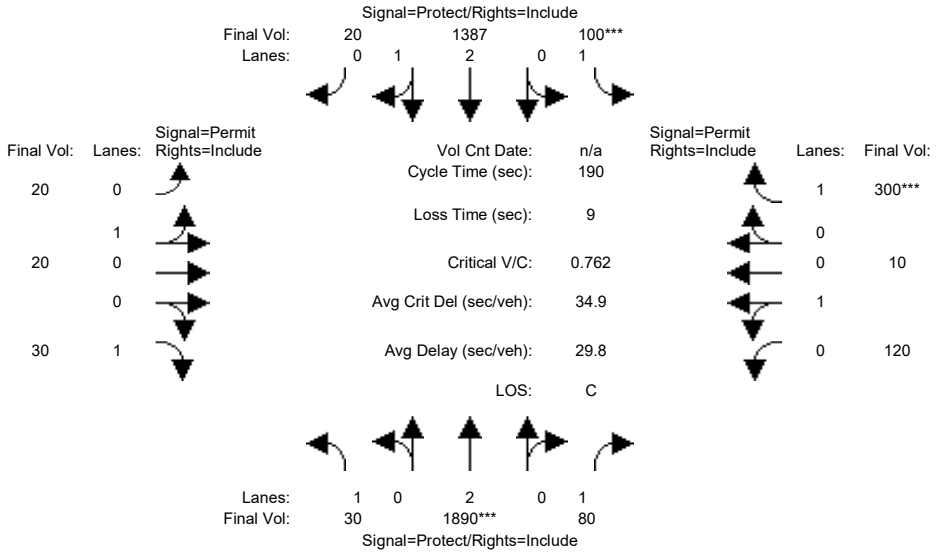
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	70	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1890	80	100	1387	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1890	80	100	1387	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1890	80	100	1387	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1890	80	100	1387	20	20	20	30	120	10	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5520	80	900	900	1750	1662	138	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.05	0.06	0.25	0.25	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:		****		****								****
Green Time:	17.7	124	124.0	14.2	121	120.6	42.7	42.7	42.7	42.7	42.7	42.7
Volume/Cap:	0.18	0.76	0.07	0.76	0.40	0.40	0.10	0.10	0.08	0.32	0.32	0.76
Delay/Veh:	80.1	24.2	12.0	108.9	17.0	17.0	58.5	58.5	58.1	62.0	62.0	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	24.2	12.0	108.9	17.0	17.0	58.5	58.5	58.1	62.0	62.0	77.4
LOS by Move:	F	C	B	F	B	B	E+	E+	E+	E	E	E-
HCM2kAvgQ:	2	36	2	8	13	13	2	2	1	7	7	19

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

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2018 PM Full-Offset Alternative

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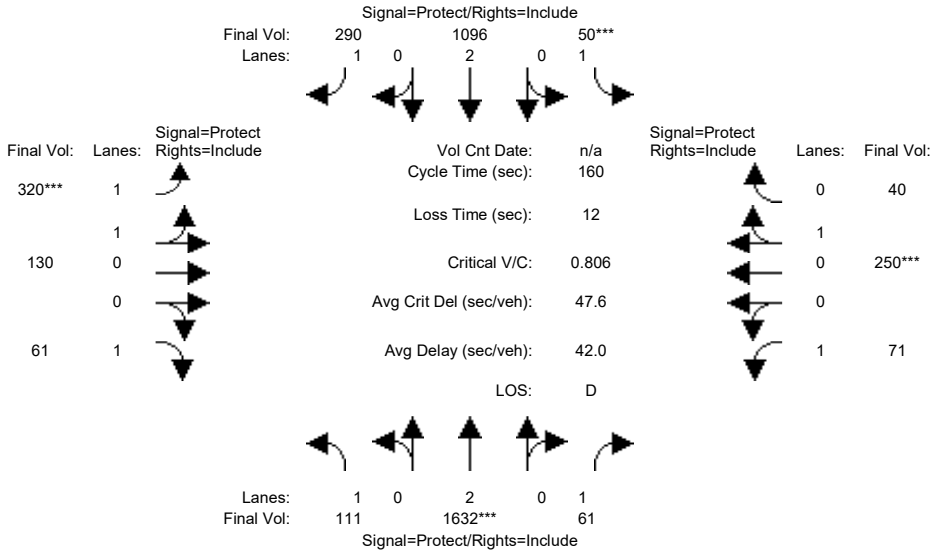
Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	1	22	1	0	16	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1632	61	50	1096	290	320	130	61	71	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1632	61	50	1096	290	320	130	61	71	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1632	61	50	1096	290	320	130	61	71	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1632	61	50	1096	290	320	130	61	71	250	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.03	0.03	0.29	0.17	0.13	0.13	0.03	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	16.5	84.4	84.4	7.0	74.9	74.9	24.9	42.1	42.1	14.5	31.7	31.7
Volume/Cap:	0.62	0.81	0.07	0.65	0.62	0.35	0.81	0.48	0.13	0.45	0.81	0.81
Delay/Veh:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
LOS by Move:	E	C-	B-	F	C-	C	E	D	D	E	E	E
HCM2kAvgQ:	6	33	1	3	20	9	13	10	2	4	16	16

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

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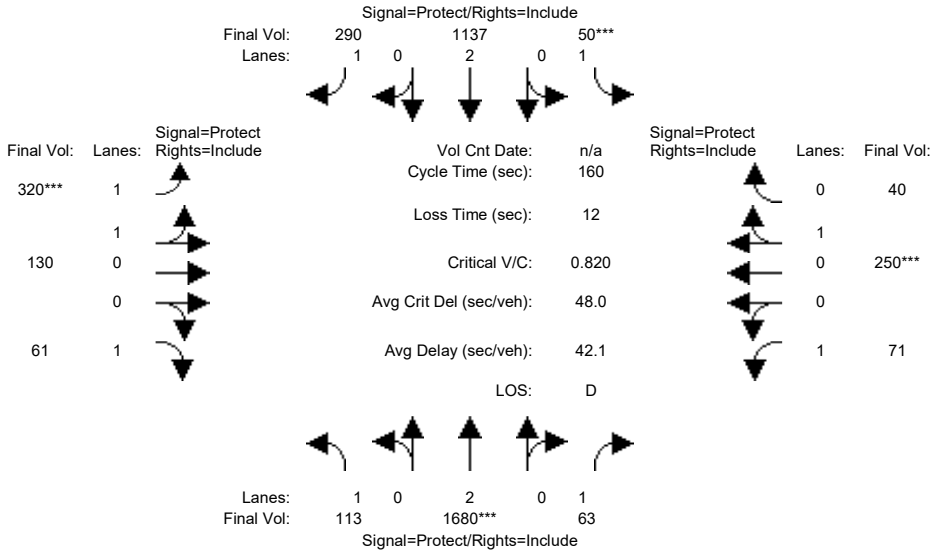
Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	3	70	3	0	57	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1680	63	50	1137	290	320	130	61	71	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1680	63	50	1137	290	320	130	61	71	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1680	63	50	1137	290	320	130	61	71	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1680	63	50	1137	290	320	130	61	71	250	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.04	0.03	0.30	0.17	0.13	0.13	0.03	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	16.4	85.4	85.4	7.0	76.0	76.0	24.5	41.3	41.3	14.3	31.1	31.1
Volume/Cap:	0.63	0.83	0.07	0.65	0.63	0.35	0.83	0.49	0.13	0.46	0.83	0.83
Delay/Veh:	75.9	34.2	18.1	93.7	32.2	26.7	76.0	50.8	45.7	71.3	76.9	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	34.2	18.1	93.7	32.2	26.7	76.0	50.8	45.7	71.3	76.9	76.9
LOS by Move:	E-	C-	B-	F	C-	C	E-	D	D	E	E-	E-
HCM2kAvgQ:	6	34	2	3	20	9	14	10	2	4	16	16

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

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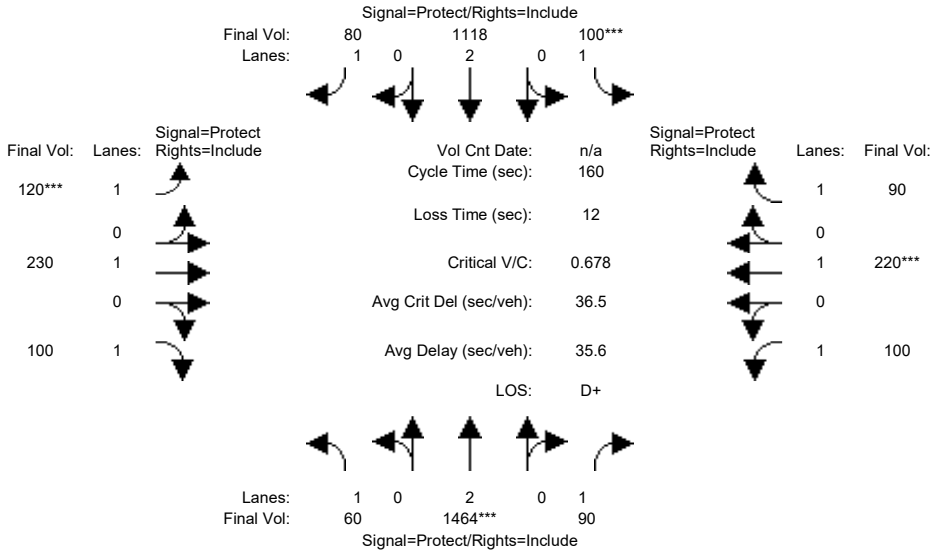
Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1464	90	100	1118	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1464	90	100	1118	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1464	90	100	1118	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1464	90	100	1118	80	120	230	100	100	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.06	0.29	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:		****			****			****			****	
Green Time:	13.5	91.0	91.0	13.5	90.9	90.9	16.2	29.6	29.6	14.0	27.3	27.3
Volume/Cap:	0.41	0.68	0.09	0.68	0.52	0.08	0.68	0.65	0.31	0.65	0.68	0.30
Delay/Veh:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
LOS by Move:	E	C	B	F	C+	B	E-	E	E+	F	E	E+
HCM2kAvgQ:	3	24	2	5	16	2	7	11	5	6	11	4

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

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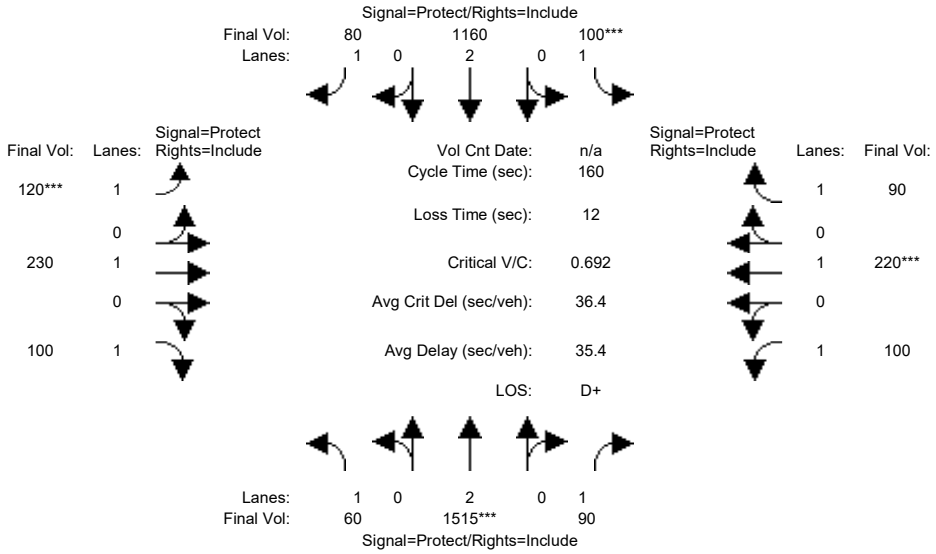
Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	75	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1515	90	100	1160	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1515	90	100	1160	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1515	90	100	1160	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1515	90	100	1160	80	120	230	100	100	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.06	0.31	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:		****		****			****				****	
Green Time:	13.2	92.2	92.2	13.2	92.2	92.2	15.9	29.0	29.0	13.7	26.8	26.8
Volume/Cap:	0.42	0.69	0.09	0.69	0.53	0.08	0.69	0.67	0.32	0.67	0.69	0.31
Delay/Veh:	71.7	24.9	15.2	84.9	20.9	15.1	81.1	66.1	57.5	82.1	69.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	24.9	15.2	84.9	20.9	15.1	81.1	66.1	57.5	82.1	69.1	59.1
LOS by Move:	E	C	B	F	C+	B	F	E	E+	F	E	E+
HCM2kAvgQ:	3	25	2	5	17	2	7	11	5	6	11	4

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

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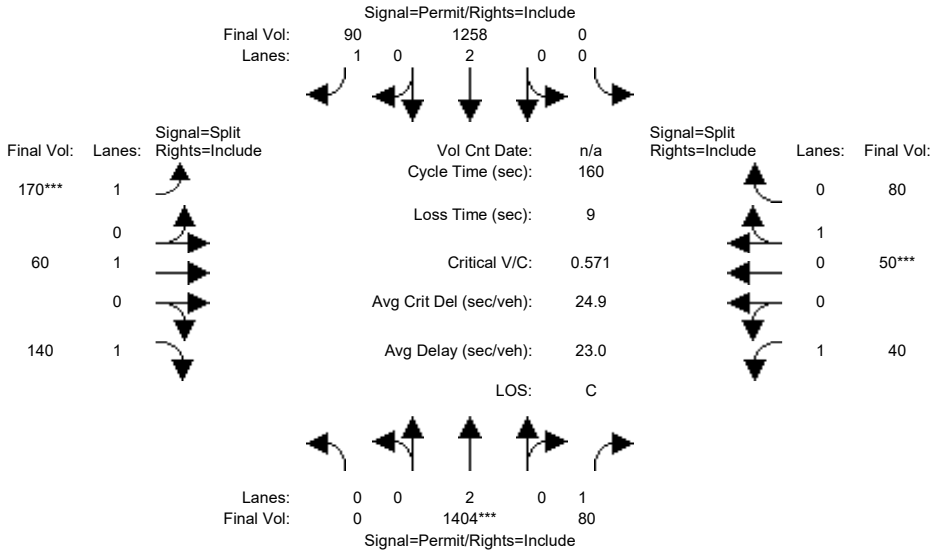
Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1404	80	0	1258	90	170	60	140	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1404	80	0	1258	90	170	60	140	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1404	80	0	1258	90	170	60	140	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1404	80	0	1258	90	170	60	140	40	50	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	692	1108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.00	0.33	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:		****					****				****	
Green Time:	0.0	104	103.5	0.0	104	103.5	27.2	27.2	27.2	20.2	20.2	20.2
Volume/Cap:	0.00	0.57	0.07	0.00	0.51	0.08	0.57	0.19	0.47	0.18	0.57	0.57
Delay/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
LOS by Move:	A	B	B+	A	B	B+	E	E+	E	E	E	E
HCM2kAvgQ:	0	18	1	0	16	2	8	2	7	2	7	7

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

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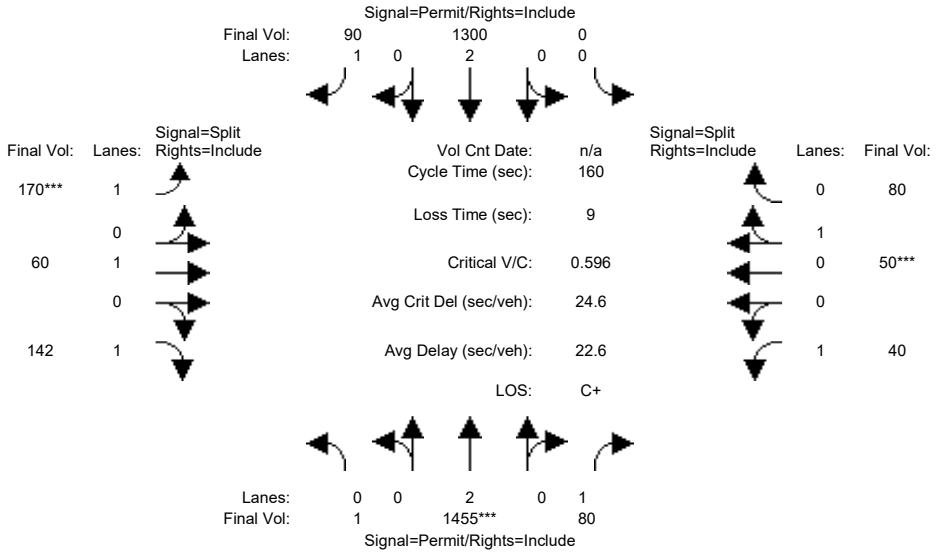
Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	1	75	0	0	60	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1455	80	0	1300	90	170	60	142	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1455	80	0	1300	90	170	60	142	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1455	80	0	1300	90	170	60	142	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1455	80	0	1300	90	170	60	142	40	50	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	3	3697	1750	0	3800	1750	1750	1900	1750	1750	692	1108
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.05	0.00	0.34	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:		****					****				****	
Green Time:	105.6	106	105.6	0.0	106	105.6	26.1	26.1	26.1	19.4	19.4	19.4
Volume/Cap:	0.60	0.60	0.07	0.00	0.52	0.08	0.60	0.19	0.50	0.19	0.60	0.60
Delay/Veh:	15.7	15.7	9.7	0.0	14.3	9.8	65.5	58.2	62.4	63.7	71.1	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	9.7	0.0	14.3	9.8	65.5	58.2	62.4	63.7	71.1	71.1
LOS by Move:	B	B	A	A	B	A	E	E+	E	E	E	E
HCM2kAvgQ:	19	19	1	0	16	2	8	2	7	2	7	7

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

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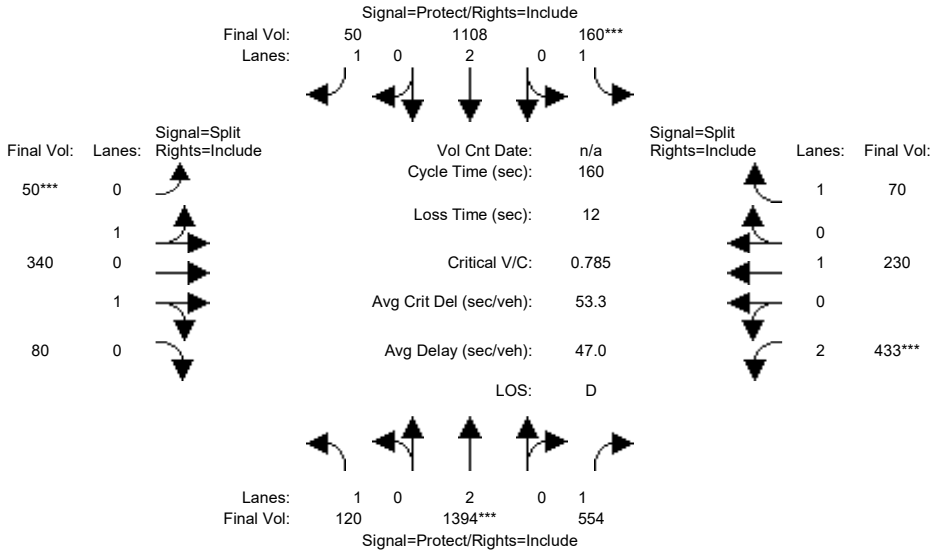
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1370	550	160	1090	50	50	340	80	430	230	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1370	550	160	1090	50	50	340	80	430	230	70
Added Vol:	0	24	4	0	18	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1394	554	160	1108	50	50	340	80	433	230	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1394	554	160	1108	50	50	340	80	433	230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1394	554	160	1108	50	50	340	80	433	230	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1394	554	160	1108	50	50	340	80	433	230	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.21	1.45	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	383	2604	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.32	0.09	0.29	0.03	0.13	0.13	0.13	0.14	0.12	0.04
Crit Moves:		****			****			****			****	
Green Time:	17.8	74.8	74.8	18.6	75.6	75.6	26.6	26.6	26.6	28.0	28.0	28.0
Volume/Cap:	0.62	0.79	0.68	0.79	0.62	0.06	0.79	0.79	0.79	0.79	0.69	0.23
Delay/Veh:	73.7	38.3	35.5	86.7	32.1	22.9	70.7	70.7	70.7	70.4	68.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	38.3	35.5	86.7	32.1	22.9	70.7	70.7	70.7	70.4	68.1	57.1
LOS by Move:	E	D+	D+	F	C-	C+	E	E	E	E	E	E+
HCM2kAvgQ:	6	29	22	9	20	1	13	13	13	13	11	3

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

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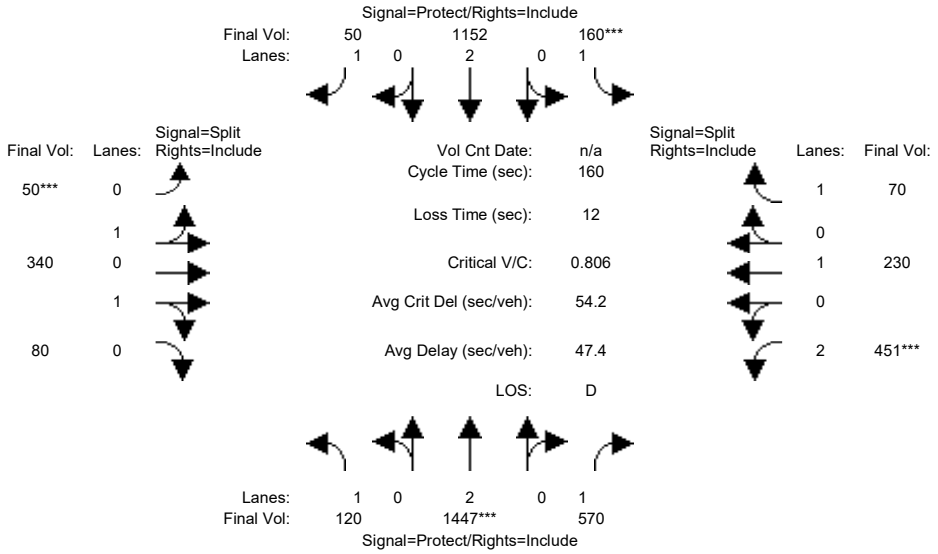
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1370	550	160	1090	50	50	340	80	430	230	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1370	550	160	1090	50	50	340	80	430	230	70
Added Vol:	0	77	20	0	62	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1447	570	160	1152	50	50	340	80	451	230	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1447	570	160	1152	50	50	340	80	451	230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1447	570	160	1152	50	50	340	80	451	230	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1447	570	160	1152	50	50	340	80	451	230	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.21	1.45	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	383	2604	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.33	0.09	0.30	0.03	0.13	0.13	0.13	0.14	0.12	0.04
Crit Moves:		****			****			****			****	
Green Time:	17.3	75.6	75.6	18.1	76.4	76.4	25.9	25.9	25.9	28.4	28.4	28.4
Volume/Cap:	0.63	0.81	0.69	0.81	0.63	0.06	0.81	0.81	0.81	0.81	0.68	0.23
Delay/Veh:	75.3	38.8	35.5	90.2	32.1	22.5	72.8	72.8	72.8	71.6	67.2	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	38.8	35.5	90.2	32.1	22.5	72.8	72.8	72.8	71.6	67.2	56.7
LOS by Move:	E-	D+	D+	F	C-	C+	E	E	E	E	E	E+
HCM2kAvgQ:	6	30	23	9	20	1	14	14	14	13	11	3

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

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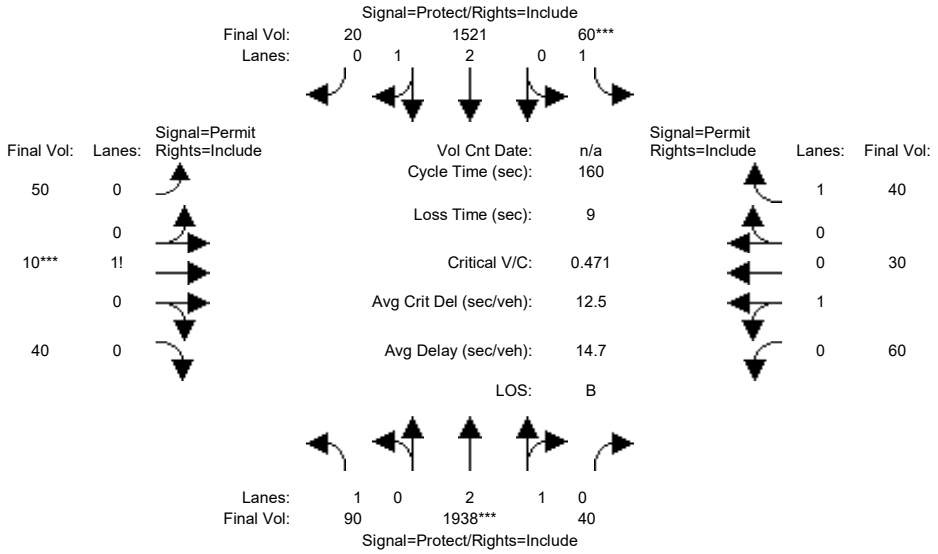
Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1938	40	60	1521	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1938	40	60	1521	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1938	40	60	1521	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1938	40	60	1521	20	50	10	40	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5487	113	1750	5527	73	875	175	700	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.03	0.28	0.28	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:		****		****				****				
Green Time:	20.7	120	120.0	11.6	111	110.9	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.40	0.47	0.47	0.47	0.40	0.40	0.47	0.47	0.47	0.41	0.41	0.19
Delay/Veh:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	12	12	3	10	10	5	5	5	5	5	2

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

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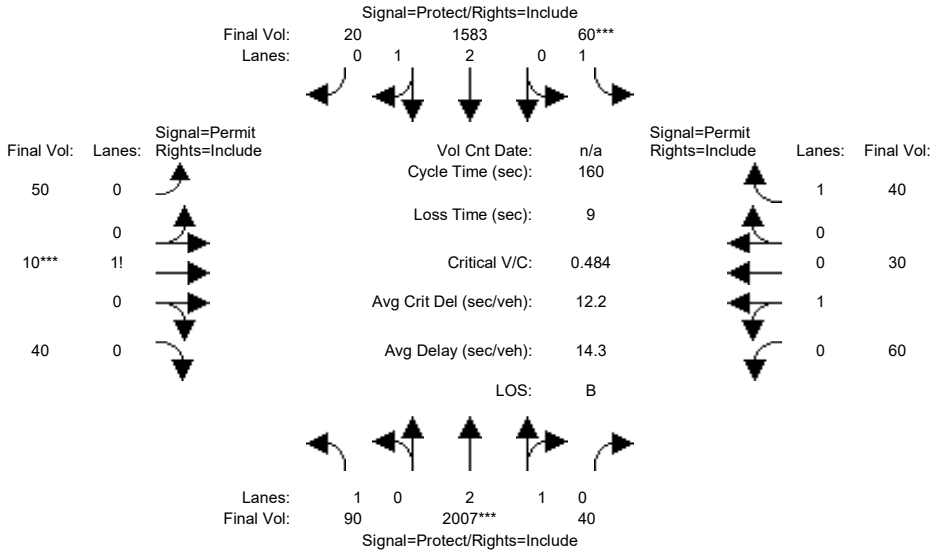
Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	97	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2007	40	60	1583	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2007	40	60	1583	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2007	40	60	1583	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2007	40	60	1583	20	50	10	40	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5490	109	1750	5530	70	875	175	700	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.29	0.29	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:		****		****				****				
Green Time:	20.1	121	120.8	11.3	112	112.0	18.9	18.9	18.9	18.9	18.9	18.9
Volume/Cap:	0.41	0.48	0.48	0.48	0.41	0.41	0.48	0.48	0.48	0.42	0.42	0.19
Delay/Veh:	65.7	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.1
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	13	13	3	11	11	5	5	5	5	5	2

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

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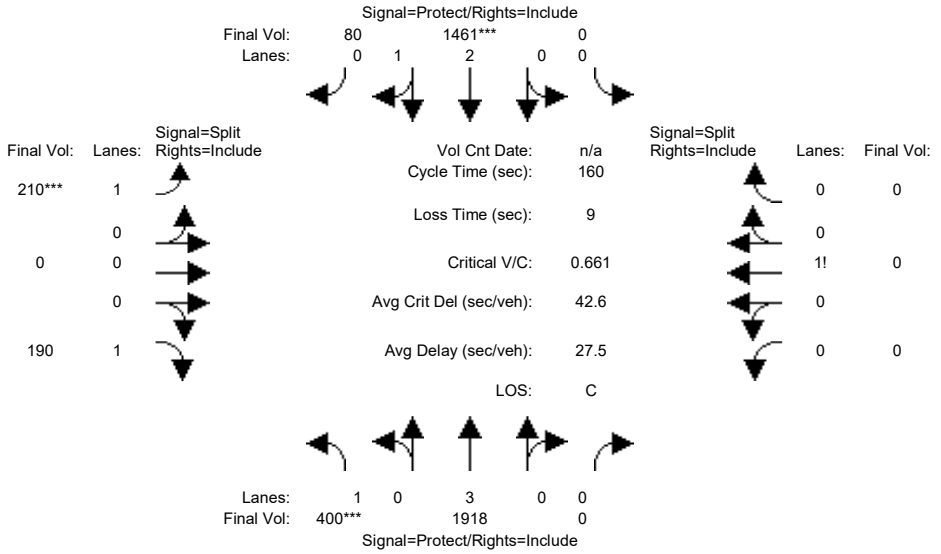
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1918	0	0	1461	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1918	0	0	1461	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1918	0	0	1461	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1918	0	0	1461	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5309	291	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.00	0.00	0.28	0.28	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	55.3	122	0.0	0.0	66.6	66.6	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.44	0.00	0.00	0.66	0.66	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2kAvgQ:	18	11	0	0	20	20	11	0	10	0	0	0

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

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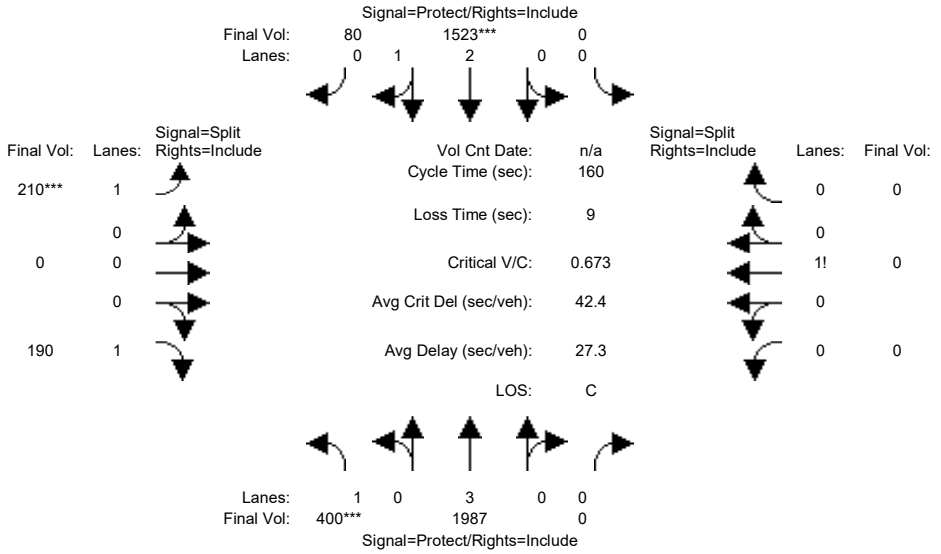
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	97	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1987	0	0	1523	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1987	0	0	1523	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1987	0	0	1523	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1987	0	0	1523	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5320	279	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.00	0.00	0.29	0.29	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	54.4	122	0.0	0.0	68.1	68.1	28.5	0.0	28.5	0.0	0.0	0.0
Volume/Cap:	0.67	0.46	0.00	0.00	0.67	0.67	0.67	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	48.2	6.8	0.0	0.0	37.8	37.8	67.0	0.0	64.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	6.8	0.0	0.0	37.8	37.8	67.0	0.0	64.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2kAvgQ:	18	11	0	0	21	21	11	0	10	0	0	0

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

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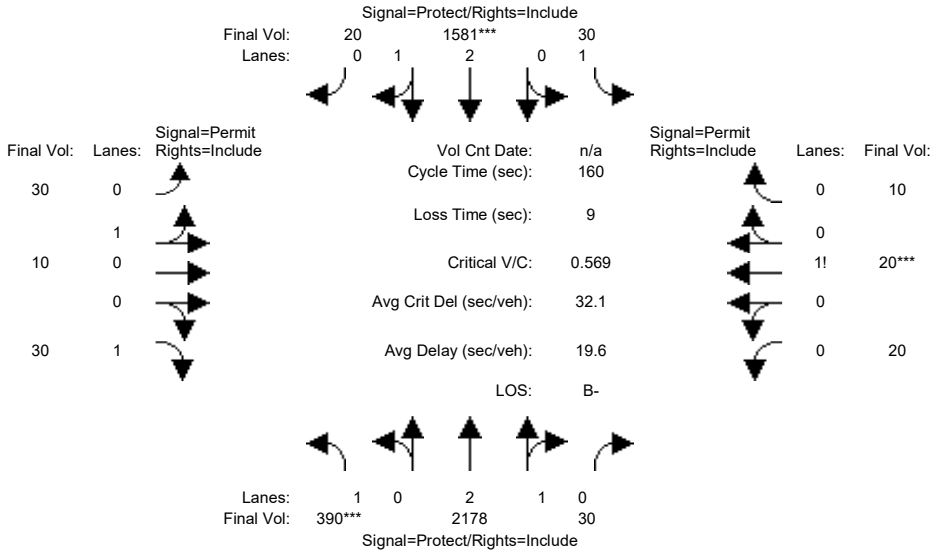
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2178	30	30	1581	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2178	30	30	1581	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2178	30	30	1581	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	2178	30	30	1581	20	30	10	30	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5524	76	1750	5530	70	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.39	0.02	0.29	0.29	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	61.8	127	126.9	14.1	79.2	79.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.50	0.50	0.19	0.58	0.58	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2kAvgQ:	16	12	12	1	18	18	2	2	2	3	3	3

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

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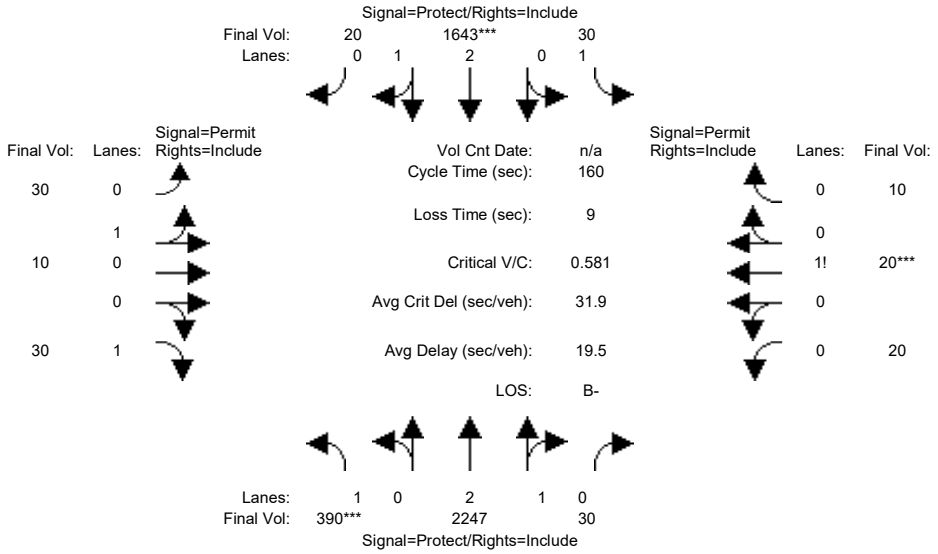
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	97	0	0	83	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2247	30	30	1643	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2247	30	30	1643	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2247	30	30	1643	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	2247	30	30	1643	20	30	10	30	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5533	67	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.02	0.30	0.30	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	60.4	127	127.3	13.7	80.6	80.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.51	0.51	0.20	0.59	0.59	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	41.3	5.7	5.7	68.7	28.4	28.4	73.8	73.8	72.9	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	5.7	5.7	68.7	28.4	28.4	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2kAvgQ:	16	13	13	1	19	19	2	2	2	3	3	3

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

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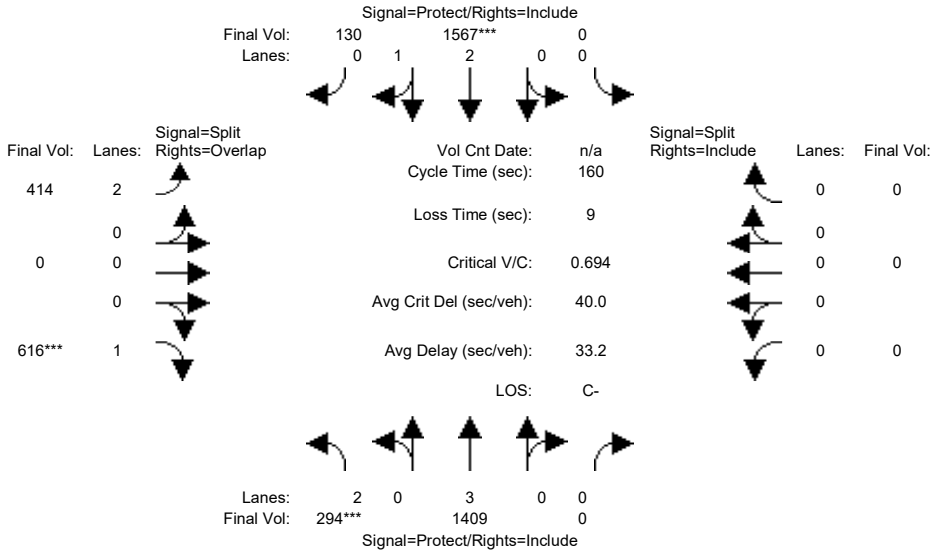
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	4	9	0	0	7	10	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1409	0	0	1567	130	414	0	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1409	0	0	1567	130	414	0	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1409	0	0	1567	130	414	0	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1409	0	0	1567	130	414	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5170	429	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.30	0.30	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.5	91.4	0.0	0.0	69.9	69.9	59.6	0.0	81.1	0.0	0.0	0.0
Volume/Cap:	0.69	0.43	0.00	0.00	0.69	0.69	0.35	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D+	D+	D+	A	C-	A	A	A
HCM2kAvgQ:	8	12	0	0	22	22	8	0	25	0	0	0

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

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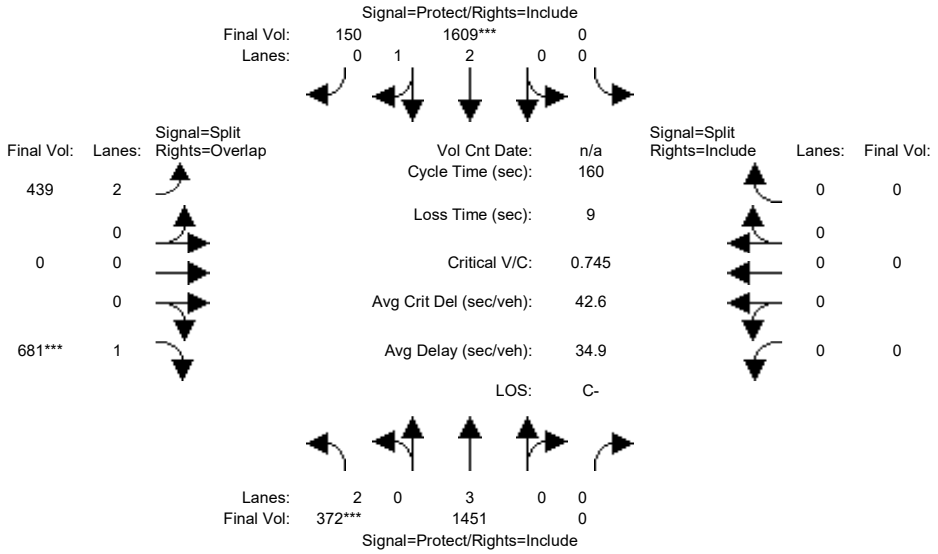
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	82	51	0	0	49	30	39	0	71	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1451	0	0	1609	150	439	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1451	0	0	1609	150	439	0	681	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1451	0	0	1609	150	439	0	681	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	1451	0	0	1609	150	439	0	681	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5122	477	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.00	0.00	0.31	0.31	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	25.4	92.8	0.0	0.0	67.4	67.4	58.2	0.0	83.6	0.0	0.0	0.0
Volume/Cap:	0.75	0.44	0.00	0.00	0.75	0.75	0.38	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	70.3	19.0	0.0	0.0	40.4	40.4	37.8	0.0	33.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	19.0	0.0	0.0	40.4	40.4	37.8	0.0	33.3	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D	D	D+	A	C-	A	A	A
HCM2kAvgQ:	10	13	0	0	24	24	9	0	28	0	0	0

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

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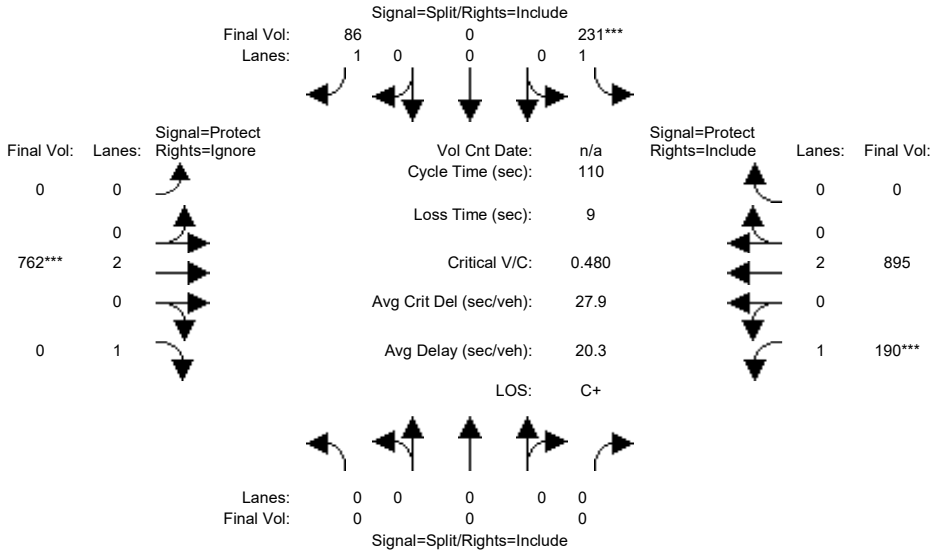
2018 PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	1	0	6	0	32	9	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	86	0	762	159	190	895	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	86	0	762	0	190	895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	86	0	762	0	190	895	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	0	86	0	762	0	190	895	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.20	0.00	0.11	0.24	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.2	0.0	30.2	0.0	45.9	0.0	24.9	70.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.18	0.00	0.48	0.00	0.48	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
LOS by Move:	A	A	A	C-	A	C	A	C	A	D+	A	A
HCM2kAvgQ:	0	0	0	7	0	2	0	9	0	6	7	0

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

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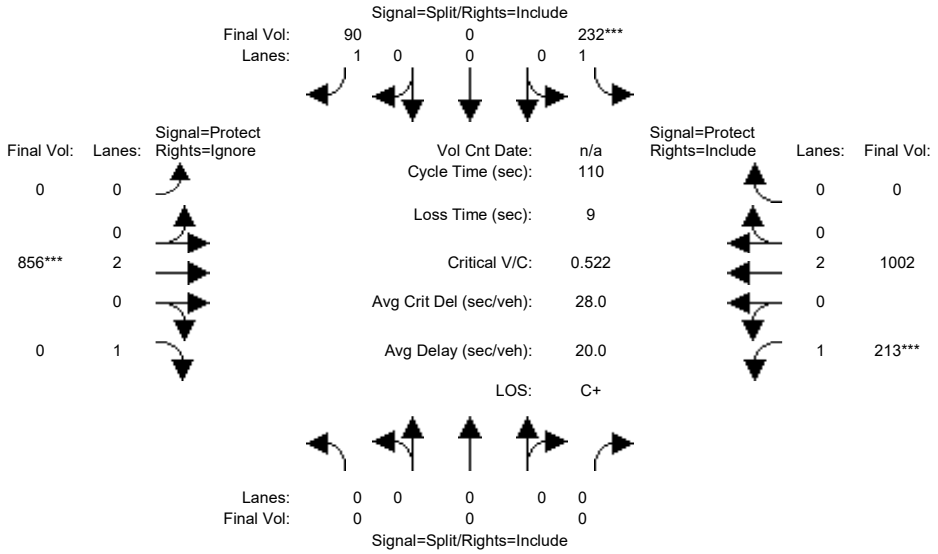
Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	2	0	10	0	126	29	23	132	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	232	0	90	0	856	179	213	1002	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	232	0	90	0	856	0	213	1002	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	232	0	90	0	856	0	213	1002	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	232	0	90	0	856	0	213	1002	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.23	0.00	0.12	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	27.9	0.0	27.9	0.0	47.4	0.0	25.6	73.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.20	0.00	0.52	0.00	0.52	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	32.5	0.0	23.3	0.0	38.1	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	0.0	32.5	0.0	23.3	0.0	38.1	8.5	0.0
LOS by Move:	A	A	A	D+	A	C-	A	C	A	D+	A	A
HCM2kAvgQ:	0	0	0	8	0	3	0	10	0	7	7	0

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

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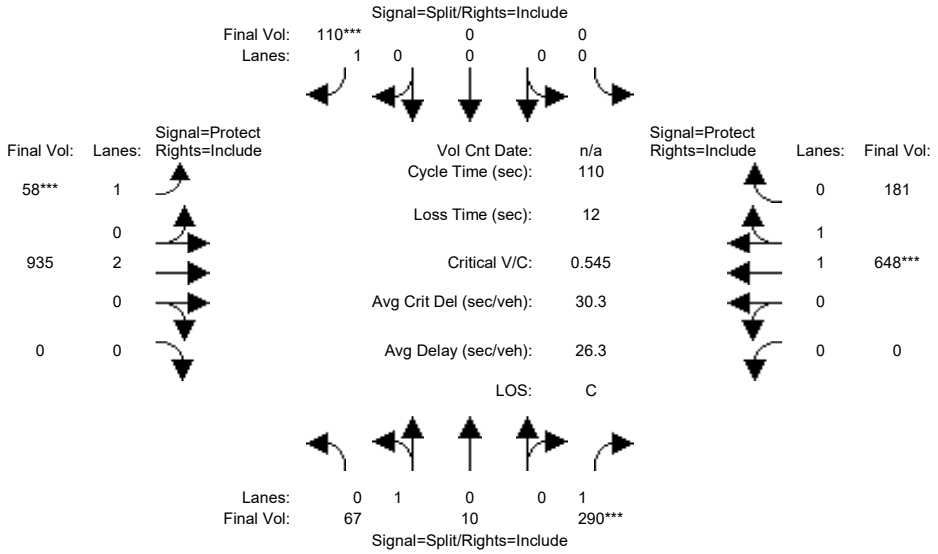
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	7	0	0	0	0	0	8	25	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	10	290	0	0	110	58	935	0	0	648	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	10	290	0	0	110	58	935	0	0	648	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	10	290	0	0	110	58	935	0	0	648	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	10	290	0	0	110	58	935	0	0	648	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1566	234	1750	0	0	1750	1750	3800	0	0	2892	808
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.06	0.03	0.25	0.00	0.00	0.22	0.22
Crit Moves:			****			****	****				****	
Green Time:	33.3	33.3	33.3	0.0	0.0	12.6	7.0	52.1	0.0	0.0	45.1	45.1
Volume/Cap:	0.14	0.14	0.55	0.00	0.00	0.55	0.52	0.52	0.00	0.00	0.55	0.55
Delay/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
LOS by Move:	C	C	C-	A	A	D	D-	C+	A	A	C	C
HCM2kAvgQ:	2	2	9	0	0	5	2	11	0	0	11	11

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

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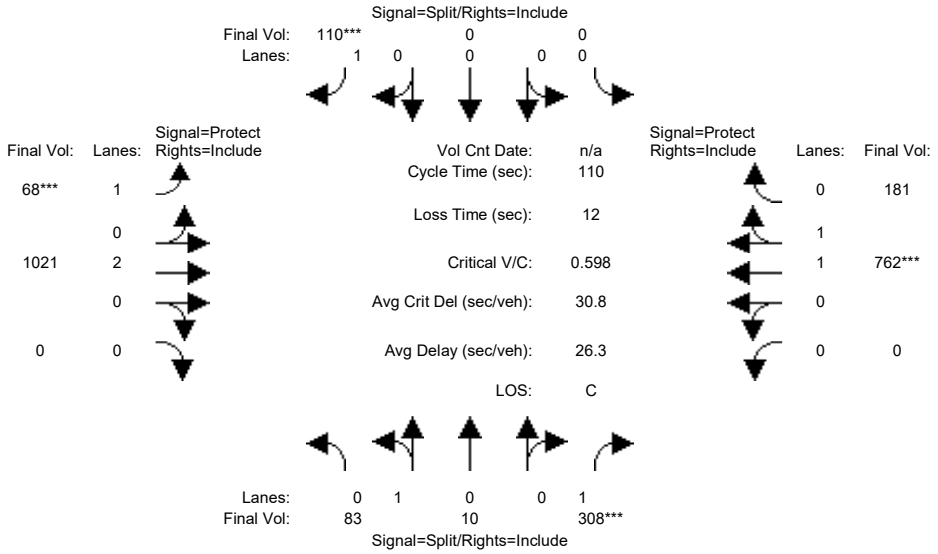
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	23	0	18	0	0	0	18	111	0	0	132	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	10	308	0	0	110	68	1021	0	0	762	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	10	308	0	0	110	68	1021	0	0	762	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	10	308	0	0	110	68	1021	0	0	762	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	10	308	0	0	110	68	1021	0	0	762	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	1606	194	1750	0	0	1750	1750	3800	0	0	2989	710
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.18	0.00	0.00	0.06	0.04	0.27	0.00	0.00	0.25	0.25
Crit Moves:			****			****	****				****	
Green Time:	32.4	32.4	32.4	0.0	0.0	11.6	7.1	54.1	0.0	0.0	46.9	46.9
Volume/Cap:	0.18	0.18	0.60	0.00	0.00	0.60	0.60	0.55	0.00	0.00	0.60	0.60
Delay/Veh:	29.0	29.0	35.2	0.0	0.0	52.3	58.5	19.8	0.0	0.0	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	35.2	0.0	0.0	52.3	58.5	19.8	0.0	0.0	24.9	24.9
LOS by Move:	C	C	D+	A	A	D-	E+	B-	A	A	C	C
HCM2kAvgQ:	2	2	10	0	0	5	2	12	0	0	12	12

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

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SJ15-1585
2018 PM Full-Offset Alternative

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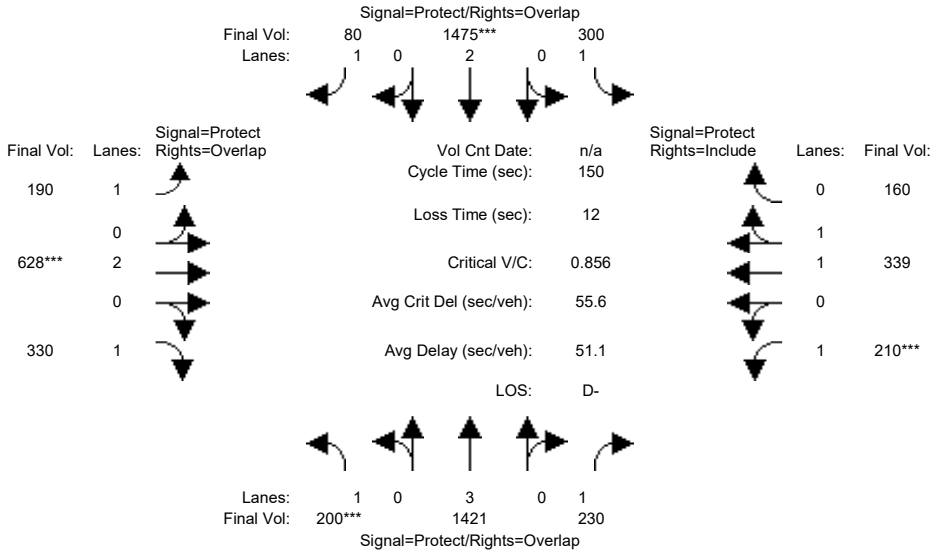
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	0	11	0	0	15	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1421	230	300	1475	80	190	628	330	210	339	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1421	230	300	1475	80	190	628	330	210	339	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1421	230	300	1475	80	190	628	330	210	339	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1421	230	300	1475	80	190	628	330	210	339	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2513	1186
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.17	0.39	0.05	0.11	0.17	0.19	0.12	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	20.0	52.2	73.2	35.9	68.0	90.3	22.3	29.0	49.0	21.0	27.7	27.7
Volume/Cap:	0.86	0.72	0.27	0.72	0.86	0.08	0.73	0.86	0.58	0.86	0.73	0.73
Delay/Veh:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
LOS by Move:	F	D	C+	E+	D	B	E	E	D	F	E	E
HCM2kAvgQ:	10	18	6	13	30	2	9	15	13	11	11	11

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

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Stanford 2018 GUP
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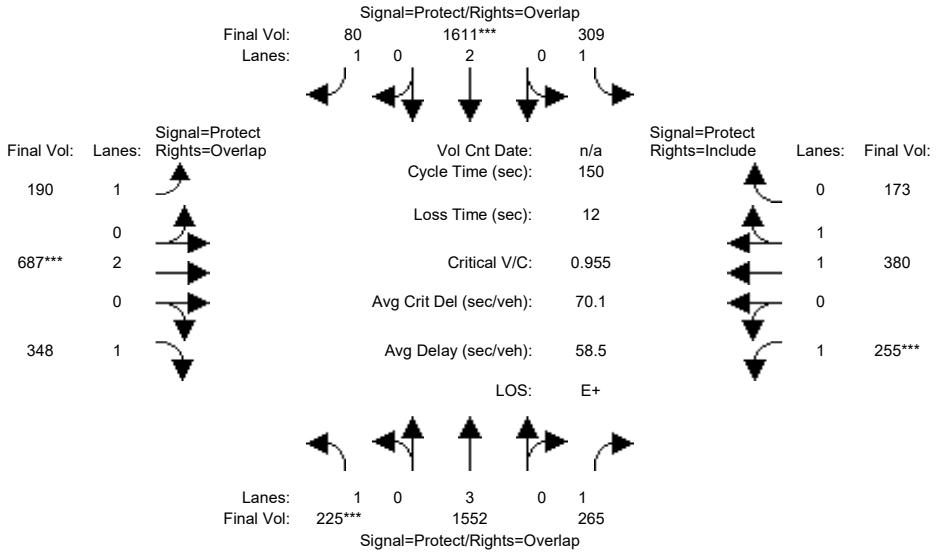
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	25	142	35	9	151	0	0	97	18	45	70	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1552	265	309	1611	80	190	687	348	255	380	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1552	265	309	1611	80	190	687	348	255	380	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1552	265	309	1611	80	190	687	348	255	380	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1552	265	309	1611	80	190	687	348	255	380	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2542	1157
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.15	0.18	0.42	0.05	0.11	0.18	0.20	0.15	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	20.2	52.6	75.5	34.1	66.6	88.1	21.6	28.4	48.6	22.9	29.7	29.7
Volume/Cap:	0.96	0.78	0.30	0.78	0.96	0.08	0.76	0.96	0.61	0.96	0.76	0.76
Delay/Veh:	110.6	45.4	22.0	63.6	53.2	13.4	73.9	83.3	44.8	105.9	61.2	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.6	45.4	22.0	63.6	53.2	13.4	73.9	83.3	44.8	105.9	61.2	61.2
LOS by Move:	F	D	C+	E	D-	B	E	F	D	F	E	E
HCM2kAvgQ:	12	21	7	14	38	2	9	18	14	14	12	12

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

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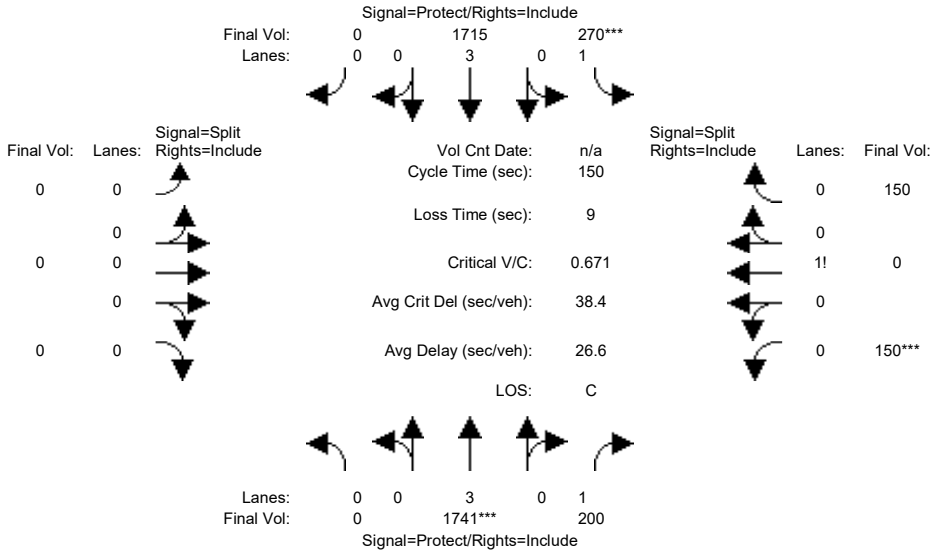
Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1741	200	270	1715	0	0	0	0	150	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1741	200	270	1715	0	0	0	0	150	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	200	270	1715	0	0	0	0	150	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1741	200	270	1715	0	0	0	0	150	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.11	0.15	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	68.2	68.2	34.5	103	0.0	0.0	0.0	0.0	38.3	0.0	38.3
Volume/Cap:	0.00	0.67	0.25	0.67	0.44	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	D-	A	D-
HCM2kAvgQ:	0	20	6	12	11	0	0	0	0	13	0	13

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

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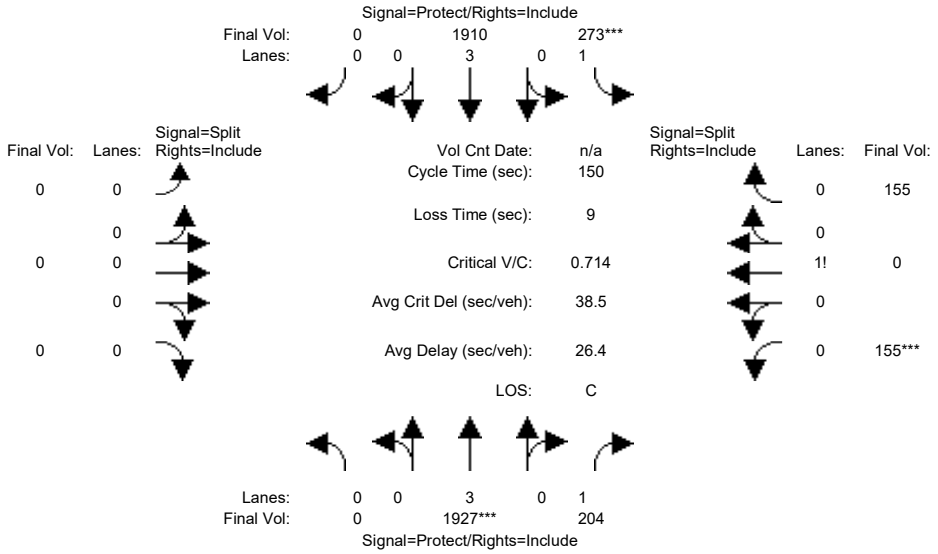
Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	197	4	3	210	0	0	0	0	5	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1927	204	273	1910	0	0	0	0	155	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1927	204	273	1910	0	0	0	0	155	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1927	204	273	1910	0	0	0	0	155	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1927	204	273	1910	0	0	0	0	155	0	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.12	0.16	0.34	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	71.0	71.0	32.8	104	0.0	0.0	0.0	0.0	37.2	0.0	37.2
Volume/Cap:	0.00	0.71	0.25	0.71	0.48	0.00	0.00	0.00	0.00	0.71	0.00	0.71
Delay/Veh:	0.0	32.3	23.7	60.6	10.8	0.0	0.0	0.0	0.0	57.1	0.0	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	23.7	60.6	10.8	0.0	0.0	0.0	0.0	57.1	0.0	57.1
LOS by Move:	A	C-	C	E	B+	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	6	12	12	0	0	0	0	14	0	14

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

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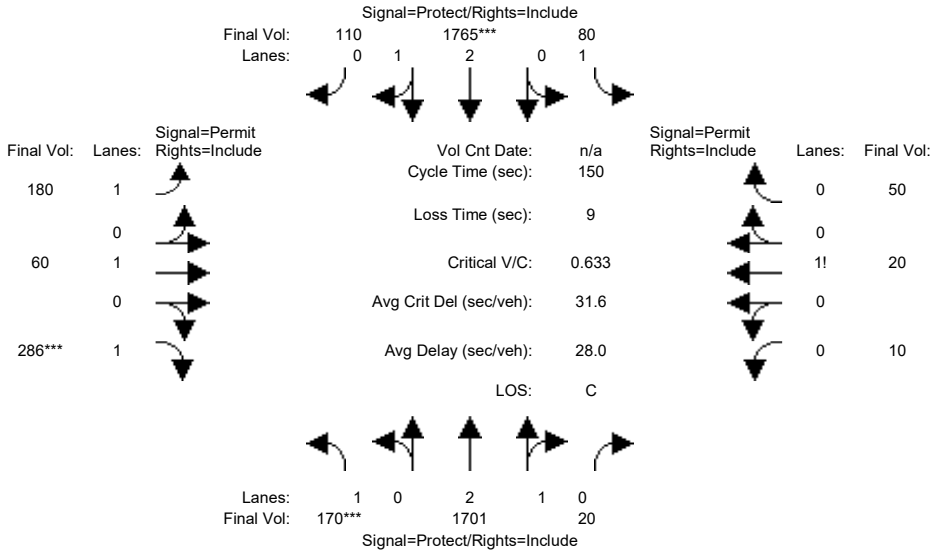
Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	20	11	0	0	15	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1701	20	80	1765	110	180	60	286	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1701	20	80	1765	110	180	60	286	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1701	20	80	1765	110	180	60	286	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1701	20	80	1765	110	180	60	286	10	20	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.82	0.18	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5535	65	1750	5271	329	1750	1900	1750	219	438	1094
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.05	0.33	0.33	0.10	0.03	0.16	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	23.0	88.8	88.8	13.5	79.3	79.3	38.7	38.7	38.7	38.7	38.7	38.7
Volume/Cap:	0.63	0.52	0.52	0.51	0.63	0.63	0.40	0.12	0.63	0.18	0.18	0.18
Delay/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
LOS by Move:	E	B-	B-	E	C	C	D	D	D-	D	D	D
HCM2kAvgQ:	8	15	15	4	20	20	7	2	12	3	3	3

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

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SJ15-1585
2018 PM Full-Offset Alternative

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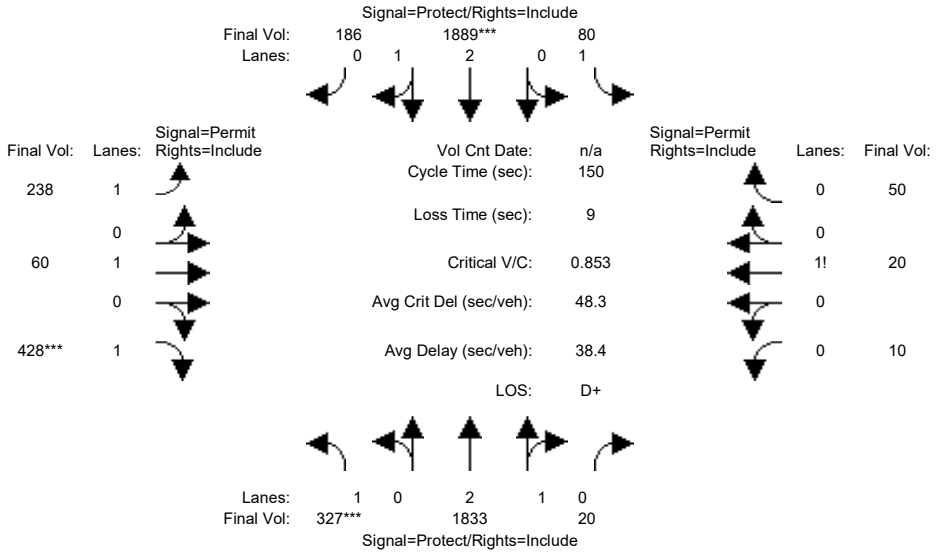
Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	177	143	0	0	139	76	58	0	168	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1833	20	80	1889	186	238	60	428	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	1833	20	80	1889	186	238	60	428	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1833	20	80	1889	186	238	60	428	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1833	20	80	1889	186	238	60	428	10	20	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.72	0.28	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5539	60	1750	5097	502	1750	1900	1750	219	438	1094
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.05	0.37	0.37	0.14	0.03	0.24	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	32.9	85.9	85.9	12.1	65.2	65.2	43.0	43.0	43.0	43.0	43.0	43.0
Volume/Cap:	0.85	0.58	0.58	0.57	0.85	0.85	0.47	0.11	0.85	0.16	0.16	0.16
Delay/Veh:	72.9	20.7	20.7	71.7	41.3	41.3	44.9	39.5	63.8	40.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	20.7	20.7	71.7	41.3	41.3	44.9	39.5	63.8	40.1	40.1	40.1
LOS by Move:	E	C+	C+	E	D	D	D	D	E	D	D	D
HCM2kAvgQ:	16	18	18	4	30	30	9	2	21	3	3	3

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

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2018 PM Full-Offset Alternative

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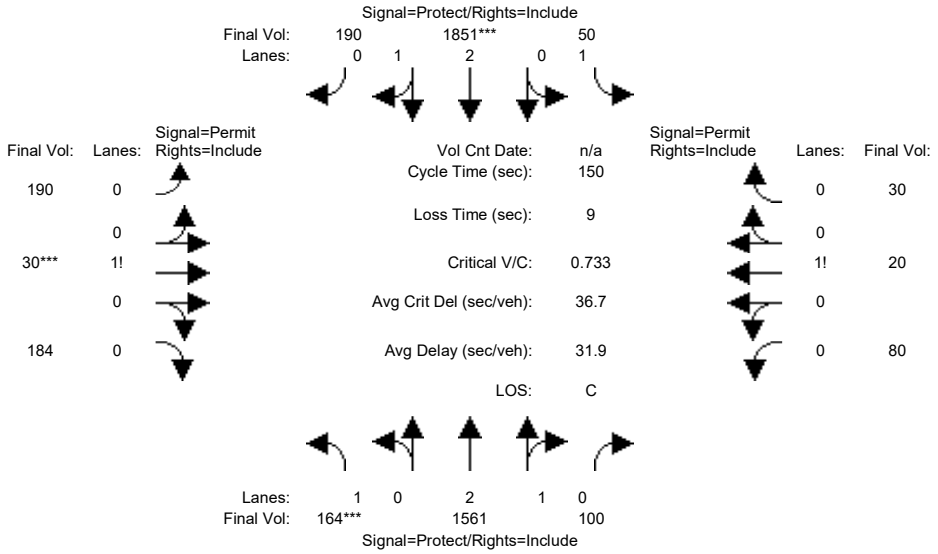
Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1530	100	50	1810	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1530	100	50	1810	190	190	30	180	80	20	30
Added Vol:	4	31	0	0	41	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1561	100	50	1851	190	190	30	184	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1561	100	50	1851	190	190	30	184	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1561	100	50	1851	190	190	30	184	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1561	100	50	1851	190	190	30	184	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.81	0.19	1.00	2.71	0.29	0.47	0.07	0.46	0.62	0.15	0.23
Final Sat.:	1750	5262	337	1750	5078	521	823	130	797	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.03	0.36	0.36	0.23	0.23	0.23	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	19.2	81.0	81.0	12.7	74.6	74.6	47.2	47.2	47.2	47.2	47.2	47.2
Volume/Cap:	0.73	0.55	0.55	0.34	0.73	0.73	0.73	0.73	0.73	0.24	0.24	0.24
Delay/Veh:	74.7	22.8	22.8	66.0	30.9	30.9	50.8	50.8	50.8	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	22.8	22.8	66.0	30.9	30.9	50.8	50.8	50.8	38.2	38.2	38.2
LOS by Move:	E	C+	C+	E	C	C	D	D	D	D+	D+	D+
HCM2kAvgQ:	8	16	16	2	25	25	19	19	19	5	5	5

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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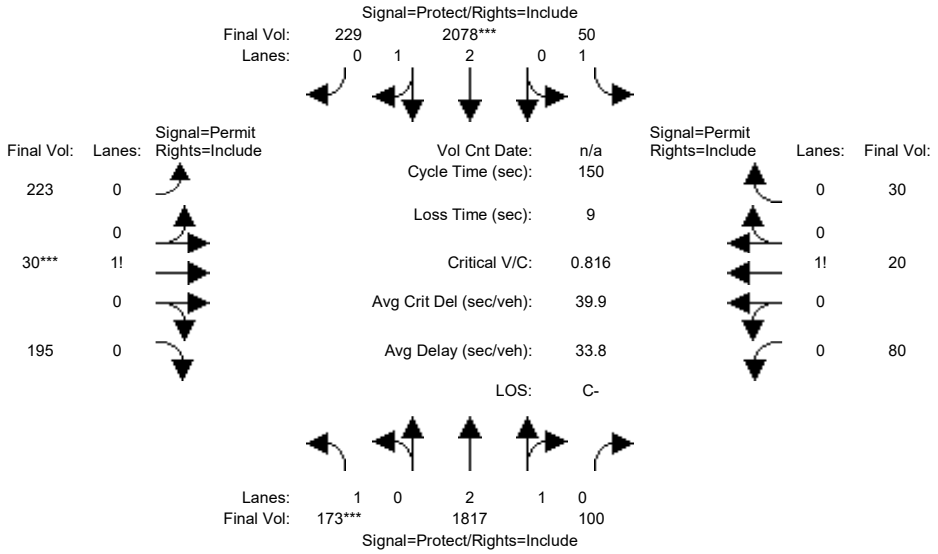
Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1530	100	50	1810	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1530	100	50	1810	190	190	30	180	80	20	30
Added Vol:	13	287	0	0	268	39	33	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1817	100	50	2078	229	223	30	195	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1817	100	50	2078	229	223	30	195	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1817	100	50	2078	229	223	30	195	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1817	100	50	2078	229	223	30	195	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.84	0.16	1.00	2.69	0.31	0.50	0.07	0.43	0.62	0.15	0.23
Final Sat.:	1750	5307	292	1750	5043	556	871	117	762	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.41	0.41	0.26	0.26	0.26	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	18.2	82.7	82.7	11.3	75.8	75.8	47.1	47.1	47.1	47.1	47.1	47.1
Volume/Cap:	0.82	0.62	0.62	0.38	0.82	0.82	0.82	0.82	0.82	0.24	0.24	0.24
Delay/Veh:	85.4	23.4	23.4	67.9	33.2	33.2	56.7	56.7	56.7	38.4	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	23.4	23.4	67.9	33.2	33.2	56.7	56.7	56.7	38.4	38.4	38.4
LOS by Move:	F	C	C	E	C-	C-	E+	E+	E+	D+	D+	D+
HCM2kAvgQ:	9	20	20	2	29	29	22	22	22	5	5	5

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

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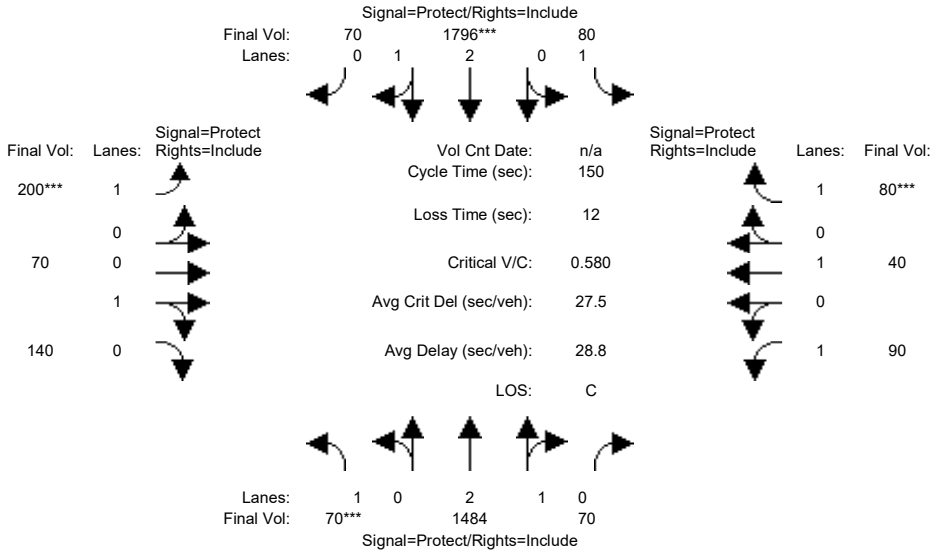
Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	34	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1484	70	80	1796	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1484	70	80	1796	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1484	70	80	1796	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1484	70	80	1796	70	200	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.88	0.12	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5347	252	1750	5390	210	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.05	0.33	0.33	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	10.4	82.7	82.7	13.9	86.2	86.2	29.6	28.7	28.7	12.7	11.8	11.8
Volume/Cap:	0.58	0.50	0.50	0.49	0.58	0.58	0.58	0.61	0.61	0.61	0.27	0.58
Delay/Veh:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
LOS by Move:	E	C+	C+	E	C+	C+	E+	E+	E+	E	E	E
HCM2kAvgQ:	3	14	14	4	18	18	9	10	10	5	2	5

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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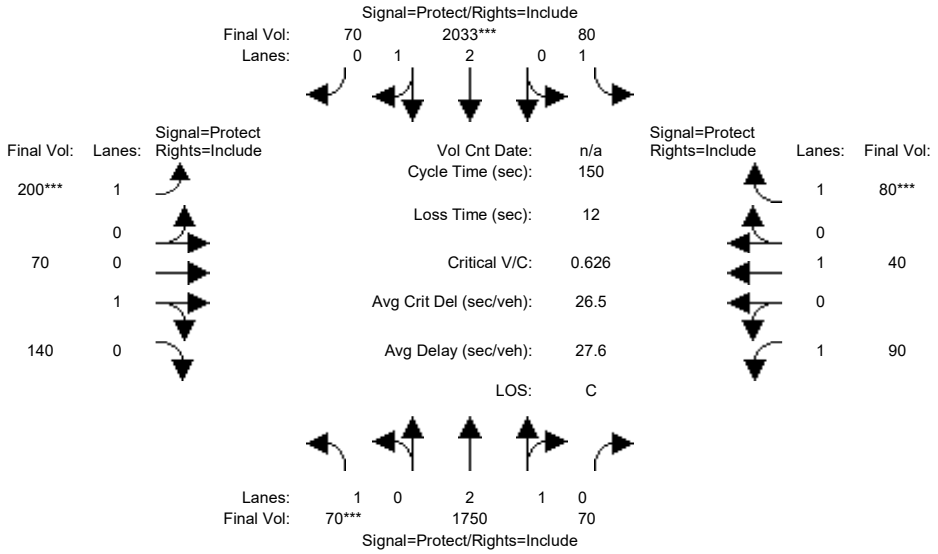
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	300	0	0	283	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1750	70	80	2033	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1750	70	80	2033	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1750	70	80	2033	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1750	70	80	2033	70	200	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5384	215	1750	5413	186	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.05	0.38	0.38	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	9.6	87.1	87.1	12.5	90.0	90.0	27.4	26.6	26.6	11.7	11.0	11.0
Volume/Cap:	0.63	0.56	0.56	0.55	0.63	0.63	0.63	0.66	0.66	0.66	0.29	0.63
Delay/Veh:	79.1	19.7	19.7	70.4	19.6	19.6	60.4	62.4	62.4	78.3	67.0	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	19.7	19.7	70.4	19.6	19.6	60.4	62.4	62.4	78.3	67.0	76.9
LOS by Move:	E-	B-	B-	E	B-	B-	E	E	E	E-	E	E-
HCM2kAvgQ:	3	16	16	4	20	20	10	10	10	5	2	5

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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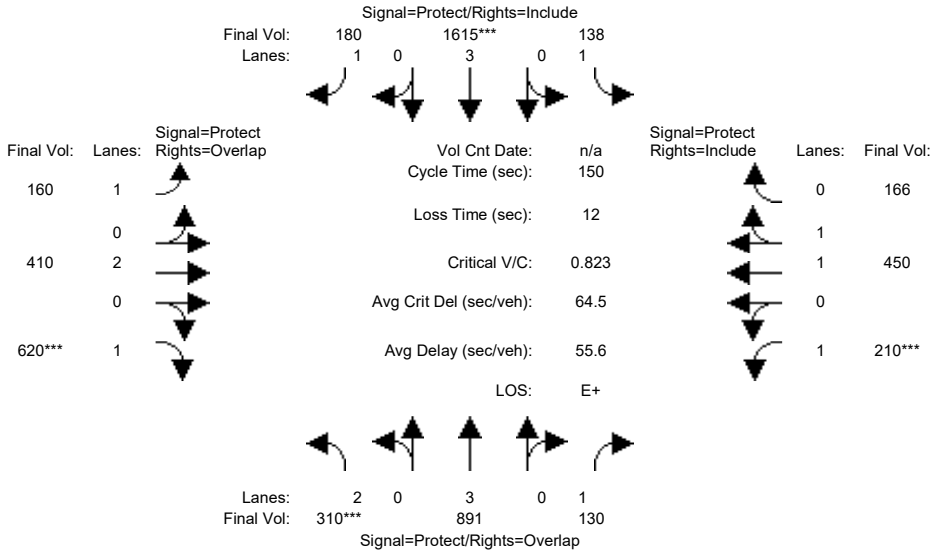
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	0	11	0	8	15	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	891	130	138	1615	180	160	410	620	210	450	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	891	130	138	1615	180	160	410	620	210	450	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	891	130	138	1615	180	160	410	620	210	450	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	891	130	138	1615	180	160	410	620	210	450	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2702	997
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.08	0.28	0.10	0.09	0.11	0.35	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	17.9	46.2	68.1	23.3	51.6	51.6	24.3	46.6	64.5	21.9	44.2	44.2
Volume/Cap:	0.82	0.51	0.16	0.51	0.82	0.30	0.57	0.35	0.82	0.82	0.57	0.57
Delay/Veh:	78.2	42.8	24.3	59.6	48.0	36.2	60.6	40.1	45.0	81.3	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	42.8	24.3	83.5	67.2	50.7	60.6	40.1	45.0	81.3	45.5	45.5
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2kAvgQ:	9	11	4	7	24	6	7	7	28	10	12	12

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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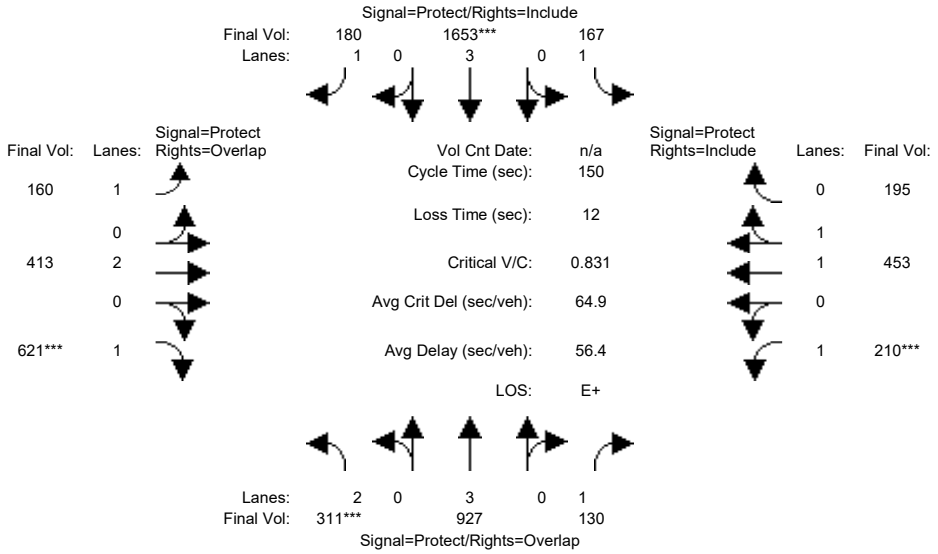
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	1	47	0	37	53	0	0	3	1	0	3	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	927	130	167	1653	180	160	413	621	210	453	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	927	130	167	1653	180	160	413	621	210	453	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	927	130	167	1653	180	160	413	621	210	453	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	927	130	167	1653	180	160	413	621	210	453	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2586	1113
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.10	0.29	0.10	0.09	0.11	0.35	0.12	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	17.8	44.2	65.9	25.9	52.3	52.3	23.3	46.2	64.0	21.7	44.6	44.6
Volume/Cap:	0.83	0.55	0.17	0.55	0.83	0.29	0.59	0.35	0.83	0.83	0.59	0.59
Delay/Veh:	79.2	45.0	25.6	58.9	47.9	35.7	62.3	40.5	46.1	82.6	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	45.0	25.6	82.5	67.1	50.0	62.3	40.5	46.1	82.6	45.8	45.8
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2kAvgQ:	9	11	4	8	25	6	7	7	28	10	12	12

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

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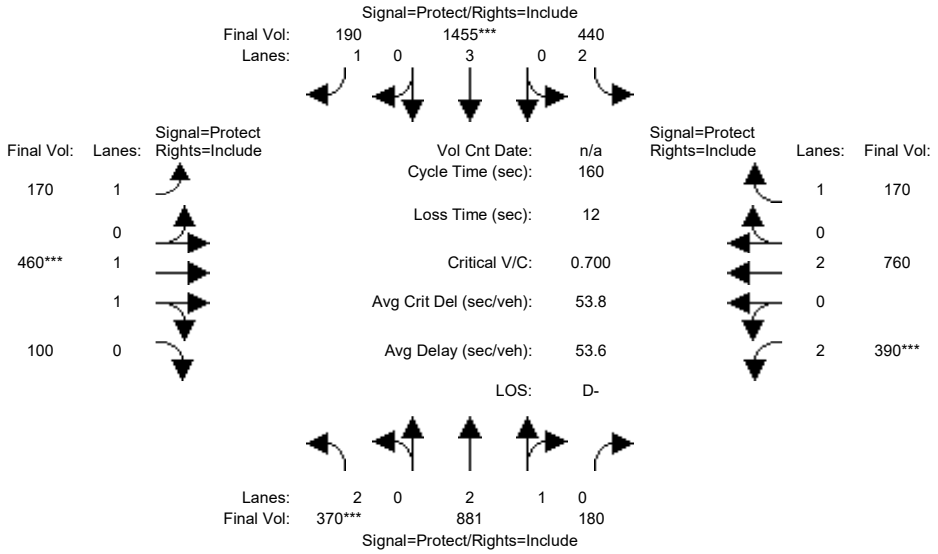
Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	881	180	440	1455	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	881	180	440	1455	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	881	180	440	1455	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	881	180	440	1455	190	170	460	100	390	760	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.47	0.53	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4649	950	3150	5700	1750	1750	3039	661	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	****				****			****		****		
Green Time:	26.8	49.0	49.0	36.1	58.3	58.3	20.6	34.6	34.6	28.3	42.3	42.3
Volume/Cap:	0.70	0.62	0.62	0.62	0.70	0.30	0.76	0.70	0.70	0.70	0.76	0.37
Delay/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2kAvgQ:	11	15	15	11	19	7	9	13	13	12	18	7

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

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2018 PM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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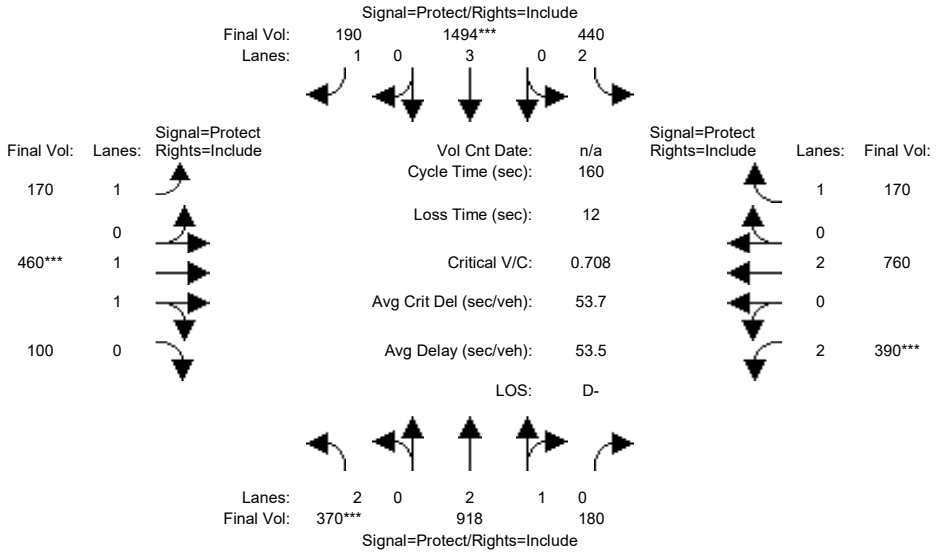
Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	48	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	918	180	440	1494	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	918	180	440	1494	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	918	180	440	1494	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	918	180	440	1494	190	170	460	100	390	760	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.49	0.51	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4681	918	3150	5700	1750	1750	3039	661	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	****				****			****		****		
Green Time:	26.6	50.1	50.1	35.7	59.2	59.2	20.3	34.2	34.2	28.0	41.9	41.9
Volume/Cap:	0.71	0.63	0.63	0.63	0.71	0.29	0.76	0.71	0.71	0.71	0.76	0.37
Delay/Veh:	67.5	47.7	47.7	57.9	44.1	35.8	82.1	61.2	61.2	66.4	58.1	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	47.7	47.7	57.9	44.1	35.8	82.1	61.2	61.2	66.4	58.1	48.8
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2kAvgQ:	11	16	16	11	20	7	9	13	13	12	18	7

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

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Stanford 2018 GUP
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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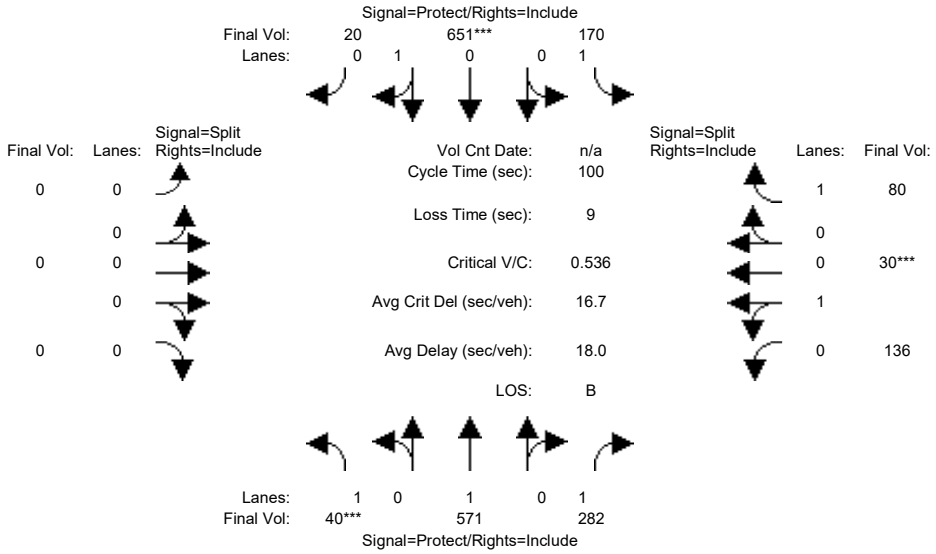
Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	1	2	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	571	282	170	651	20	0	0	0	136	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	571	282	170	651	20	0	0	0	136	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	571	282	170	651	20	0	0	0	136	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	571	282	170	651	20	0	0	0	136	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1746	54	0	0	0	1475	325	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.16	0.10	0.37	0.37	0.00	0.00	0.00	0.09	0.09	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	56.2	56.2	18.2	67.3	67.3	0.0	0.0	0.0	16.7	16.7	16.7
Volume/Cap:	0.33	0.53	0.29	0.53	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.27
Delay/Veh:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	36.9
LOS by Move:	D	B	B+	D+	A	A	A	A	A	D	D	D+
HCM2kAvgQ:	2	11	5	6	11	11	0	0	0	5	5	2

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

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Stanford 2018 GUP
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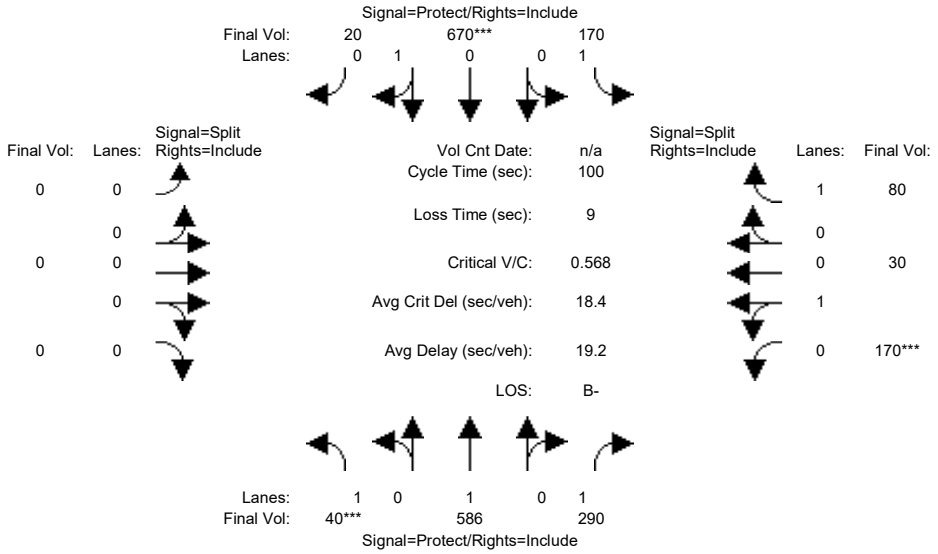
Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	16	10	0	20	0	0	0	0	40	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	586	290	170	670	20	0	0	0	170	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	586	290	170	670	20	0	0	0	170	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	586	290	170	670	20	0	0	0	170	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	586	290	170	670	20	0	0	0	170	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1748	52	0	0	0	1530	270	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.17	0.10	0.38	0.38	0.00	0.00	0.00	0.11	0.11	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	54.8	54.8	17.3	65.1	65.1	0.0	0.0	0.0	18.9	18.9	18.9
Volume/Cap:	0.33	0.56	0.30	0.56	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.24
Delay/Veh:	45.8	15.4	12.4	40.3	10.7	10.7	0.0	0.0	0.0	39.7	39.7	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	15.4	12.4	40.3	10.7	10.7	0.0	0.0	0.0	39.7	39.7	34.9
LOS by Move:	D	B	B	D	B+	B+	A	A	A	D	D	C-
HCM2kAvgQ:	2	12	5	6	13	13	0	0	0	6	6	2

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

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Stanford 2018 GUP
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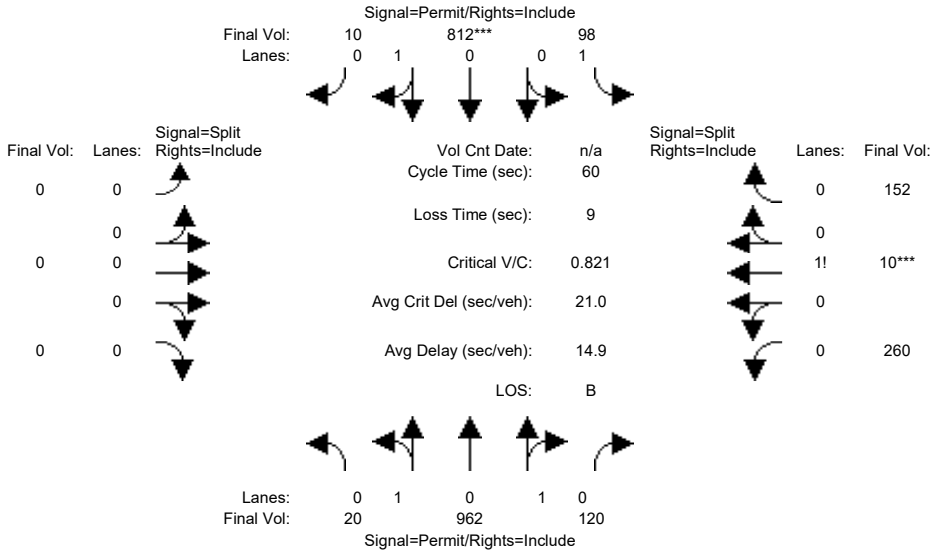
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	2	0	8	2	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	962	120	98	812	10	0	0	0	260	10	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	962	120	98	812	10	0	0	0	260	10	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	962	120	98	812	10	0	0	0	260	10	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	962	120	98	812	10	0	0	0	260	10	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.74	0.22	1.00	0.99	0.01	0.00	0.00	0.00	0.62	0.02	0.36
Final Sat.:	65	3143	392	1750	1778	22	0	0	0	1078	41	630
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.06	0.46	0.46	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.55	0.55	0.55	0.10	0.82	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	7	7	7	1	16	16	0	0	0	9	9	9

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

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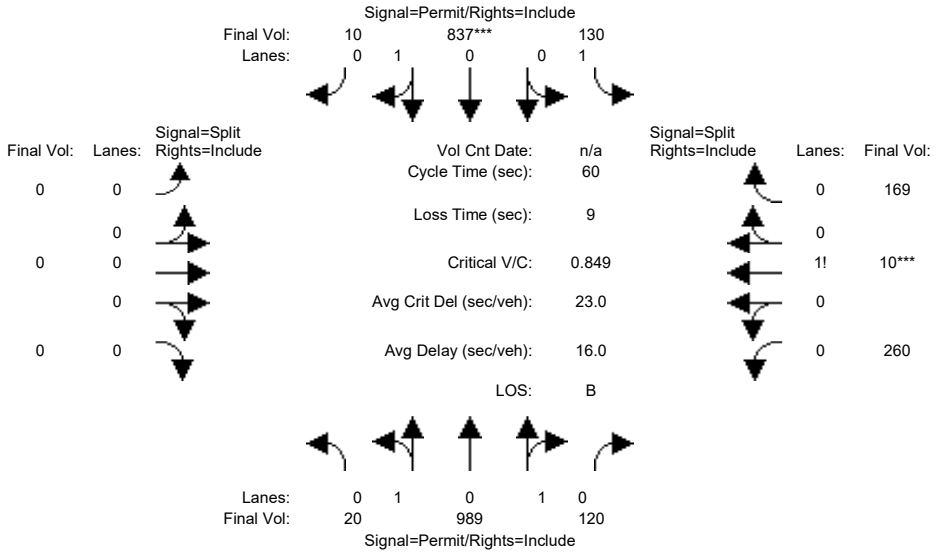
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	29	0	40	27	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	989	120	130	837	10	0	0	0	260	10	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	989	120	130	837	10	0	0	0	260	10	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	989	120	130	837	10	0	0	0	260	10	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	989	120	130	837	10	0	0	0	260	10	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.75	0.21	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	64	3154	383	1750	1779	21	0	0	0	1036	40	674
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.07	0.47	0.47	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:					****						****	
Green Time:	33.3	33.3	33.3	33.3	33.3	33.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.57	0.57	0.57	0.13	0.85	0.85	0.00	0.00	0.00	0.85	0.85	0.85
Delay/Veh:	9.1	9.1	9.1	6.5	18.2	18.2	0.0	0.0	0.0	32.4	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	6.5	18.2	18.2	0.0	0.0	0.0	32.4	32.4	32.4
LOS by Move:	A	A	A	A	B-	B-	A	A	A	C-	C-	C-
HCM2kAvgQ:	8	8	8	1	17	17	0	0	0	9	9	9

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

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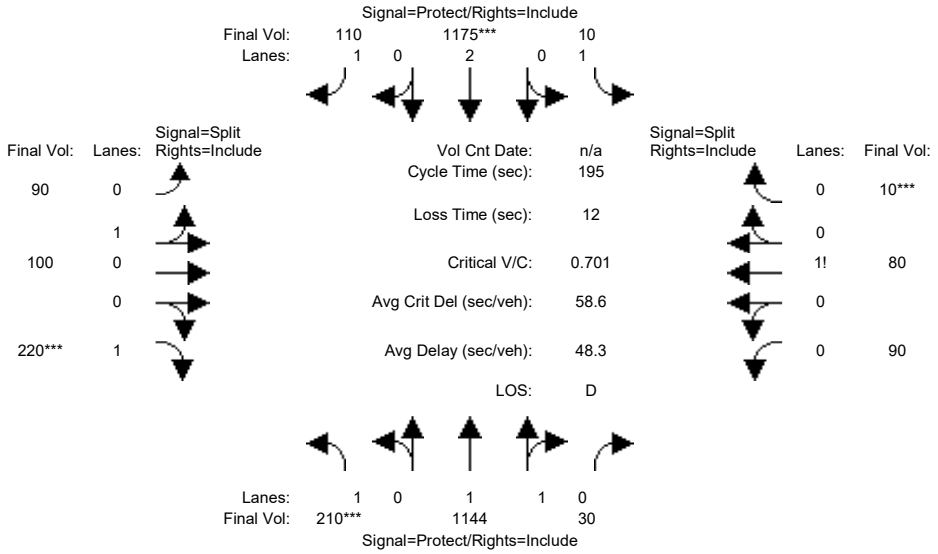
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1140	30	10	1170	110	90	100	220	90	80	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1140	30	10	1170	110	90	100	220	90	80	10
Added Vol:	0	4	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1144	30	10	1175	110	90	100	220	90	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1144	30	10	1175	110	90	100	220	90	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1144	30	10	1175	110	90	100	220	90	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1144	30	10	1175	110	90	100	220	90	80	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.47	0.53	1.00	0.50	0.44	0.06
Final Sat.:	1750	3605	95	1750	3800	1750	853	947	1750	875	778	97
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.01	0.31	0.06	0.11	0.11	0.13	0.10	0.10	0.10
Crit Moves:	****				****				****			****
Green Time:	33.4	107	107.3	12.1	86.0	86.0	35.0	35.0	35.0	28.6	28.6	28.6
Volume/Cap:	0.70	0.58	0.58	0.09	0.70	0.14	0.59	0.59	0.70	0.70	0.70	0.70
Delay/Veh:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
LOS by Move:	F	C	C	F	D	C-	E-	E-	F	F	F	F
HCM2kAvgQ:	13	23	23	1	28	4	11	11	13	12	12	12

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

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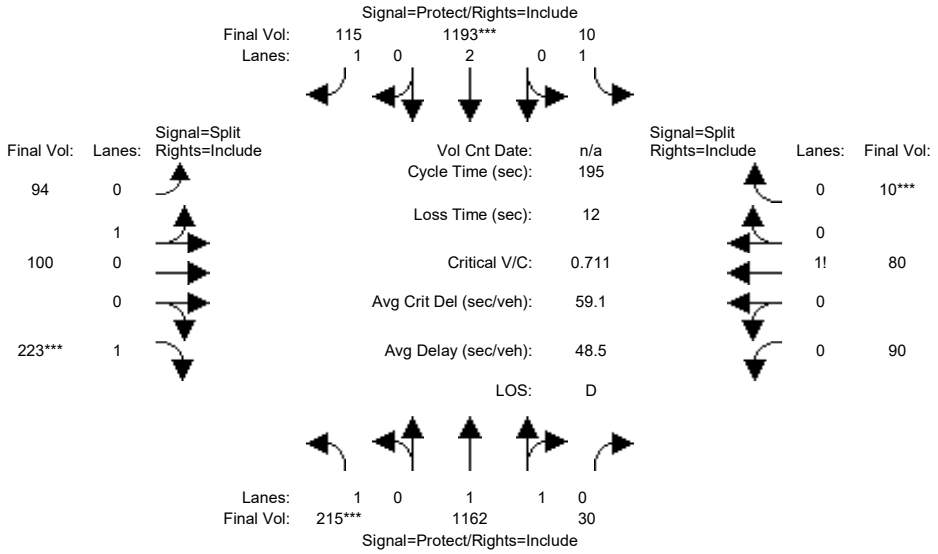
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1140	30	10	1170	110	90	100	220	90	80	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1140	30	10	1170	110	90	100	220	90	80	10
Added Vol:	5	22	0	0	23	5	4	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1162	30	10	1193	115	94	100	223	90	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1162	30	10	1193	115	94	100	223	90	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1162	30	10	1193	115	94	100	223	90	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1162	30	10	1193	115	94	100	223	90	80	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.48	0.52	1.00	0.50	0.44	0.06
Final Sat.:	1750	3607	93	1750	3800	1750	872	928	1750	875	778	97
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.01	0.31	0.07	0.11	0.11	0.13	0.10	0.10	0.10
Crit Moves:	****				****				****			****
Green Time:	33.7	108	107.8	12.0	86.1	86.1	35.0	35.0	35.0	28.2	28.2	28.2
Volume/Cap:	0.71	0.58	0.58	0.09	0.71	0.15	0.60	0.60	0.71	0.71	0.71	0.71
Delay/Veh:	83.7	29.2	29.2	86.7	45.8	32.6	76.8	76.8	82.7	88.6	88.6	88.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	29.2	29.2	86.7	45.8	32.6	76.8	76.8	82.7	88.6	88.6	88.6
LOS by Move:	F	C	C	F	D	C-	E-	E-	F	F	F	F
HCM2kAvgQ:	13	23	23	1	29	4	11	11	14	12	12	12

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

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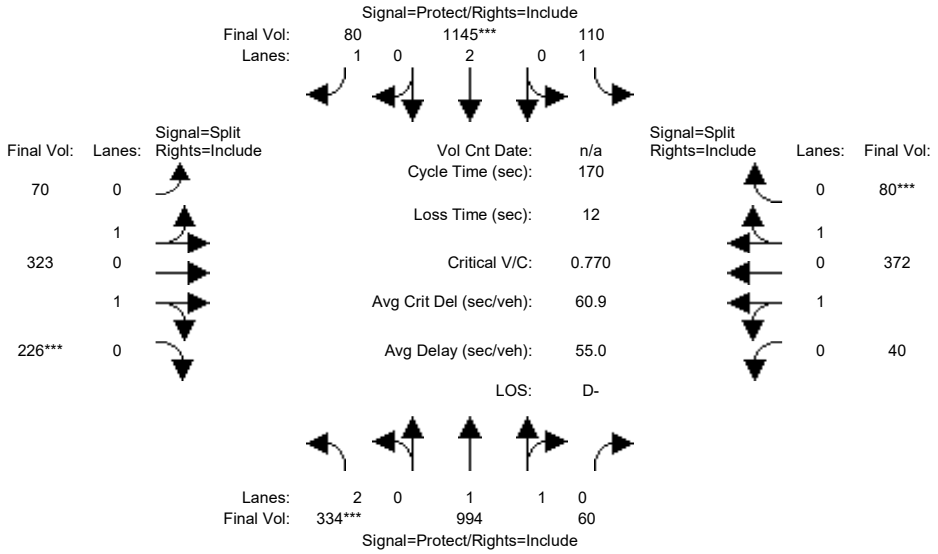
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	4	4	0	0	5	0	0	3	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	994	60	110	1145	80	70	323	226	40	372	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	994	60	110	1145	80	70	323	226	40	372	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	994	60	110	1145	80	70	323	226	40	372	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	994	60	110	1145	80	70	323	226	40	372	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.23	1.04	0.73	0.16	1.51	0.33
Final Sat.:	3150	3489	211	1750	3800	1750	407	1879	1314	293	2722	585
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.06	0.30	0.05	0.17	0.17	0.17	0.14	0.14	0.14
Crit Moves:	****				****				****			****
Green Time:	23.4	73.6	73.6	16.2	66.5	66.5	37.9	37.9	37.9	30.2	30.2	30.2
Volume/Cap:	0.77	0.66	0.66	0.66	0.77	0.12	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
LOS by Move:	E-	D	D	F	D	C-	E	E	E	E	E	E
HCM2kAvgQ:	10	21	21	7	27	3	16	16	16	13	13	13

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

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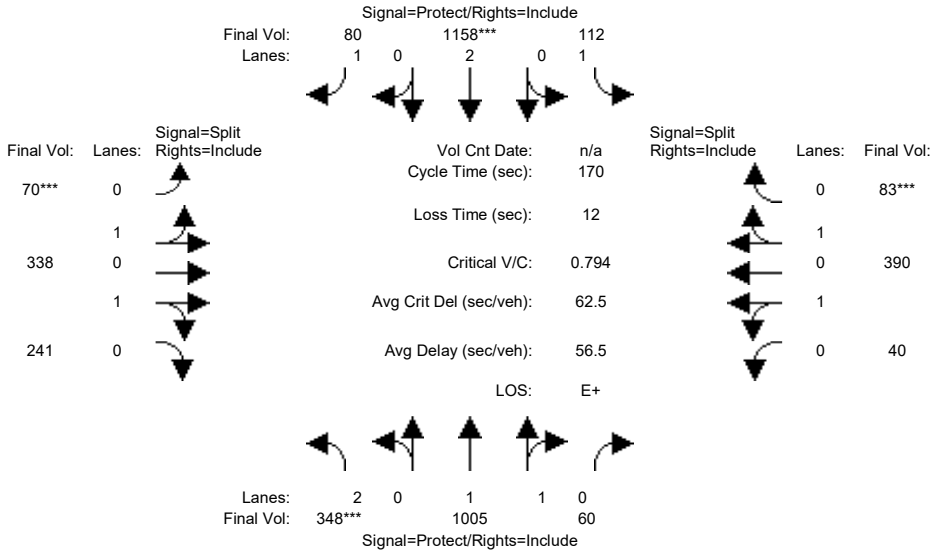
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	18	15	0	2	18	0	0	18	21	0	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	1005	60	112	1158	80	70	338	241	40	390	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1005	60	112	1158	80	70	338	241	40	390	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1005	60	112	1158	80	70	338	241	40	390	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1005	60	112	1158	80	70	338	241	40	390	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.22	1.04	0.74	0.16	1.52	0.32
Final Sat.:	3150	3491	208	1750	3800	1750	388	1875	1337	281	2737	582
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.06	0.30	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****				****		****					****
Green Time:	23.7	72.7	72.7	16.2	65.2	65.2	38.6	38.6	38.6	30.5	30.5	30.5
Volume/Cap:	0.79	0.67	0.67	0.67	0.79	0.12	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.5	40.2	40.2	84.7	49.5	33.9	67.3	67.3	67.3	73.5	73.5	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	40.2	40.2	84.7	49.5	33.9	67.3	67.3	67.3	73.5	73.5	73.5
LOS by Move:	F	D	D	F	D	C-	E	E	E	E	E	E
HCM2kAvgQ:	10	21	21	7	28	3	17	17	17	13	13	13

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

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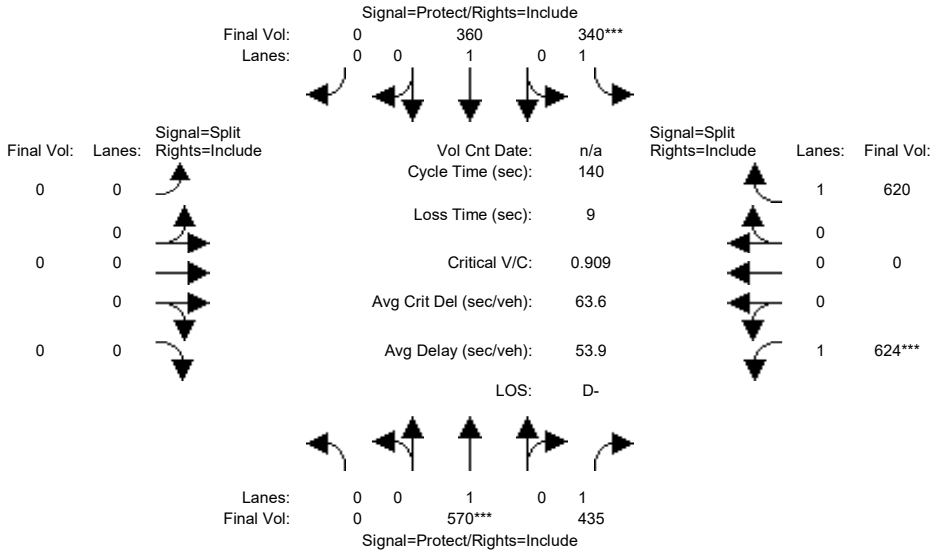
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	5	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	435	340	360	0	0	0	0	624	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	570	435	340	360	0	0	0	0	624	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	435	340	360	0	0	0	0	624	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	570	435	340	360	0	0	0	0	624	0	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.25	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:		****		****						****		
Green Time:	0.0	46.2	46.2	29.9	76.1	0.0	0.0	0.0	0.0	54.9	0.0	54.9
Volume/Cap:	0.00	0.91	0.75	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
LOS by Move:	A	E	D	E-	B-	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	25	18	19	8	0	0	0	0	30	0	29

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

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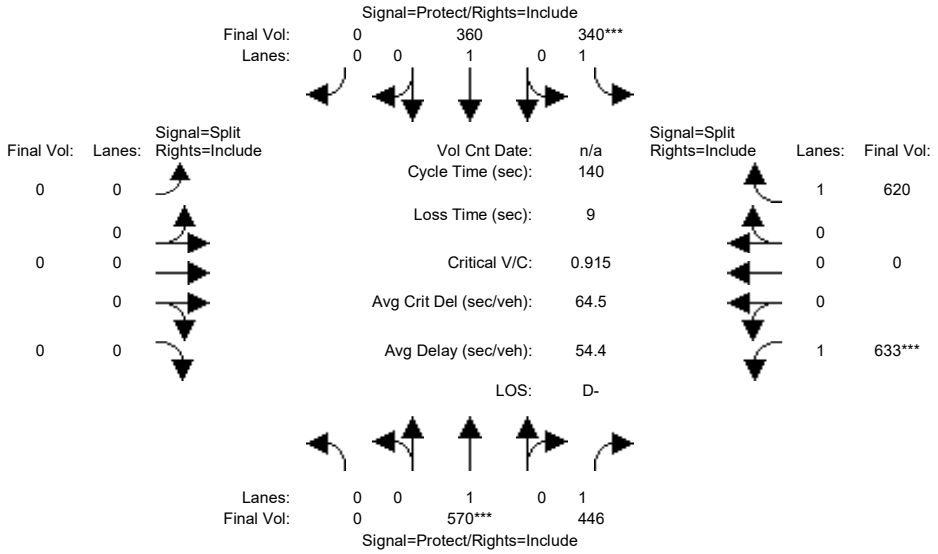
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	16	0	0	0	0	0	0	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	446	340	360	0	0	0	0	633	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	570	446	340	360	0	0	0	0	633	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	446	340	360	0	0	0	0	633	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	570	446	340	360	0	0	0	0	633	0	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.25	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:		****		****						****		
Green Time:	0.0	45.9	45.9	29.7	75.6	0.0	0.0	0.0	0.0	55.4	0.0	55.4
Volume/Cap:	0.00	0.91	0.78	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	63.3	49.1	80.4	18.5	0.0	0.0	0.0	0.0	56.9	0.0	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.3	49.1	80.4	18.5	0.0	0.0	0.0	0.0	56.9	0.0	53.9
LOS by Move:	A	E	D	F	B-	A	A	A	A	E+	A	D-
HCM2kAvgQ:	0	25	19	19	8	0	0	0	0	30	0	29

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

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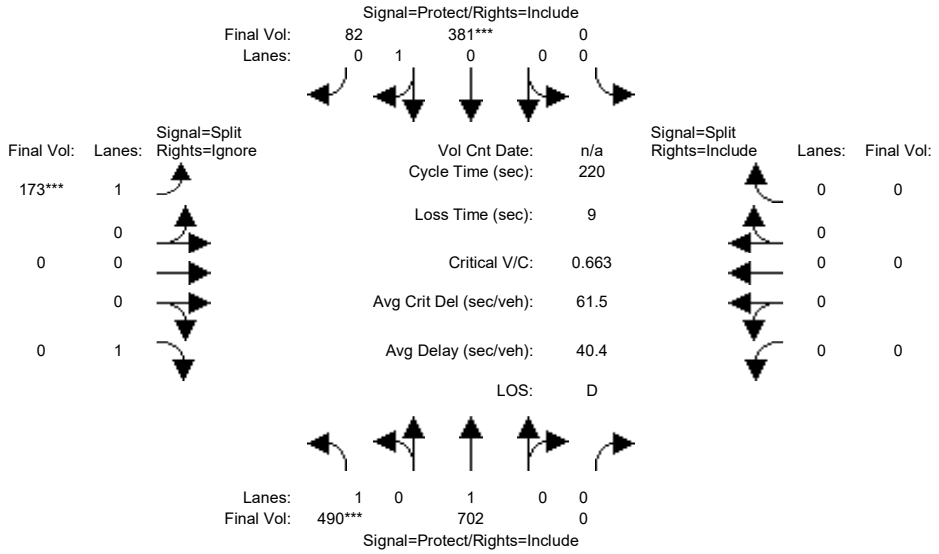
Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	0	2	0	0	1	2	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	702	0	0	381	82	173	0	551	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	490	702	0	0	381	82	173	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	702	0	0	381	82	173	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	490	702	0	0	381	82	173	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1481	319	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	92.9	178	0.0	0.0	85.3	85.3	32.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.46	0.00	0.00	0.66	0.66	0.66	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	28	14	0	0	26	26	11	0	0	0	0	0

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

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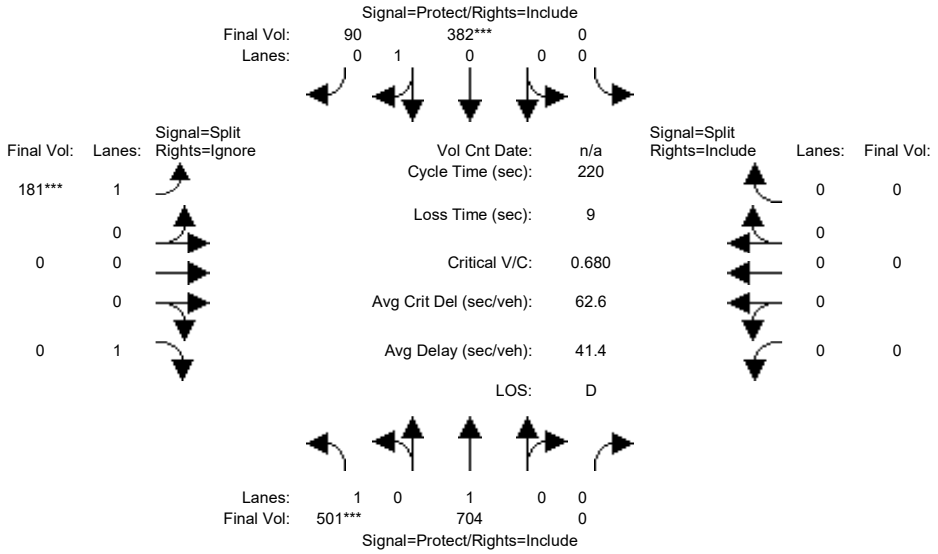
Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	11	4	0	0	2	10	11	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	704	0	0	382	90	181	0	559	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	501	704	0	0	382	90	181	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	704	0	0	382	90	181	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	501	704	0	0	382	90	181	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1457	343	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	92.7	178	0.0	0.0	84.9	84.9	33.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.68	0.46	0.00	0.00	0.68	0.68	0.68	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	54.2	6.7	0.0	0.0	59.0	59.0	95.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	6.7	0.0	0.0	59.0	59.0	95.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	29	14	0	0	27	27	12	0	0	0	0	0

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

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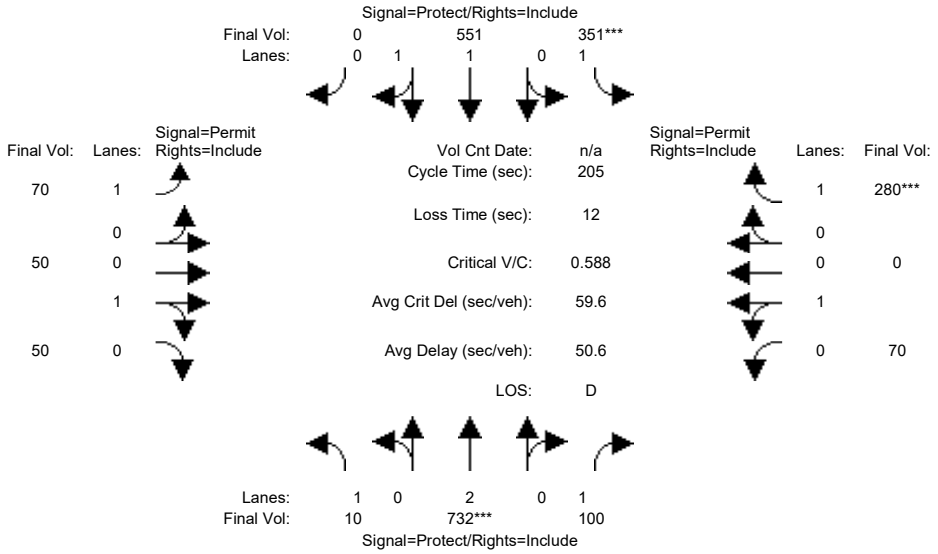
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	2	0	1	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	732	100	351	551	0	70	50	50	70	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	732	100	351	551	0	70	50	50	70	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	732	100	351	551	0	70	50	50	70	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	732	100	351	551	0	70	50	50	70	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.16
Crit Moves:		****		****								****
Green Time:	25.6	67.2	67.2	70.0	112	0.0	55.8	55.8	55.8	55.8	0.0	55.8
Volume/Cap:	0.05	0.59	0.17	0.59	0.27	0.00	0.15	0.20	0.20	0.14	0.00	0.59
Delay/Veh:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2kAvgQ:	1	18	5	19	9	0	3	5	5	3	0	16

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

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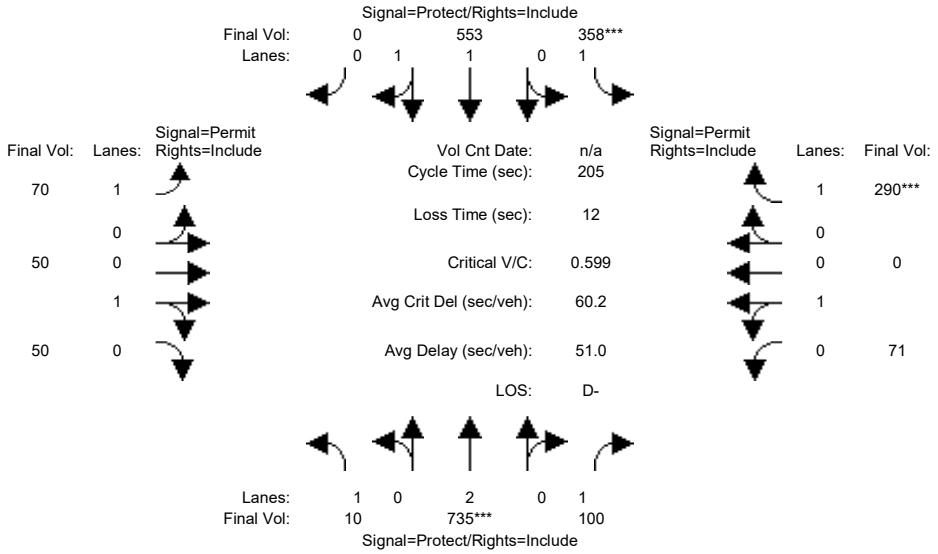
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	5	0	8	3	0	0	0	0	1	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	735	100	358	553	0	70	50	50	71	0	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	735	100	358	553	0	70	50	50	71	0	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	735	100	358	553	0	70	50	50	71	0	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	735	100	358	553	0	70	50	50	71	0	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.17
Crit Moves:		****		****								****
Green Time:	25.3	66.2	66.2	70.0	111	0.0	56.7	56.7	56.7	56.7	0.0	56.7
Volume/Cap:	0.05	0.60	0.18	0.60	0.28	0.00	0.14	0.20	0.20	0.14	0.00	0.60
Delay/Veh:	79.3	59.1	50.0	57.5	25.5	0.0	56.0	57.0	57.0	55.9	0.0	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	59.1	50.0	57.5	25.5	0.0	56.0	57.0	57.0	55.9	0.0	66.3
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2kAvgQ:	1	18	5	19	9	0	3	5	5	3	0	17

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

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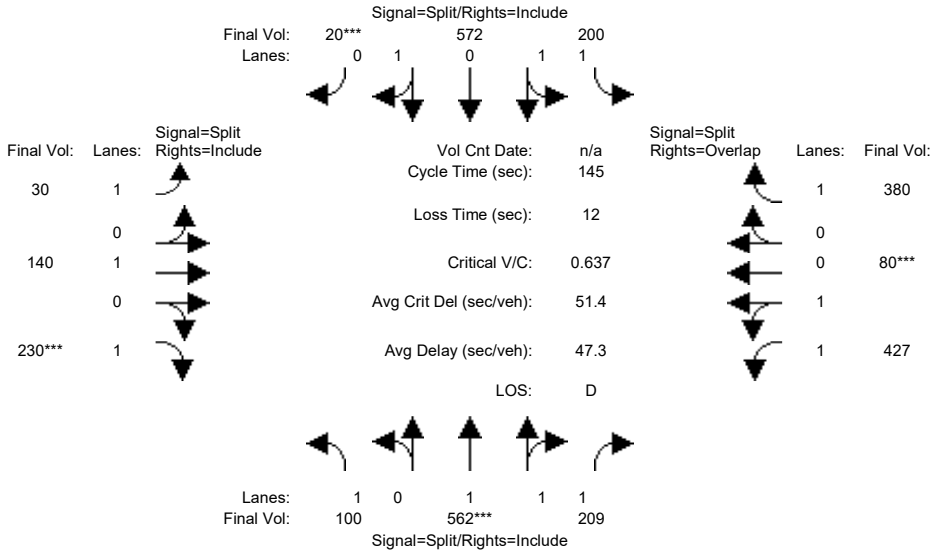
Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	2	9	0	2	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	562	209	200	572	20	30	140	230	427	80	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	562	209	200	572	20	30	140	230	427	80	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	562	209	200	572	20	30	140	230	427	80	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	562	209	200	572	20	30	140	230	427	80	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.69	0.31	1.00
Final Sat.:	1750	3737	1800	1750	3575	125	1750	1900	1750	2990	560	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.11	0.16	0.16	0.02	0.07	0.13	0.14	0.14	0.22
Crit Moves:		****				****			****		****	
Green Time:	34.2	34.2	34.2	36.4	36.4	36.4	29.9	29.9	29.9	32.5	32.5	68.9
Volume/Cap:	0.24	0.64	0.49	0.46	0.64	0.64	0.08	0.36	0.64	0.64	0.64	0.46
Delay/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
LOS by Move:	D	D	D	D	D	D	D	D	E+	D-	D-	C
HCM2kAvgQ:	4	11	8	8	12	12	1	5	11	11	11	12

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

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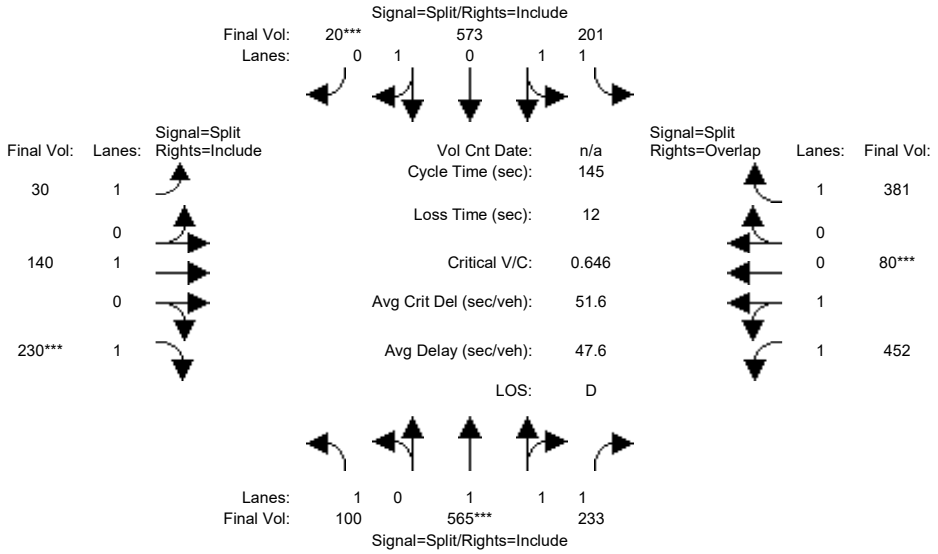
Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	5	33	1	3	0	0	0	0	32	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	565	233	201	573	20	30	140	230	452	80	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	565	233	201	573	20	30	140	230	452	80	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	565	233	201	573	20	30	140	230	452	80	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	565	233	201	573	20	30	140	230	452	80	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.70	0.30	1.00
Final Sat.:	1750	3741	1800	1750	3575	125	1750	1900	1750	3016	534	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.13	0.11	0.16	0.16	0.02	0.07	0.13	0.15	0.15	0.22
Crit Moves:		****				****			****		****	
Green Time:	33.9	33.9	33.9	36.0	36.0	36.0	29.5	29.5	29.5	33.6	33.6	69.6
Volume/Cap:	0.24	0.65	0.55	0.46	0.65	0.65	0.08	0.36	0.65	0.65	0.65	0.45
Delay/Veh:	45.5	51.3	49.4	46.5	50.0	50.0	46.9	50.2	57.0	52.1	52.1	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	51.3	49.4	46.5	50.0	50.0	46.9	50.2	57.0	52.1	52.1	25.4
LOS by Move:	D	D-	D	D	D	D	D	D	E+	D-	D-	C
HCM2kAvgQ:	4	11	9	8	12	12	1	5	11	11	11	12

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

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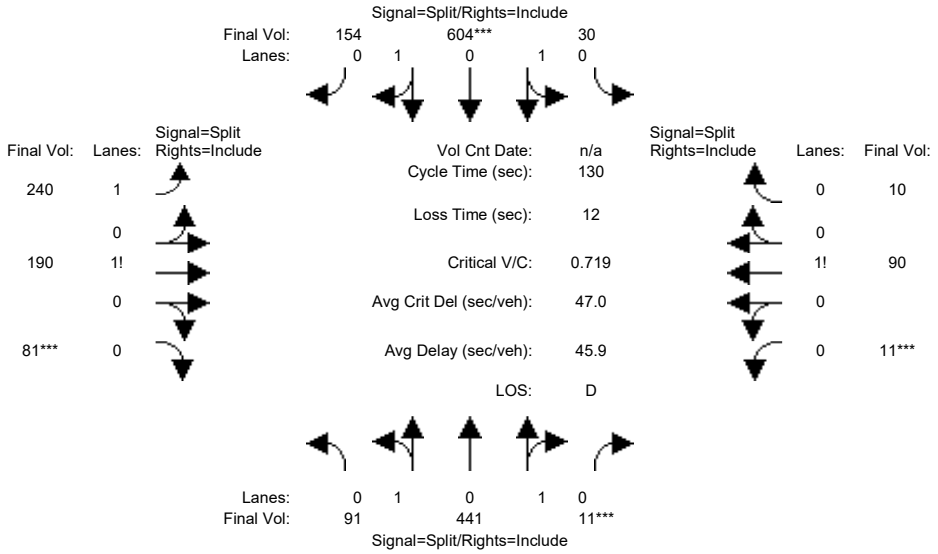
Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	1	11	1	0	4	4	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	441	11	30	604	154	240	190	81	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	441	11	30	604	154	240	190	81	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	441	11	30	604	154	240	190	81	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	441	11	30	604	154	240	190	81	11	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.34	1.62	0.04	0.08	1.53	0.39	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	603	2924	73	137	2759	704	2298	867	370	173	1419	158
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.22	0.22	0.22	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:			****		****				****	****		
Green Time:	27.3	27.3	27.3	39.6	39.6	39.6	39.6	39.6	39.6	11.5	11.5	11.5
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.34	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E	E	E
HCM2kAvgQ:	11	11	11	14	14	14	6	15	15	6	6	6

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

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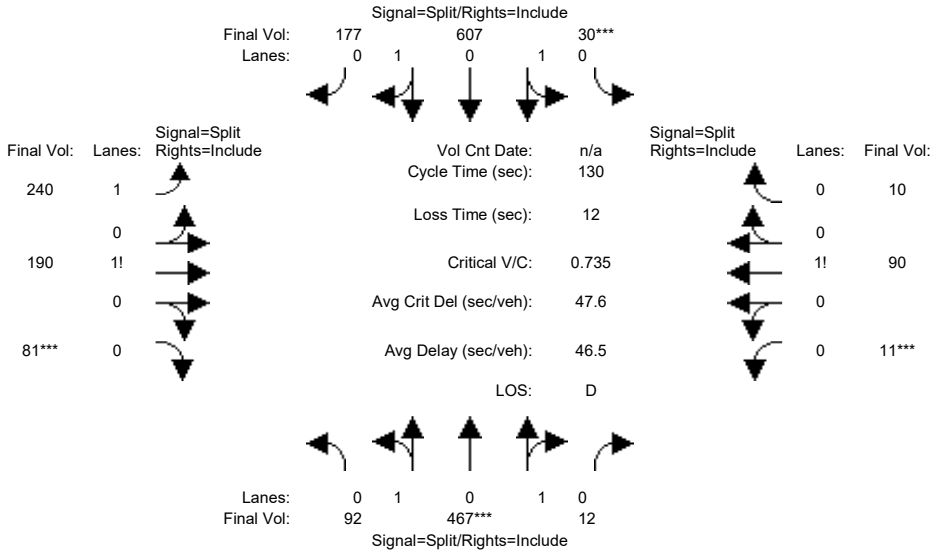
Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	2	37	2	0	7	27	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	467	12	30	607	177	240	190	81	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	467	12	30	607	177	240	190	81	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	467	12	30	607	177	240	190	81	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	467	12	30	607	177	240	190	81	11	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.32	1.64	0.04	0.07	1.50	0.43	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	580	2944	76	133	2685	783	2298	867	370	173	1419	158
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.23	0.23	0.23	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:		****		****					****	****		
Green Time:	28.0	28.0	28.0	40.0	40.0	40.0	38.7	38.7	38.7	11.2	11.2	11.2
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.35	0.74	0.74	0.74	0.74	0.74
Delay/Veh:	51.2	51.2	51.2	42.9	42.9	42.9	35.9	45.1	45.1	75.0	75.0	75.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	42.9	42.9	42.9	35.9	45.1	45.1	75.0	75.0	75.0
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E	E	E
HCM2kAvgQ:	11	11	11	15	15	15	6	15	15	6	6	6

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

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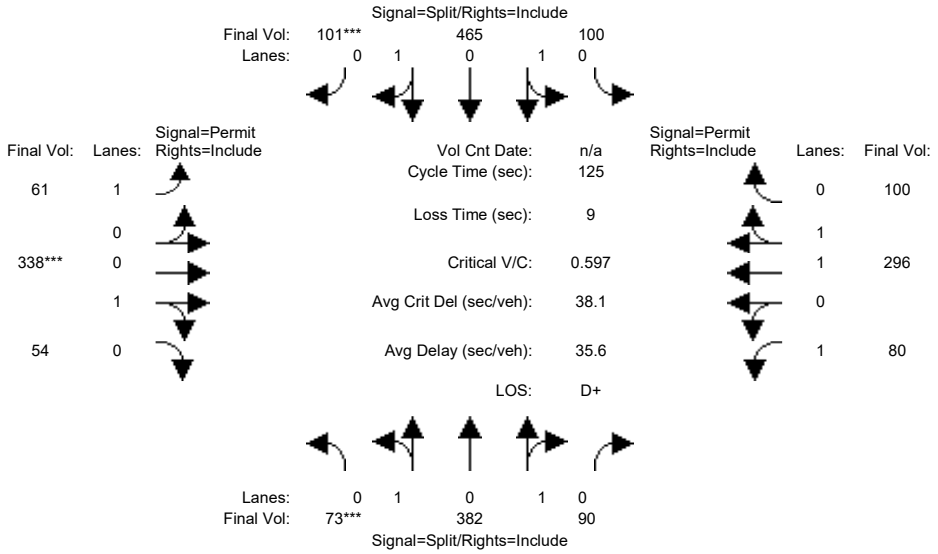
Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	3	12	0	0	5	1	1	8	4	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	382	90	100	465	101	61	338	54	80	296	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	382	90	100	465	101	61	338	54	80	296	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	382	90	100	465	101	61	338	54	80	296	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	382	90	100	465	101	61	338	54	80	296	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.27	1.40	0.33	0.30	1.40	0.30	1.00	0.86	0.14	1.00	1.48	0.52
Final Sat.:	482	2523	594	541	2514	546	1750	1552	248	1750	2765	934
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.19	0.19	0.19	0.03	0.22	0.22	0.05	0.11	0.11
Crit Moves:	****					****		****				
Green Time:	31.7	31.7	31.7	38.7	38.7	38.7	45.6	45.6	45.6	45.6	45.6	45.6
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.10	0.60	0.60	0.13	0.29	0.29
Delay/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
LOS by Move:	D	D	D	D+	D+	D+	C	C-	C-	C	C	C
HCM2kAvgQ:	10	10	10	11	11	11	2	12	12	2	5	5

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

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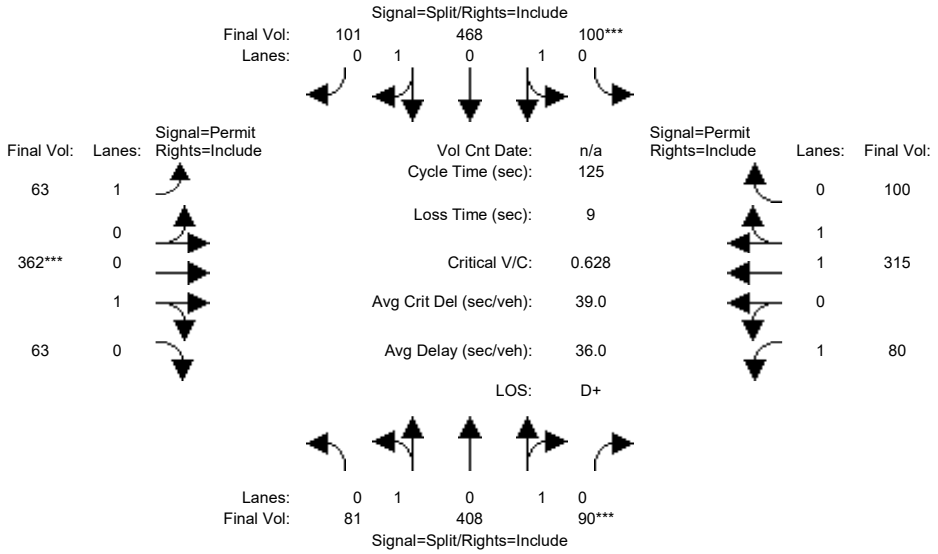
Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	11	38	0	0	8	1	3	32	13	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	408	90	100	468	101	63	362	63	80	315	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	408	90	100	468	101	63	362	63	80	315	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	408	90	100	468	101	63	362	63	80	315	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	408	90	100	468	101	63	362	63	80	315	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.28	1.41	0.31	0.30	1.40	0.30	1.00	0.85	0.15	1.00	1.50	0.50
Final Sat.:	504	2537	560	538	2518	543	1750	1533	267	1750	2808	891
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.04	0.24	0.24	0.05	0.11	0.11
Crit Moves:			****	****				****				
Green Time:	32.0	32.0	32.0	37.0	37.0	37.0	47.0	47.0	47.0	47.0	47.0	47.0
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.10	0.63	0.63	0.12	0.30	0.30
Delay/Veh:	42.6	42.6	42.6	39.3	39.3	39.3	25.3	33.7	33.7	25.6	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	39.3	39.3	39.3	25.3	33.7	33.7	25.6	27.5	27.5
LOS by Move:	D	D	D	D	D	D	C	C-	C-	C	C	C
HCM2kAvgQ:	10	10	10	11	11	11	2	14	14	2	5	5

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

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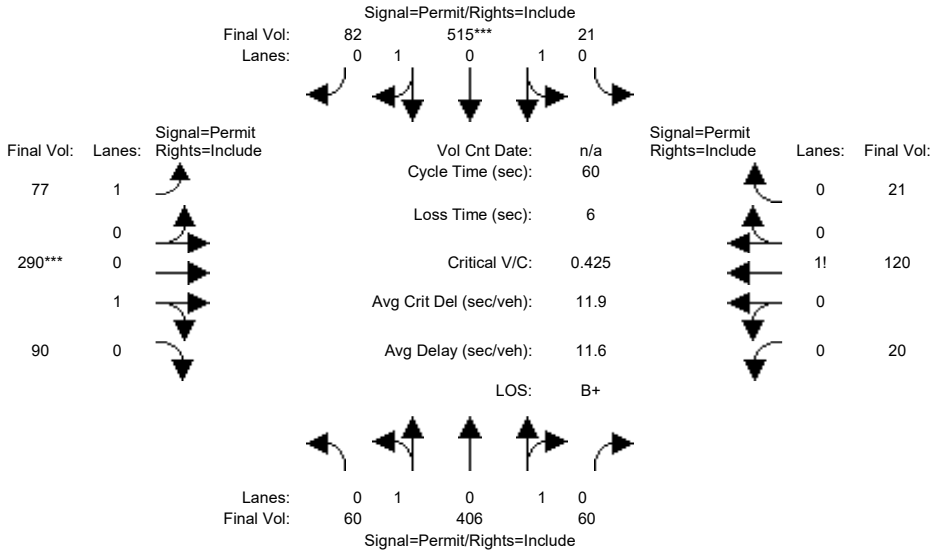
Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	0	6	0	1	5	2	7	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	406	60	21	515	82	77	290	90	20	120	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	406	60	21	515	82	77	290	90	20	120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	406	60	21	515	82	77	290	90	20	120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	406	60	21	515	82	77	290	90	20	120	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.54	0.23	0.07	1.67	0.26	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	411	2779	411	122	3000	478	1750	1374	426	217	1304	228
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	29.8	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.09	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	2	2	2

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

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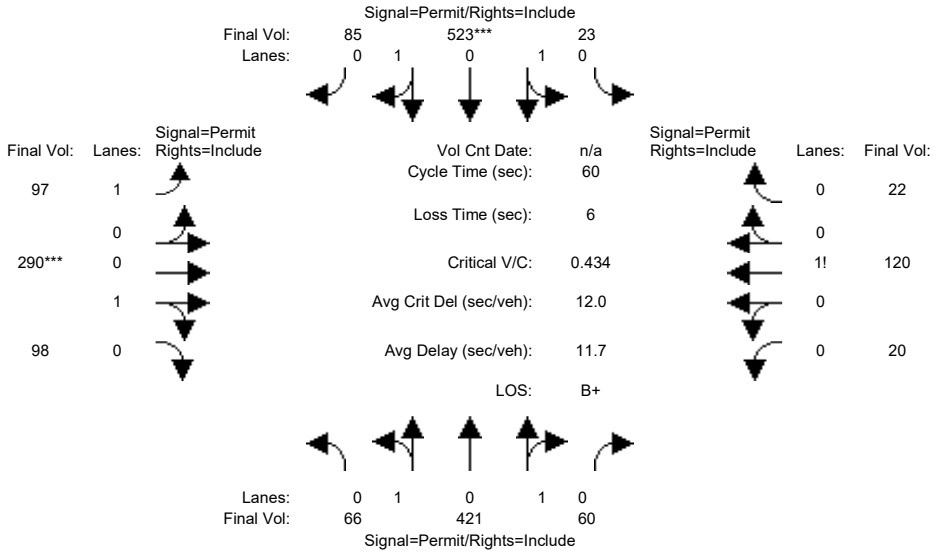
Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	6	21	0	3	13	5	27	0	8	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	421	60	23	523	85	97	290	98	20	120	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	421	60	23	523	85	97	290	98	20	120	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	421	60	23	523	85	97	290	98	20	120	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	421	60	23	523	85	97	290	98	20	120	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.24	1.54	0.22	0.07	1.66	0.27	1.00	0.75	0.25	0.12	0.74	0.14
Final Sat.:	434	2771	395	131	2984	485	1750	1345	455	216	1296	238
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.06	0.22	0.22	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	29.8	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.38	0.38	0.38	0.43	0.43	0.43	0.11	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.1	10.0	10.0	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.1	10.0	10.0	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	B+	B+	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	1	5	5	2	2	2

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

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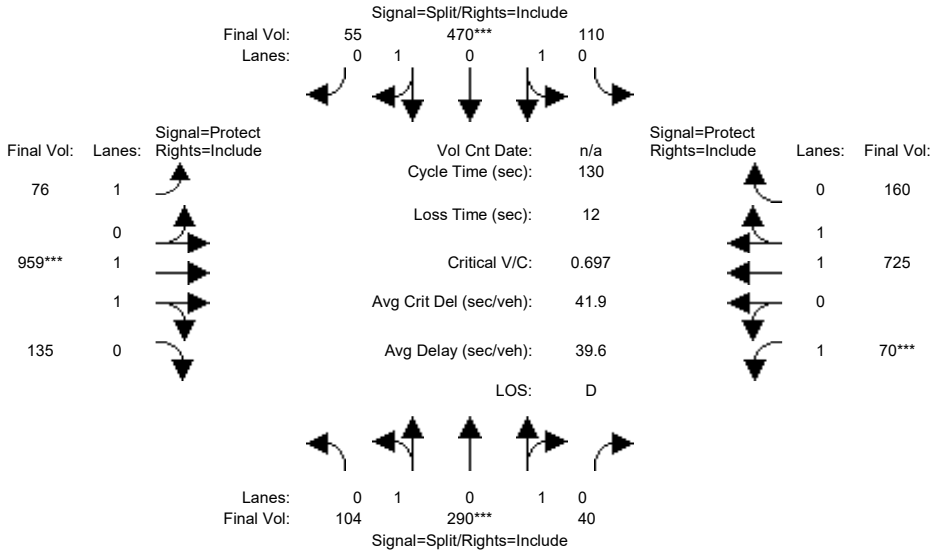
Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	4	0	0	0	0	5	6	19	5	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	290	40	110	470	55	76	959	135	70	725	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	290	40	110	470	55	76	959	135	70	725	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	290	40	110	470	55	76	959	135	70	725	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	290	40	110	470	55	76	959	135	70	725	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.48	1.34	0.18	0.35	1.48	0.17	1.00	1.75	0.25	1.00	1.63	0.37
Final Sat.:	863	2406	332	624	2665	312	1750	3243	457	1750	3031	669
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.04	0.30	0.30	0.04	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	22.5	22.5	22.5	32.9	32.9	32.9	11.5	55.2	55.2	7.5	51.1	51.1
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.49	0.70	0.70	0.70	0.61	0.61
Delay/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
LOS by Move:	D-	D-	D-	D	D	D	E+	C	C	E-	C-	C-
HCM2kAvgQ:	8	8	8	12	12	12	3	18	18	3	14	14

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

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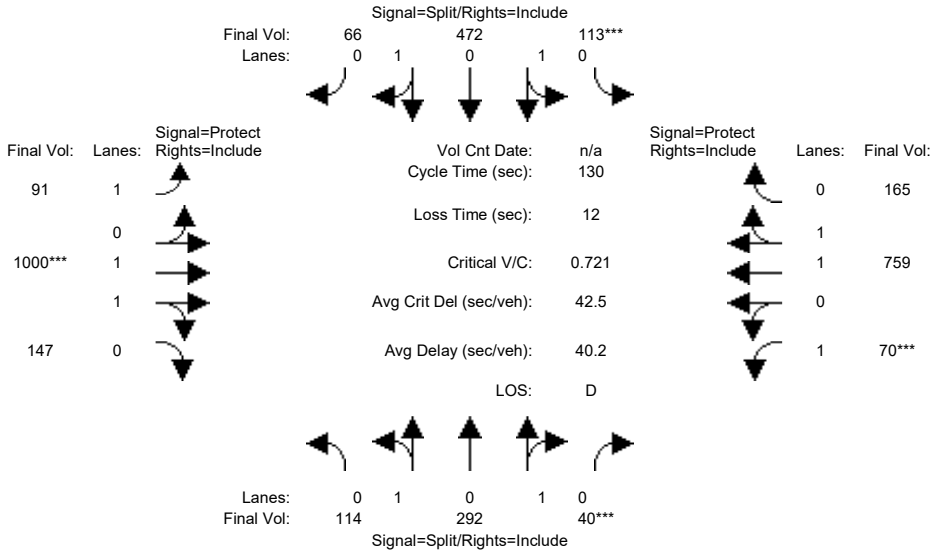
Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	14	2	0	3	2	16	21	60	17	0	49	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	292	40	113	472	66	91	1000	147	70	759	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	292	40	113	472	66	91	1000	147	70	759	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	292	40	113	472	66	91	1000	147	70	759	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	292	40	113	472	66	91	1000	147	70	759	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	1.31	0.18	0.35	1.45	0.20	1.00	1.74	0.26	1.00	1.63	0.37
Final Sat.:	920	2357	323	625	2610	365	1750	3225	474	1750	3039	661
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.05	0.31	0.31	0.04	0.25	0.25
Crit Moves:			****	****				****		****		
Green Time:	22.3	22.3	22.3	32.6	32.6	32.6	11.2	55.9	55.9	7.2	51.9	51.9
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.60	0.72	0.72	0.72	0.63	0.63
Delay/Veh:	55.1	55.1	55.1	47.4	47.4	47.4	64.1	32.3	32.3	83.5	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	55.1	55.1	47.4	47.4	47.4	64.1	32.3	32.3	83.5	32.1	32.1
LOS by Move:	E+	E+	E+	D	D	D	E	C-	C-	F	C-	C-
HCM2kAvgQ:	9	9	9	13	13	13	4	19	19	3	15	15

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

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2018 PM Full-Offset Alternative

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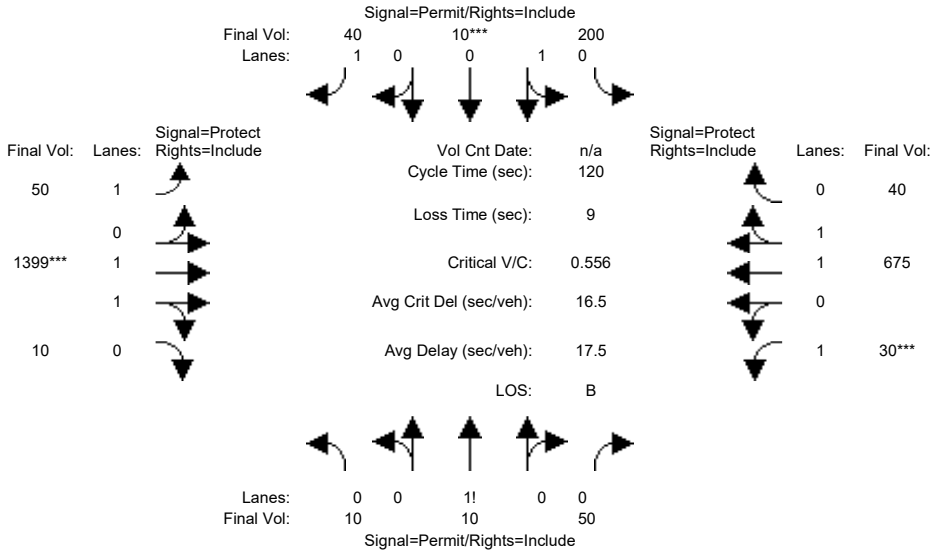
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	19	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1399	10	30	675	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1399	10	30	675	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1399	10	30	675	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	200	10	40	50	1399	10	30	675	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3674	26	1750	3493	207
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	20.1	79.6	79.6	7.0	66.5	66.5
Volume/Cap:	0.20	0.20	0.20	0.57	0.57	0.11	0.17	0.57	0.57	0.29	0.35	0.35
Delay/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2kAvgQ:	2	2	2	8	8	1	2	14	14	1	7	7

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

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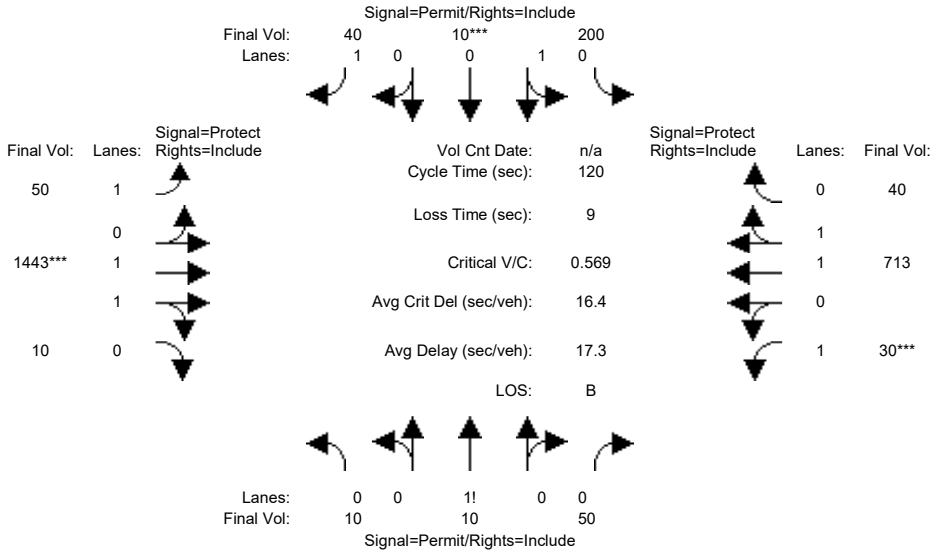
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	63	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1443	10	30	713	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1443	10	30	713	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1443	10	30	713	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	200	10	40	50	1443	10	30	713	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3675	25	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.39	0.39	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	19.4	80.2	80.2	7.0	67.8	67.8
Volume/Cap:	0.20	0.20	0.20	0.59	0.59	0.12	0.18	0.59	0.59	0.29	0.36	0.36
Delay/Veh:	40.4	40.4	40.4	46.2	46.2	39.6	43.7	11.3	11.3	55.7	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	40.4	46.2	46.2	39.6	43.7	11.3	11.3	55.7	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2kAvgQ:	2	2	2	8	8	1	2	14	14	1	8	8

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

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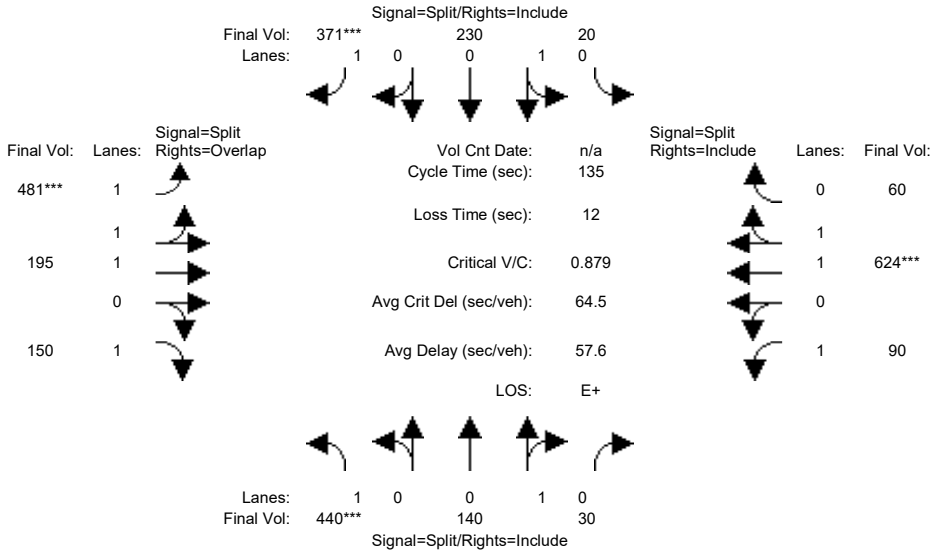
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	1	1	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	371	481	195	150	90	624	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	371	481	195	150	90	624	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	371	481	195	150	90	624	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	140	30	20	230	371	481	195	150	90	624	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.21	0.15	0.10	0.09	0.05	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	38.6	38.6	38.6	32.6	32.6	32.6	23.4	23.4	62.1	28.4	28.4	28.4
Volume/Cap:	0.88	0.33	0.33	0.58	0.58	0.88	0.88	0.59	0.19	0.24	0.88	0.88
Delay/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2kAvgQ:	22	6	6	10	10	19	15	8	4	3	17	17

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

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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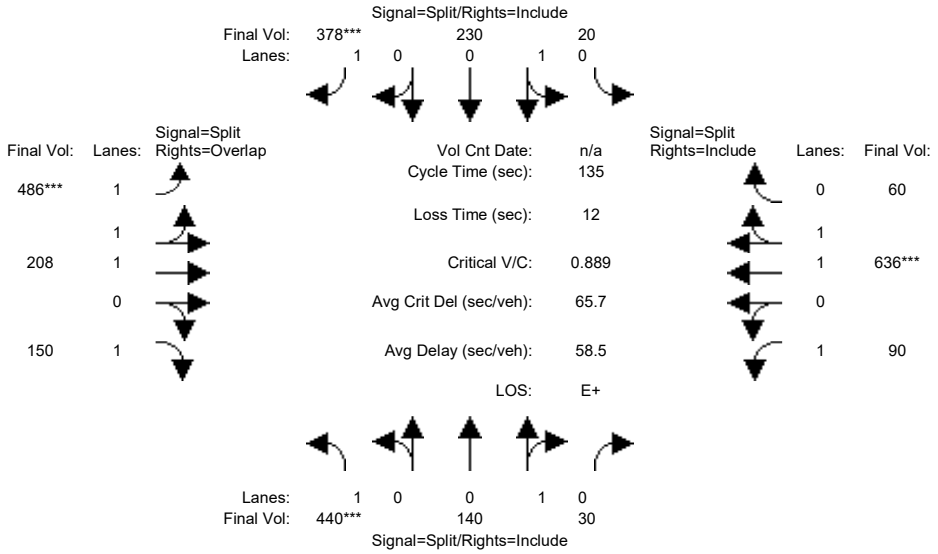
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	8	6	18	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	378	486	208	150	90	636	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	378	486	208	150	90	636	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	378	486	208	150	90	636	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	140	30	20	230	378	486	208	150	90	636	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3381	319
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.22	0.15	0.11	0.09	0.05	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	38.2	38.2	38.2	32.8	32.8	32.8	23.4	23.4	61.6	28.6	28.6	28.6
Volume/Cap:	0.89	0.33	0.33	0.57	0.57	0.89	0.89	0.63	0.19	0.24	0.89	0.89
Delay/Veh:	64.0	38.7	38.7	46.7	46.7	69.2	66.7	53.0	21.9	44.6	63.8	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	38.7	38.7	46.7	46.7	69.2	66.7	53.0	21.9	44.6	63.8	63.8
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2kAvgQ:	22	6	6	10	10	19	15	9	4	3	17	17

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

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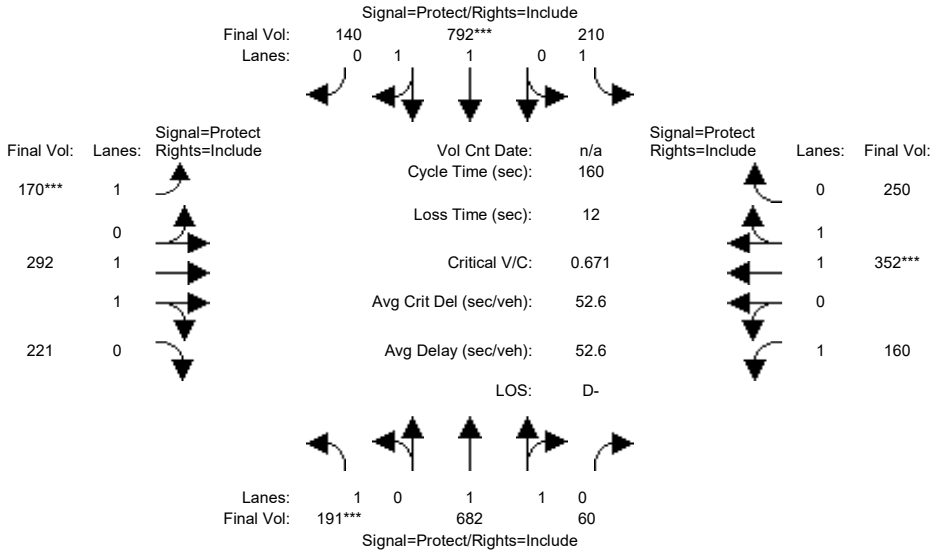
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	1	2	0	0	2	0	0	2	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	682	60	210	792	140	170	292	221	160	352	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	682	60	210	792	140	170	292	221	160	352	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	682	60	210	792	140	170	292	221	160	352	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	682	60	210	792	140	170	292	221	160	352	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	1.11	0.89	1.00	1.15	0.85
Final Sat.:	1750	3401	299	1750	3144	556	1750	2105	1593	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	26.0	53.8	53.8	32.2	60.0	60.0	23.2	37.3	37.3	24.6	38.8	38.8
Volume/Cap:	0.67	0.60	0.60	0.60	0.67	0.67	0.67	0.59	0.59	0.59	0.67	0.67
Delay/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2kAvgQ:	10	15	15	11	20	20	8	11	11	8	13	13

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

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Stanford 2018 GUP
SJ15-1585
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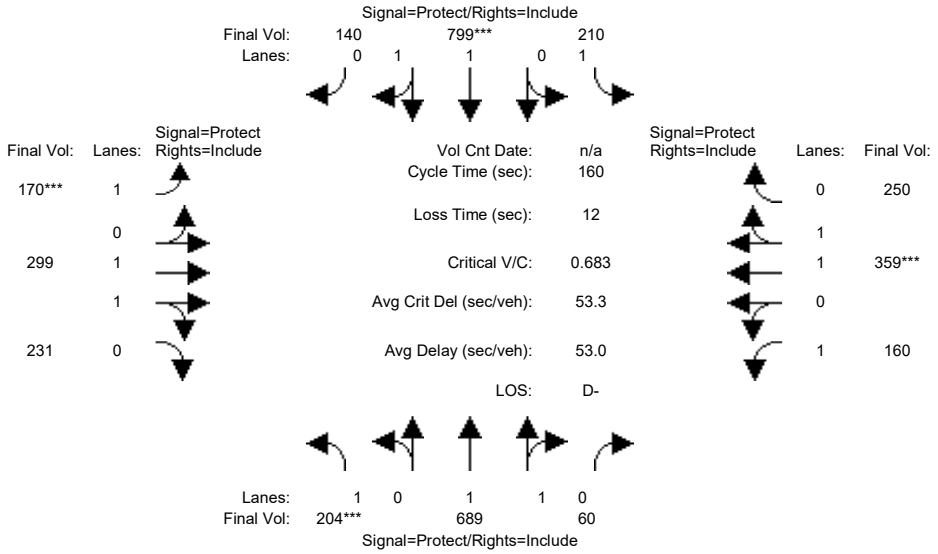
2018 with Full-Offset PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	14	9	0	0	9	0	0	9	11	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	689	60	210	799	140	170	299	231	160	359	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	689	60	210	799	140	170	299	231	160	359	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	689	60	210	799	140	170	299	231	160	359	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	689	60	210	799	140	170	299	231	160	359	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.84	0.16	1.00	1.69	0.31	1.00	1.10	0.90	1.00	1.16	0.84
Final Sat.:	1750	3403	296	1750	3148	552	1750	2086	1612	1750	2180	1518
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	27.3	54.4	54.4	32.3	59.4	59.4	22.7	37.4	37.4	23.9	38.6	38.6
Volume/Cap:	0.68	0.60	0.60	0.60	0.68	0.68	0.68	0.61	0.61	0.61	0.68	0.68
Delay/Veh:	68.7	44.4	44.4	60.7	43.8	43.8	72.8	56.1	56.1	68.0	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	44.4	44.4	60.7	43.8	43.8	72.8	56.1	56.1	68.0	57.4	57.4
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2kAvgQ:	11	16	16	11	20	20	8	11	11	8	14	14

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

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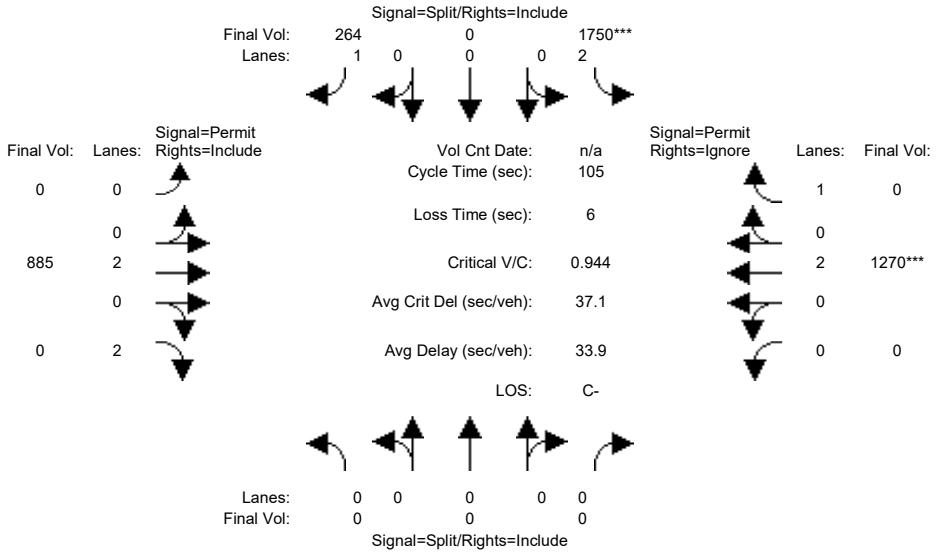
Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	4	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	264	0	885	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	264	0	885	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	264	0	885	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1750	0	264	0	885	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.15	0.00	0.23	0.00	0.00	0.33	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.66	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	37	0	4	0	12	0	0	22	0

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

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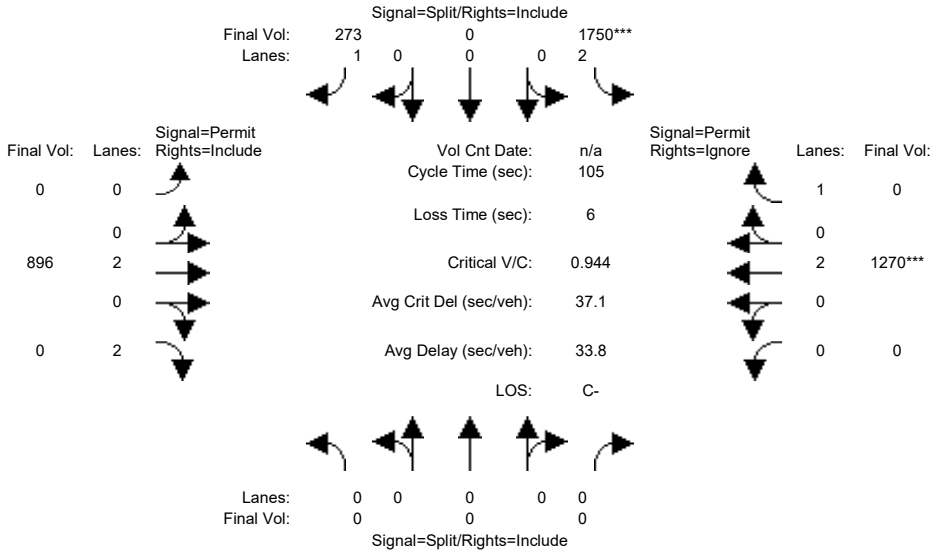
Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	13	0	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	273	0	896	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	273	0	896	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	273	0	896	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1750	0	273	0	896	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.16	0.00	0.24	0.00	0.00	0.33	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.67	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	29.9	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	29.9	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	37	0	5	0	12	0	0	22	0

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

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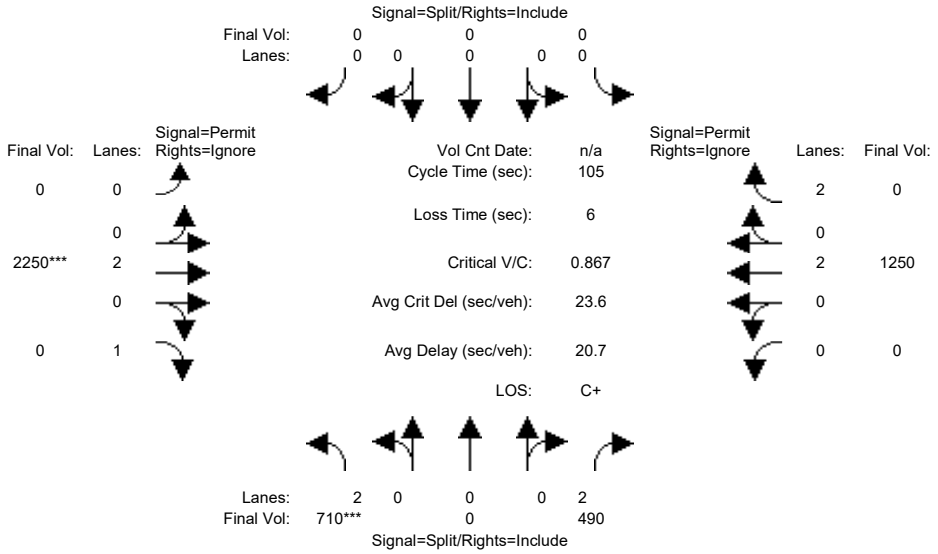
Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	0	2250	295	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	0	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	71.7	0.0	0.0	71.7	0.0
Volume/Cap:	0.87	0.00	0.60	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.48	0.00
Delay/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D+	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	16	0	9	0	0	0	0	29	0	0	10	0

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

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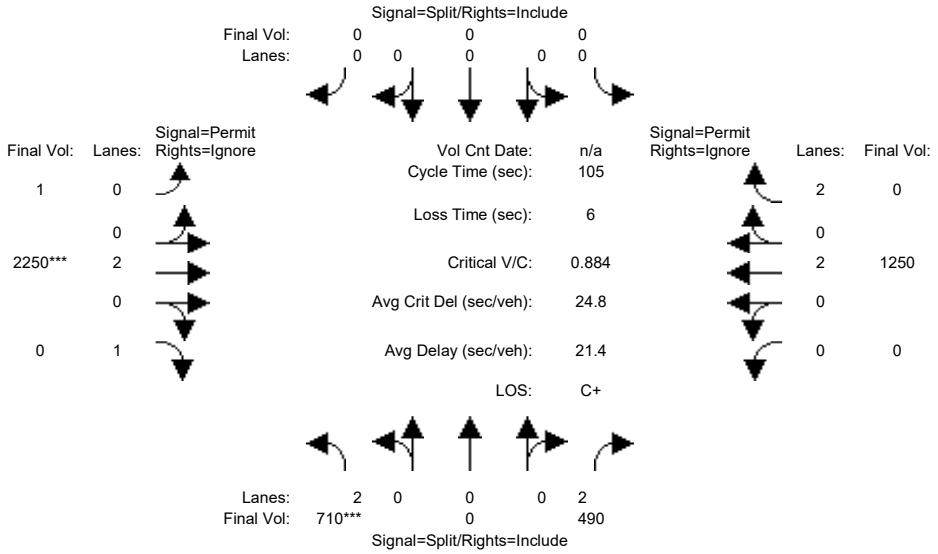
Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	1	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	1	2250	305	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	1	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	1	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	710	0	490	0	0	0	1	2250	0	0	1250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	2	3698	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	26.8	0.0	26.8	0.0	0.0	0.0	72.2	72.2	0.0	0.0	72.2	0.0
Volume/Cap:	0.88	0.00	0.61	0.00	0.00	0.00	0.88	0.88	0.00	0.00	0.48	0.00
Delay/Veh:	49.1	0.0	35.9	0.0	0.0	0.0	17.1	17.1	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	35.9	0.0	0.0	0.0	17.1	17.1	0.0	0.0	7.8	0.0
LOS by Move:	D	A	D+	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	17	0	9	0	0	0	31	31	0	0	9	0

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

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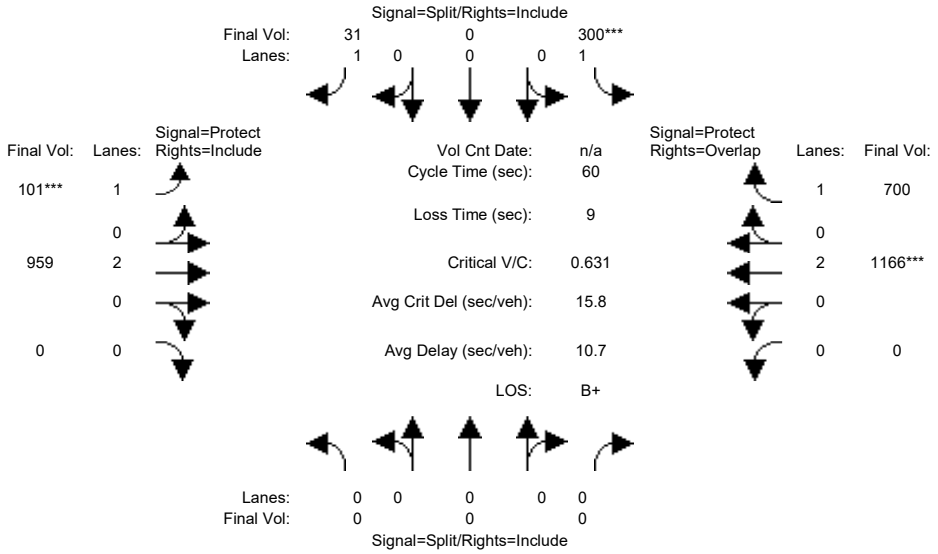
Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	1	9	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	101	959	0	0	1166	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	101	959	0	0	1166	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	101	959	0	0	1166	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	31	101	959	0	0	1166	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.25	0.00	0.00	0.31	0.40
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.8	0.0	15.8	7.0	35.2	0.0	0.0	28.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.07	0.49	0.43	0.00	0.00	0.65	0.55
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	0	2	5	0	0	8	6

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

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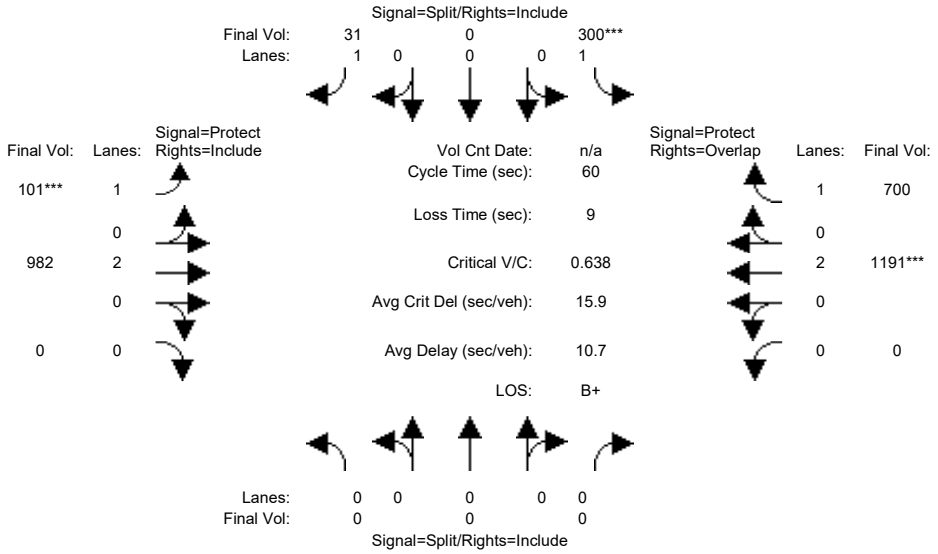
Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	1	32	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	101	982	0	0	1191	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	101	982	0	0	1191	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	101	982	0	0	1191	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	31	101	982	0	0	1191	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.26	0.00	0.00	0.31	0.40
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.6	0.0	15.6	7.0	35.4	0.0	0.0	28.4	44.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.07	0.49	0.44	0.00	0.00	0.66	0.55
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	16.8	26.7	6.9	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	16.8	26.7	6.9	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	0	2	5	0	0	9	6

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

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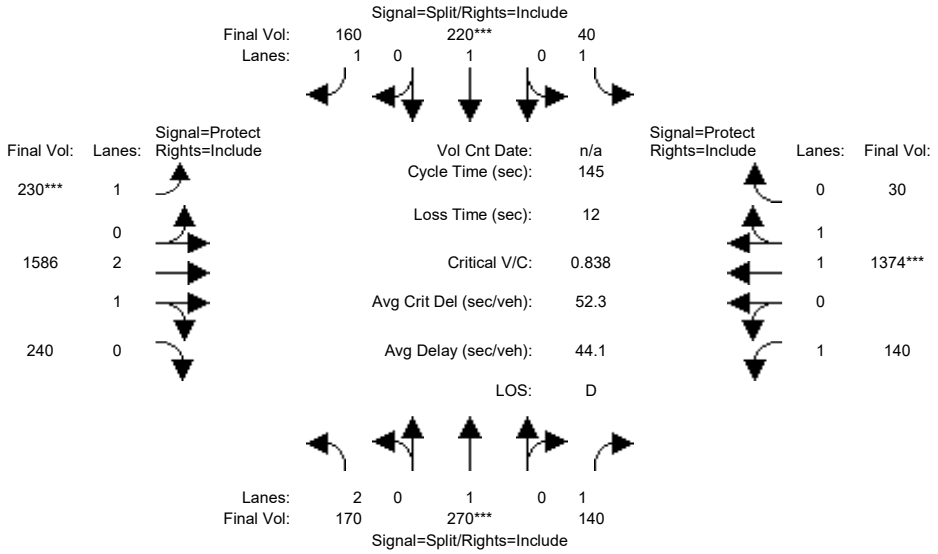
Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1586	240	140	1374	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1586	240	140	1374	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1586	240	140	1374	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	270	140	40	220	160	230	1586	240	140	1374	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4863	736	1750	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.38	0.38
Crit Moves:		****			****		****				****	
Green Time:	24.6	24.6	24.6	20.0	20.0	20.0	22.7	71.0	71.0	17.4	65.6	65.6
Volume/Cap:	0.32	0.84	0.47	0.17	0.84	0.66	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
LOS by Move:	D-	E-	E+	E+	F	E	E-	C	C	E	D+	D+
HCM2kAvgQ:	4	14	6	2	12	8	11	20	20	6	29	29

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

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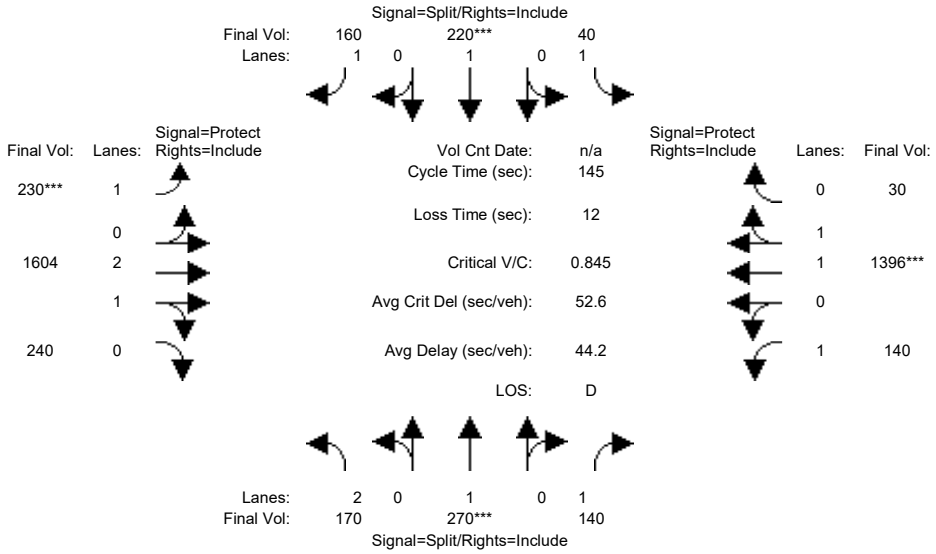
Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	24	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1604	240	140	1396	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1604	240	140	1396	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1604	240	140	1396	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	270	140	40	220	160	230	1604	240	140	1396	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4870	729	1750	3622	78
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.39	0.39
Crit Moves:		****			****		****				****	
Green Time:	24.4	24.4	24.4	19.9	19.9	19.9	22.6	71.4	71.4	17.3	66.2	66.2
Volume/Cap:	0.32	0.84	0.48	0.17	0.84	0.67	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.4	76.7	55.7	55.6	82.6	66.4	80.3	28.5	28.5	69.2	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	76.7	55.7	55.6	82.6	66.4	80.3	28.5	28.5	69.2	39.0	39.0
LOS by Move:	D-	E-	E+	E+	F	E	F	C	C	E	D+	D+
HCM2kAvgQ:	4	14	6	2	12	8	12	21	21	6	29	29

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

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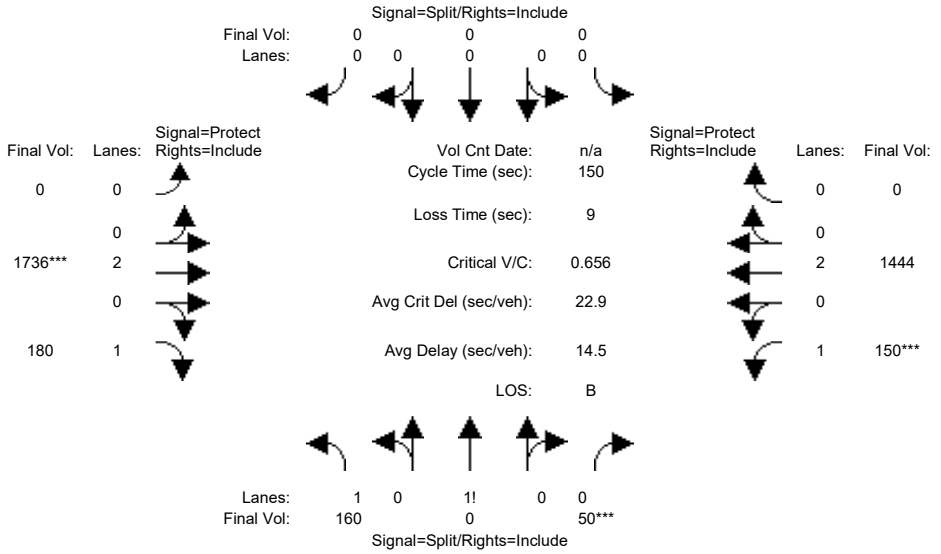
Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1736	180	150	1444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1736	180	150	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1736	180	150	1444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	50	0	0	0	0	1736	180	150	1444	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	104	104.4	19.6	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.46	0.00
Delay/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	5	0	7	0	0	0	0	22	3	7	9	0

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

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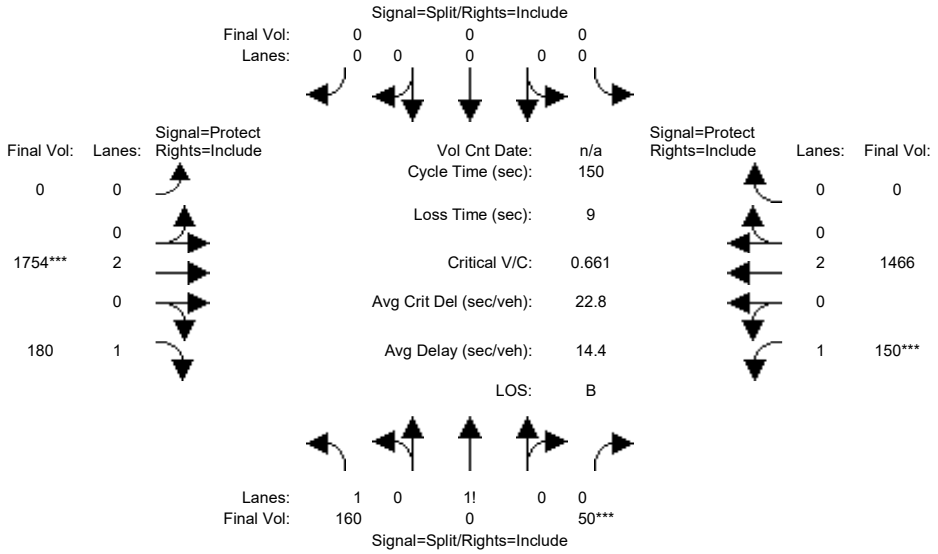
Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1754	180	150	1466	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1754	180	150	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1754	180	150	1466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	50	0	0	0	0	1754	180	150	1466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	105	104.7	19.4	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.47	0.00
Delay/Veh:	63.6	0.0	69.0	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	0.0	69.0	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	5	0	7	0	0	0	0	22	3	7	9	0

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

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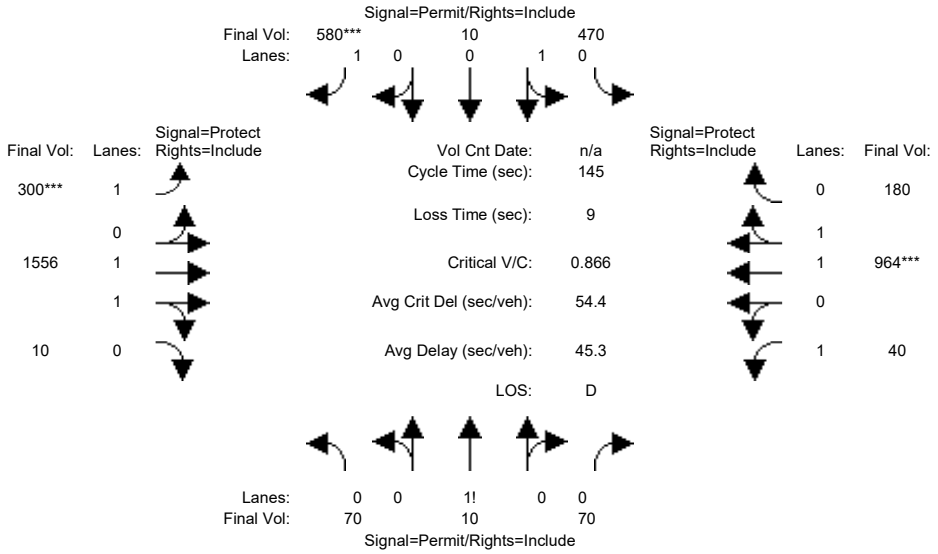
Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1556	10	40	964	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1556	10	40	964	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1556	10	40	964	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	470	10	580	300	1556	10	40	964	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3676	24	1750	3117	582
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.42	0.42	0.02	0.31	0.31
Crit Moves:						****	****				****	
Green Time:	55.5	55.5	55.5	55.5	55.5	55.5	28.7	72.3	72.3	8.2	51.8	51.8
Volume/Cap:	0.22	0.22	0.22	0.70	0.70	0.87	0.87	0.85	0.85	0.40	0.87	0.87
Delay/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2kAvgQ:	5	5	5	19	19	28	15	31	31	2	26	26

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

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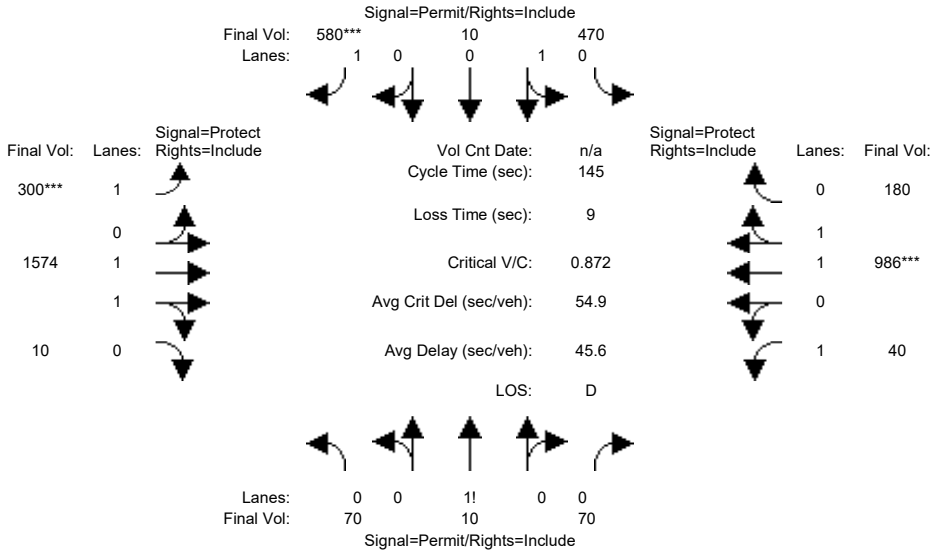
Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	24	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1574	10	40	986	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1574	10	40	986	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1574	10	40	986	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	470	10	580	300	1574	10	40	986	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3677	23	1750	3128	571
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.43	0.43	0.02	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	55.1	55.1	55.1	55.1	55.1	55.1	28.5	72.7	72.7	8.2	52.4	52.4
Volume/Cap:	0.23	0.23	0.23	0.70	0.70	0.87	0.87	0.85	0.85	0.40	0.87	0.87
Delay/Veh:	30.7	30.7	30.7	41.3	41.3	53.8	77.3	35.6	35.6	68.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.7	41.3	41.3	53.8	77.3	35.6	35.6	68.7	49.7	49.7
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2kAvgQ:	5	5	5	19	19	28	15	32	32	2	26	26

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

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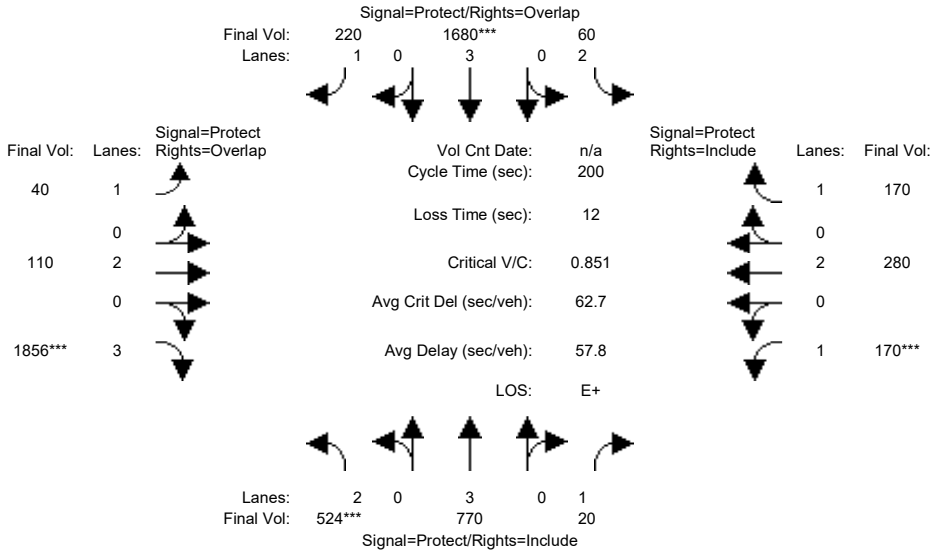
Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	4	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	524	770	20	60	1680	220	40	110	1856	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	770	20	60	1680	220	40	110	1856	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	770	20	60	1680	220	40	110	1856	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	770	20	60	1680	220	40	110	1856	170	280	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	39.1	86.1	86.1	22.3	69.3	90.4	21.1	56.8	95.9	22.8	58.5	58.5
Volume/Cap:	0.85	0.31	0.03	0.17	0.85	0.28	0.22	0.10	0.85	0.85	0.25	0.33
Delay/Veh:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2kAvgQ:	20	10	1	2	33	9	2	2	40	13	6	9

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

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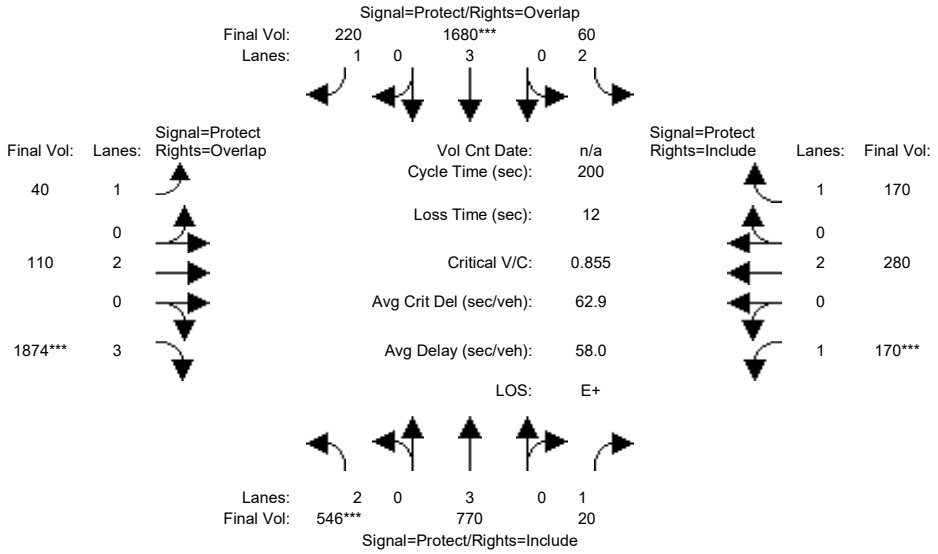
Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway									Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	26	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	770	20	60	1680	220	40	110	1874	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	770	20	60	1680	220	40	110	1874	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	770	20	60	1680	220	40	110	1874	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	770	20	60	1680	220	40	110	1874	170	280	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	40.5	87.0	87.0	22.5	68.9	89.7	20.8	55.8	96.3	22.7	57.7	57.7
Volume/Cap:	0.85	0.31	0.03	0.17	0.85	0.28	0.22	0.10	0.85	0.85	0.26	0.34
Delay/Veh:	87.8	37.0	32.3	80.5	64.8	35.0	82.8	53.6	49.2	115.5	54.8	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	37.0	32.3	80.5	64.8	35.0	82.8	53.6	49.2	115.5	54.8	56.5
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2kAvgQ:	20	10	1	2	33	9	2	2	41	13	6	9

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

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Stanford 2018 GUP
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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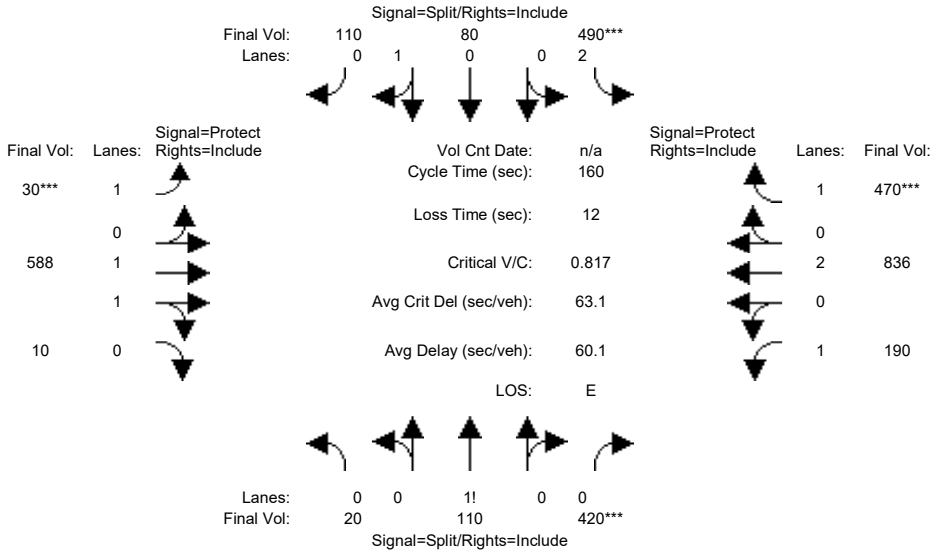
Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	588	10	190	836	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	588	10	190	836	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	588	10	190	836	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	420	490	80	110	30	588	10	190	836	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.16	0.16	0.11	0.22	0.27
Crit Moves:			****	****			****					****
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	34.9	34.9	23.4	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.74	0.74	0.74	0.69	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2kAvgQ:	28	28	28	16	9	9	2	14	14	10	17	24

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

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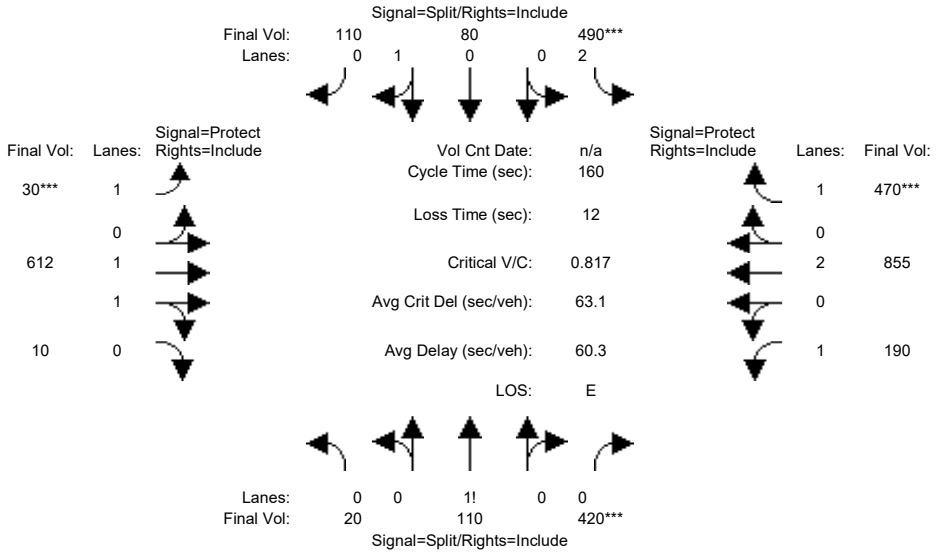
2018 with Full-Offset PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	32	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	612	10	190	855	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	612	10	190	855	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	612	10	190	855	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	420	490	80	110	30	612	10	190	855	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3640	59	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.17	0.17	0.11	0.23	0.27
Crit Moves:			****	****			****					****
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	35.4	35.4	22.9	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.76	0.76	0.76	0.70	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.5	62.5	78.6	49.5	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.5	62.5	78.6	49.5	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2kAvgQ:	28	28	28	16	9	9	2	15	15	10	18	24

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

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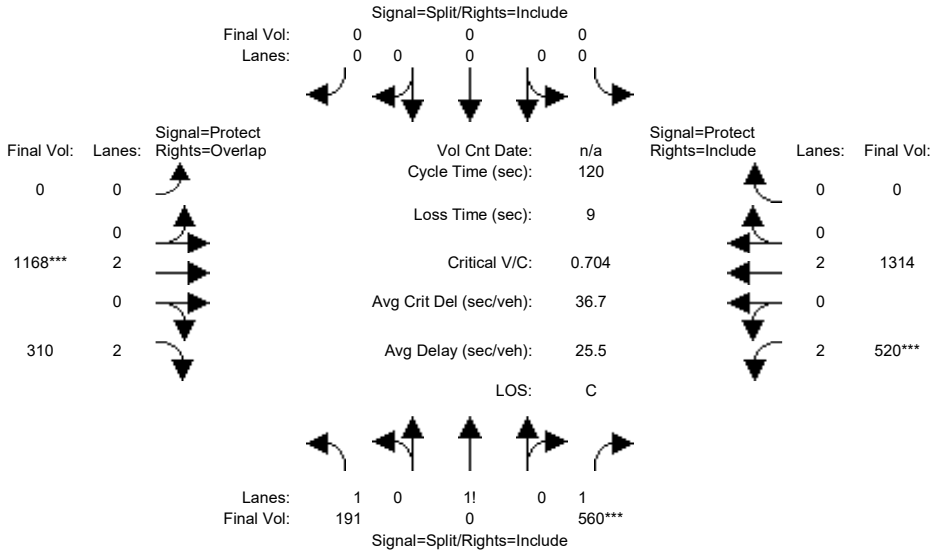
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	1	0	0	0	0	0	0	8	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	560	0	0	0	0	1168	310	520	1314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	0	560	0	0	0	0	1168	310	520	1314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	560	0	0	0	0	1168	310	520	1314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	0	560	0	0	0	0	1168	310	520	1314	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2204	0	3133	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	52.4	82.9	28.1	80.5	0.0
Volume/Cap:	0.34	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.14	0.70	0.52	0.00
Delay/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	12	0	0	0	0	17	2	10	12	0

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

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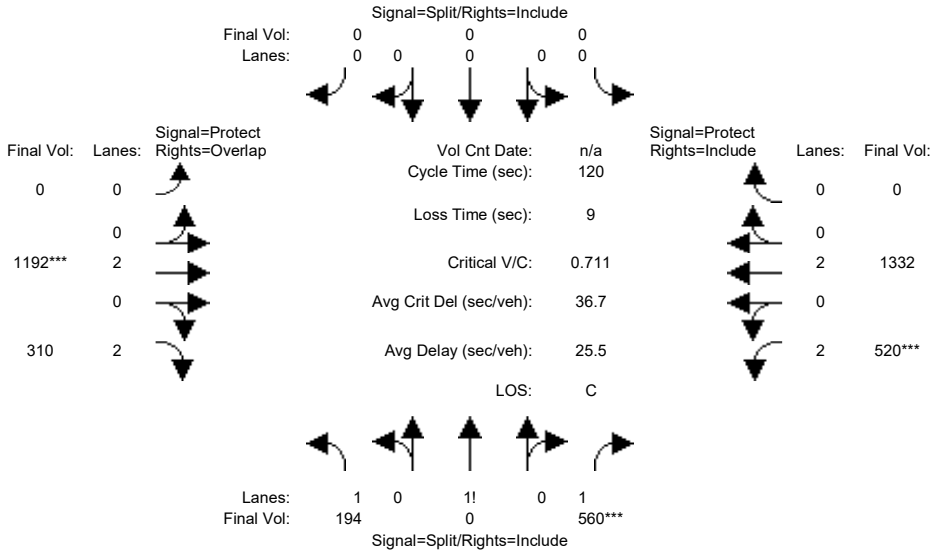
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	4	0	0	0	0	0	0	32	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	560	0	0	0	0	1192	310	520	1332	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	0	560	0	0	0	0	1192	310	520	1332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	560	0	0	0	0	1192	310	520	1332	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	0	560	0	0	0	0	1192	310	520	1332	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2210	0	3127	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	52.9	83.1	27.9	80.8	0.0
Volume/Cap:	0.35	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.14	0.71	0.52	0.00
Delay/Veh:	36.9	0.0	43.2	0.0	0.0	0.0	0.0	28.8	6.3	45.7	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	43.2	0.0	0.0	0.0	0.0	28.8	6.3	45.7	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	17	2	10	12	0

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

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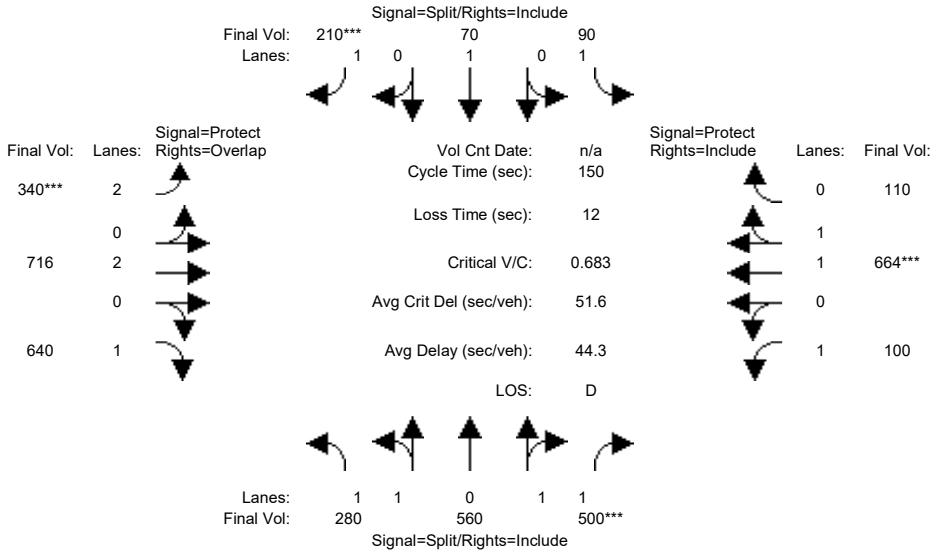
2018 PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	716	640	100	664	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	716	640	100	664	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	716	640	100	664	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	560	500	90	70	210	340	716	640	100	664	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3174	526
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			****			****	****				****	
Green Time:	42.0	42.0	42.0	26.4	26.4	26.4	23.7	54.5	96.5	15.1	46.0	46.0
Volume/Cap:	0.57	0.68	0.68	0.29	0.21	0.68	0.68	0.52	0.57	0.57	0.68	0.68
Delay/Veh:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2kAvgQ:	12	15	15	4	3	11	9	12	17	5	16	16

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

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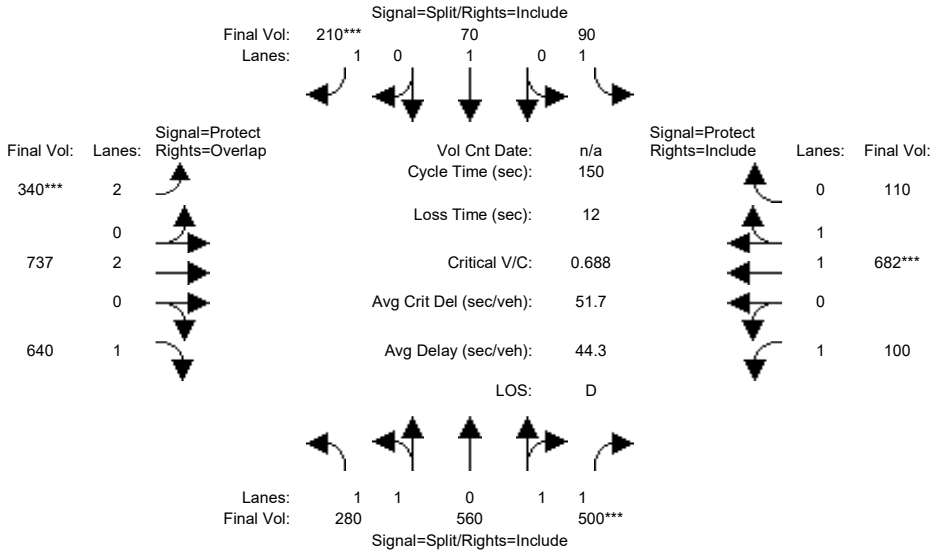
Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	27	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	737	640	100	682	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	737	640	100	682	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	737	640	100	682	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	560	500	90	70	210	340	737	640	100	682	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3186	514
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			****			****	****				****	
Green Time:	41.7	41.7	41.7	26.2	26.2	26.2	23.5	54.9	96.6	15.3	46.7	46.7
Volume/Cap:	0.58	0.69	0.69	0.29	0.21	0.69	0.69	0.53	0.57	0.56	0.69	0.69
Delay/Veh:	46.9	49.4	49.4	54.4	53.4	64.6	63.8	37.8	15.7	68.2	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	49.4	49.4	54.4	53.4	64.6	63.8	37.8	15.7	68.2	47.1	47.1
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2kAvgQ:	12	15	15	4	3	11	9	13	17	5	16	16

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

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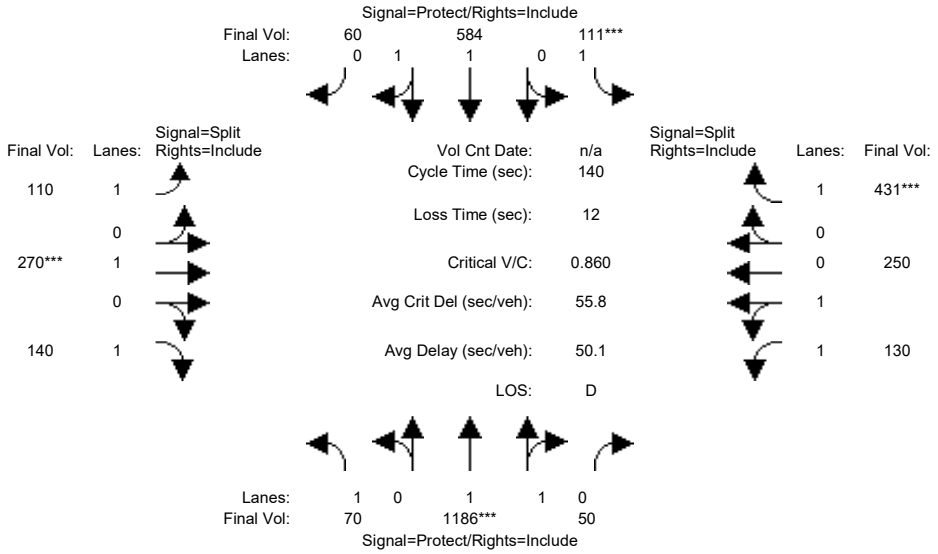
Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	6	0	1	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1186	50	111	584	60	110	270	140	130	250	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1186	50	111	584	60	110	270	140	130	250	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1186	50	111	584	60	110	270	140	130	250	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1186	50	111	584	60	110	270	140	130	250	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3550	150	1750	3355	345	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.06	0.17	0.17	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:		****		****				****				****
Green Time:	14.4	54.4	54.4	10.3	50.3	50.3	23.1	23.1	23.1	40.1	40.1	40.1
Volume/Cap:	0.39	0.86	0.86	0.86	0.48	0.48	0.38	0.86	0.48	0.26	0.46	0.86
Delay/Veh:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
LOS by Move:	E	D	D	F	D+	D+	D-	E-	D-	D+	D	E
HCM2kAvgQ:	3	26	26	6	11	11	5	14	6	5	9	21

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

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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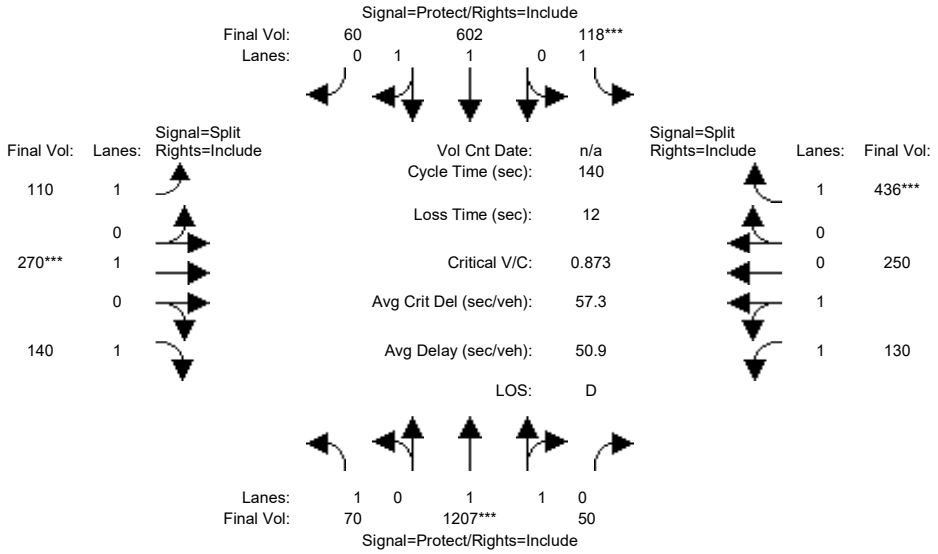
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	27	0	8	22	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1207	50	118	602	60	110	270	140	130	250	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1207	50	118	602	60	110	270	140	130	250	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1207	50	118	602	60	110	270	140	130	250	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1207	50	118	602	60	110	270	140	130	250	436
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3553	147	1750	3364	335	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.07	0.18	0.18	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:		****		****				****				****
Green Time:	14.3	54.5	54.5	10.8	51.0	51.0	22.8	22.8	22.8	39.9	39.9	39.9
Volume/Cap:	0.39	0.87	0.87	0.87	0.49	0.49	0.39	0.87	0.49	0.26	0.46	0.87
Delay/Veh:	60.3	45.8	45.8	106.0	34.7	34.7	53.2	80.0	54.7	38.7	41.6	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	45.8	45.8	106.0	34.7	34.7	53.2	80.0	54.7	38.7	41.6	63.2
LOS by Move:	E	D	D	F	C-	C-	D-	F	D-	D+	D	E
HCM2kAvgQ:	3	27	27	6	11	11	5	14	6	5	9	22

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

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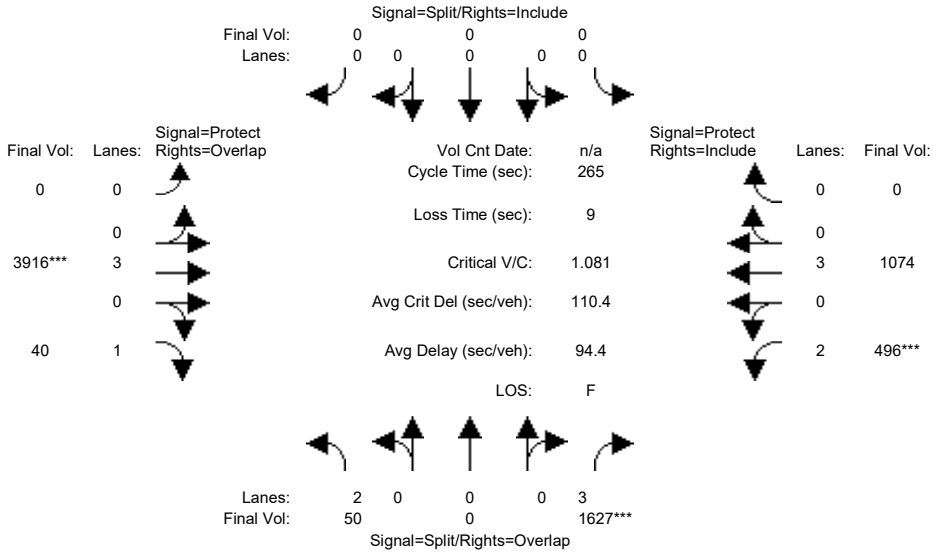
Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	7	0	0	0	0	6	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1627	0	0	0	0	3916	40	496	1074	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1627	0	0	0	0	3916	40	496	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1627	0	0	0	0	3916	40	496	1074	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1627	0	0	0	0	3916	40	496	1074	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	49.0	0.0	87.6	0.0	0.0	0.0	0.0	168	217.4	38.6	207	0.0
Volume/Cap:	0.09	0.00	1.08	0.00	0.00	0.00	0.00	1.08	0.03	1.08	0.24	0.00
Delay/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	62	0	0	0	0	119	1	30	7	0

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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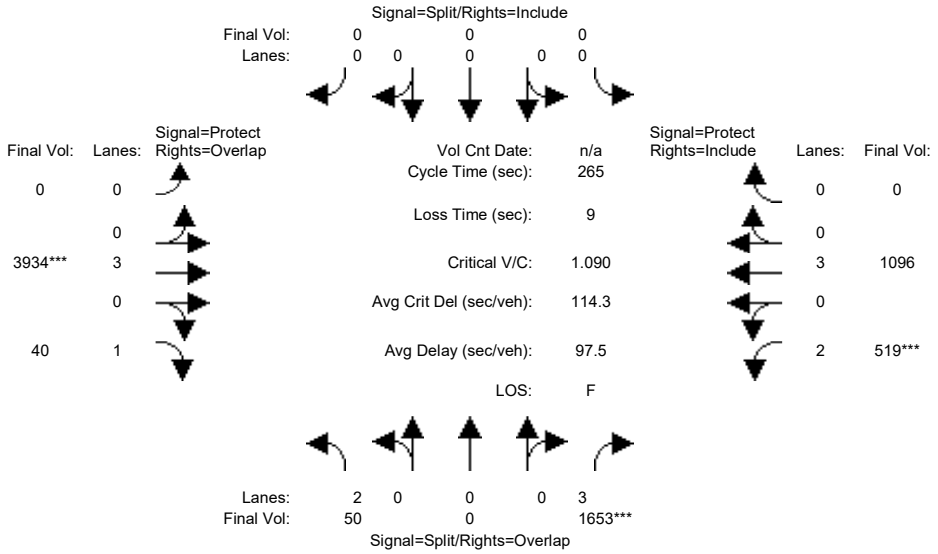
Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	33	0	0	0	0	24	0	29	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1653	0	0	0	0	3934	40	519	1096	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1653	0	0	0	0	3934	40	519	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1653	0	0	0	0	3934	40	519	1096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1653	0	0	0	0	3934	40	519	1096	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	48.2	0.0	88.3	0.0	0.0	0.0	0.0	168	216.0	40.0	208	0.0
Volume/Cap:	0.09	0.00	1.09	0.00	0.00	0.00	0.00	1.09	0.03	1.09	0.25	0.00
Delay/Veh:	90.2	0.0	140.3	0.0	0.0	0.0	0.0	94.6	4.7	180.5	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	0.0	140.3	0.0	0.0	0.0	0.0	94.6	4.7	180.5	7.7	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	63	0	0	0	0	120	1	31	8	0

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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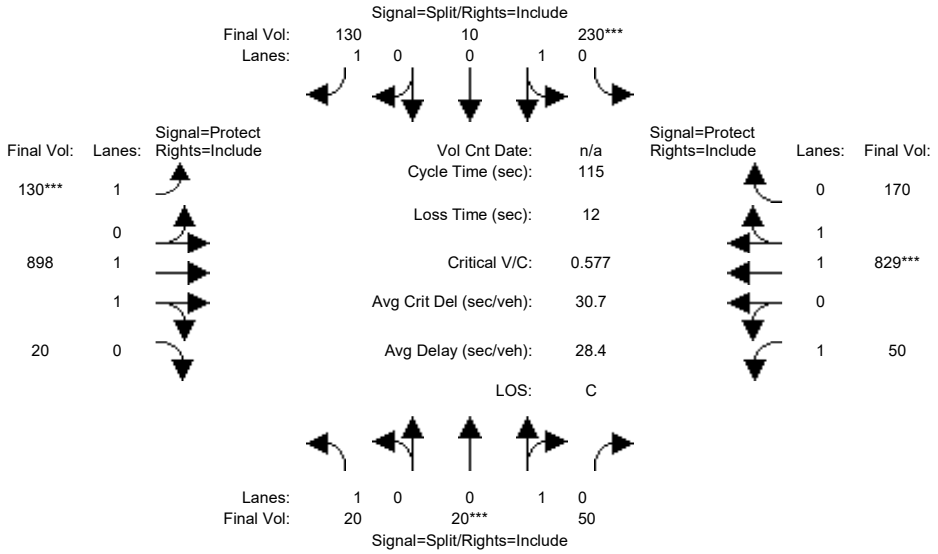
Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	898	20	50	829	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	898	20	50	829	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	898	20	50	829	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	898	20	50	829	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3619	81	1750	3070	630
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.25	0.25	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	26.0	26.0	26.0	14.5	53.8	53.8	13.2	52.6	52.6
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.53	0.53	0.25	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	11	11	2	13	13

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

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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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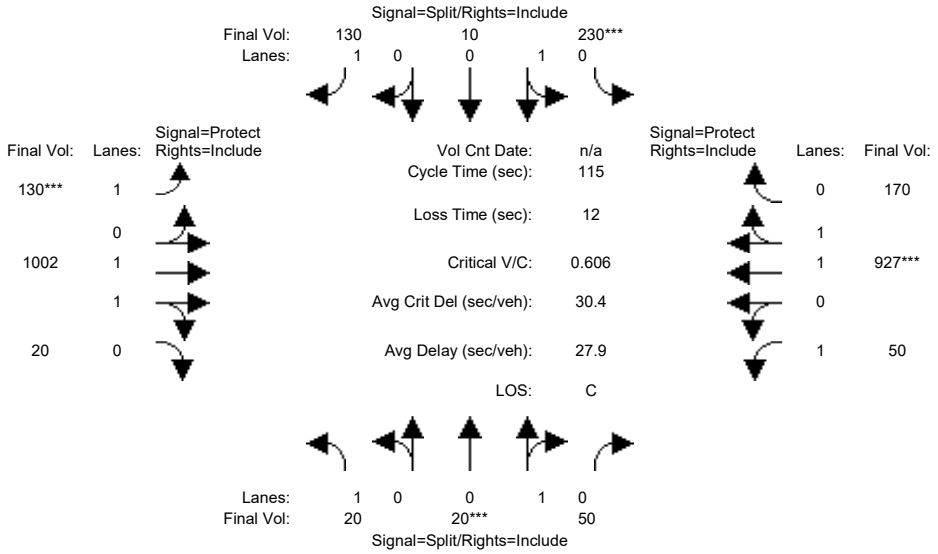
Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	142	0	0	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1002	20	50	927	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1002	20	50	927	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1002	20	50	927	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1002	20	50	927	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.68	0.32
Final Sat.:	1750	514	1286	1725	75	1750	1750	3628	72	1750	3126	573
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	24.6	24.6	24.6	13.7	56.1	56.1	12.4	54.7	54.7
Volume/Cap:	0.13	0.45	0.45	0.62	0.62	0.35	0.62	0.57	0.57	0.27	0.62	0.62
Delay/Veh:	48.9	51.9	51.9	44.2	44.2	38.9	54.0	21.3	21.3	47.9	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	44.2	44.2	38.9	54.0	21.3	21.3	47.9	23.2	23.2
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	12	12	2	14	14

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

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Stanford 2018 GUP
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2000 HCM Operations (Future Volume Alternative)
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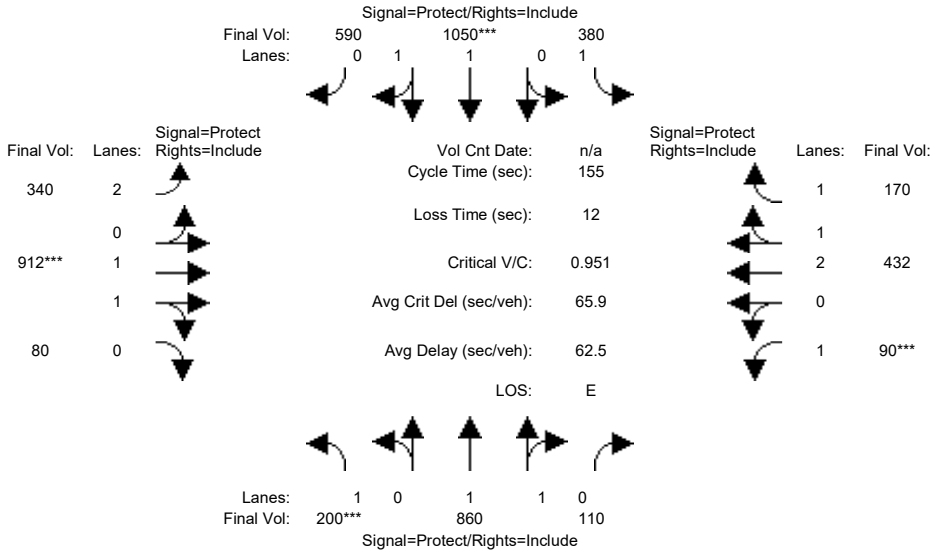
Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)

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Street Name:         San Antonio Avenue                Charleston Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0    4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200  860   110    380 1050   590   340  910    80    90  430   170
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  200  860   110    380 1050   590   340  910    80    90  430   170
Added Vol:      0    0     0      0    0     0     0    2     0     0    2     0
PasserByVol:    0    0     0      0    0     0     0    0     0     0    0     0
Initial Fut:  200  860   110    380 1050   590   340  912    80    90  432   170
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   200  860   110    380 1050   590   340  912    80    90  432   170
Reduct Vol:     0    0     0      0    0     0     0    0     0     0    0     0
Reduced Vol:  200  860   110    380 1050   590   340  912    80    90  432   170
PCE Adj:     1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  200  860   110    380 1050   590   340  912    80    90  432   170
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95   0.92 0.99  0.95  0.83 0.98  0.95  0.92 1.00  0.95
Lanes:       1.00 1.77  0.23   1.00 1.26  0.74  2.00 1.83  0.17  1.00 2.83  1.17
Final Sat.:  1750 3280   420   1750 2368  1331  3150 3401   298  1750 5355  2107
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.26  0.26   0.22 0.44  0.44  0.11 0.27  0.27  0.05 0.08  0.08
Crit Moves:  ****                ****               ****        ****
Green Time:  18.6 49.7  49.7   41.2 72.3  72.3  29.8 43.7  43.7   8.4 22.3  22.3
Volume/Cap:  0.95 0.82  0.82   0.82 0.95  0.95  0.56 0.95  0.95  0.95 0.56  0.56
Delay/Veh:  115.8 53.0  53.0   64.2 51.7  51.7  57.9 71.9  71.9 149.3 62.5  62.5
User DelAdj: 1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 115.8 53.0  53.0   64.2 51.7  51.7  57.9 71.9  71.9 149.3 62.5  62.5
LOS by Move:    F   D-    D-     E   D-    D-    E+   E     E     F    E     E
HCM2kAvgQ:     14   23    23    20   43    43     8   26    26     7    7     7
Note: Queue reported is the number of cars per lane.
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Stanford 2018 GUP
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2018 PM Full-Offset Alternative

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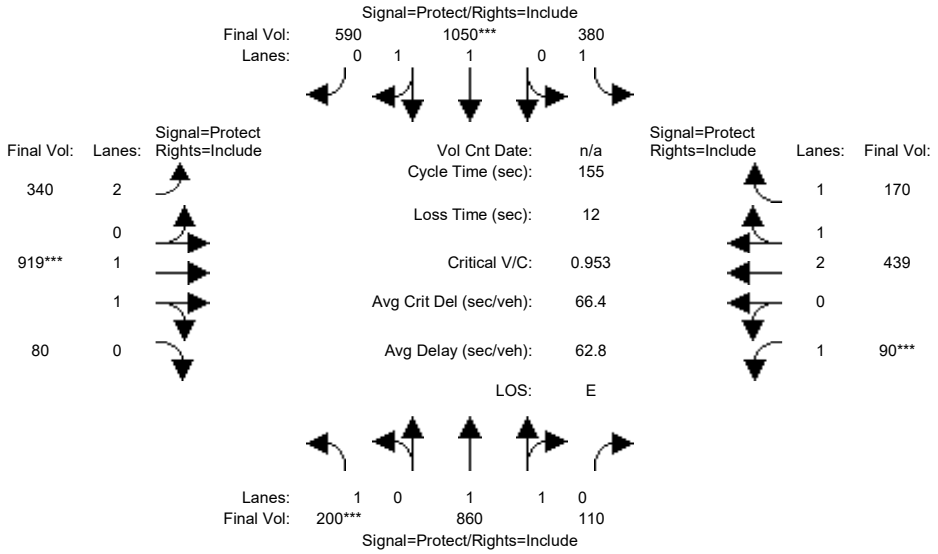
Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	860	110	380	1050	590	340	910	80	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	860	110	380	1050	590	340	910	80	90	430	170
Added Vol:	0	0	0	0	0	0	0	9	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	860	110	380	1050	590	340	919	80	90	439	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	860	110	380	1050	590	340	919	80	90	439	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	860	110	380	1050	590	340	919	80	90	439	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	860	110	380	1050	590	340	919	80	90	439	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.77	0.23	1.00	1.26	0.74	2.00	1.84	0.16	1.00	2.84	1.16
Final Sat.:	1750	3280	420	1750	2368	1331	3150	3403	296	1750	5380	2083
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.22	0.44	0.44	0.11	0.27	0.27	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	18.6	49.6	49.6	41.1	72.1	72.1	29.8	43.9	43.9	8.4	22.5	22.5
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.95	0.56	0.95	0.95	0.95	0.56	0.56
Delay/Veh:	116.5	53.2	53.2	64.5	52.2	52.2	57.9	72.1	72.1	150.1	62.3	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.5	53.2	53.2	64.5	52.2	52.2	57.9	72.1	72.1	150.1	62.3	62.3
LOS by Move:	F	D-	D-	E	D-	D-	E+	E	E	F	E	E
HCM2kAvgQ:	14	23	23	20	43	43	8	26	26	7	7	7

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

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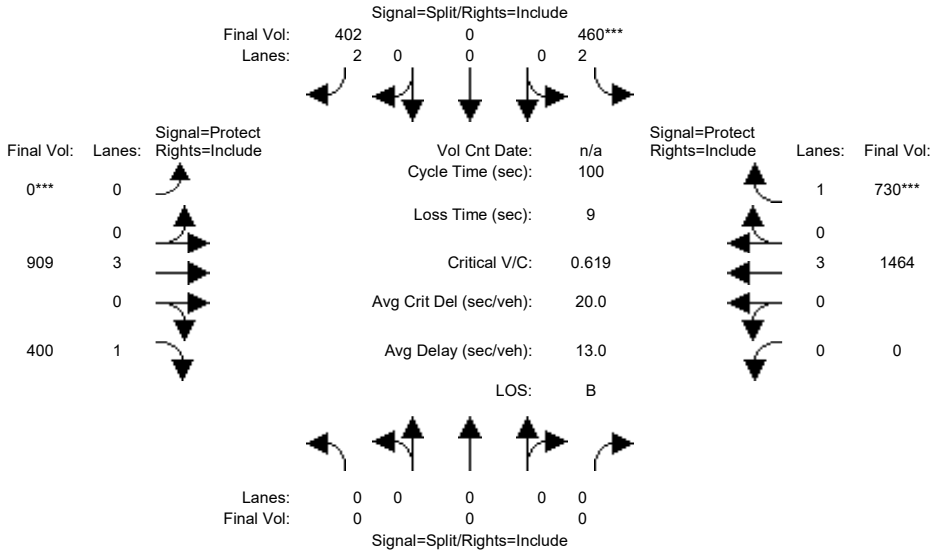
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	400	0	900	400	0	1460	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	400	0	900	400	0	1460	730
Added Vol:	0	0	0	0	0	2	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	402	0	909	400	0	1464	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	460	0	402	0	909	400	0	1464	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	402	0	909	400	0	1464	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	460	0	402	0	909	400	0	1464	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.16	0.23	0.00	0.26	0.42
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	0.0	67.4	67.4	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.54	0.00	0.24	0.34	0.00	0.38	0.62
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	8	0	7	0	4	5	0	6	13

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

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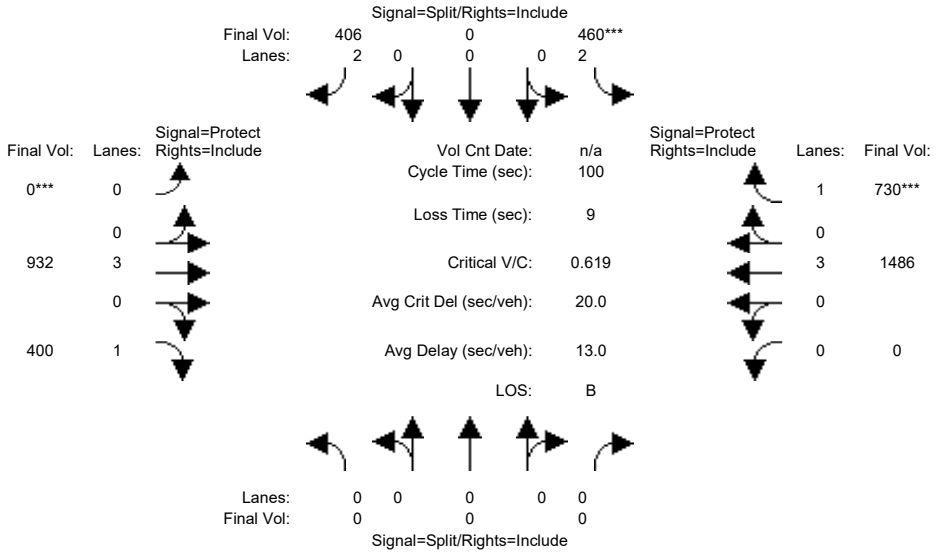
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	400	0	900	400	0	1460	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	400	0	900	400	0	1460	730
Added Vol:	0	0	0	0	0	6	0	32	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	406	0	932	400	0	1486	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	460	0	406	0	932	400	0	1486	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	406	0	932	400	0	1486	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	460	0	406	0	932	400	0	1486	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.16	0.23	0.00	0.26	0.42
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	0.0	67.4	67.4	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.55	0.00	0.24	0.34	0.00	0.39	0.62
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.4	0.0	6.4	7.1	0.0	7.3	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.4	0.0	6.4	7.1	0.0	7.3	10.1
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	8	0	7	0	4	5	0	6	13

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

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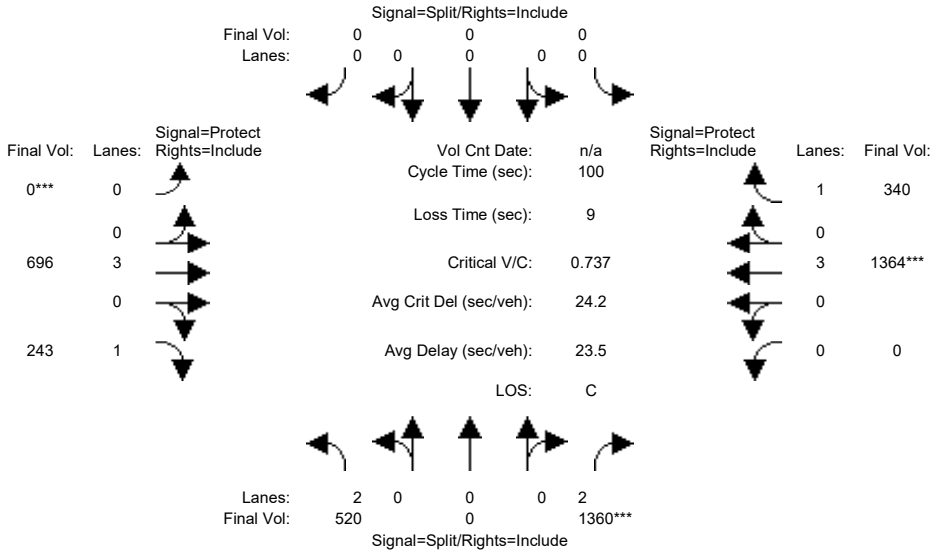
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	0	6	3	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	696	243	0	1364	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	696	243	0	1364	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	696	243	0	1364	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	696	243	0	1364	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.12	0.14	0.00	0.24	0.19
Crit Moves:			****				****				****	
Green Time:	58.5	0.0	58.5	0.0	0.0	0.0	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.28	0.00	0.74	0.00	0.00	0.00	0.00	0.38	0.43	0.00	0.74	0.60
Delay/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
LOS by Move:	B+	A	B	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	19	0	0	0	0	5	6	0	12	9

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

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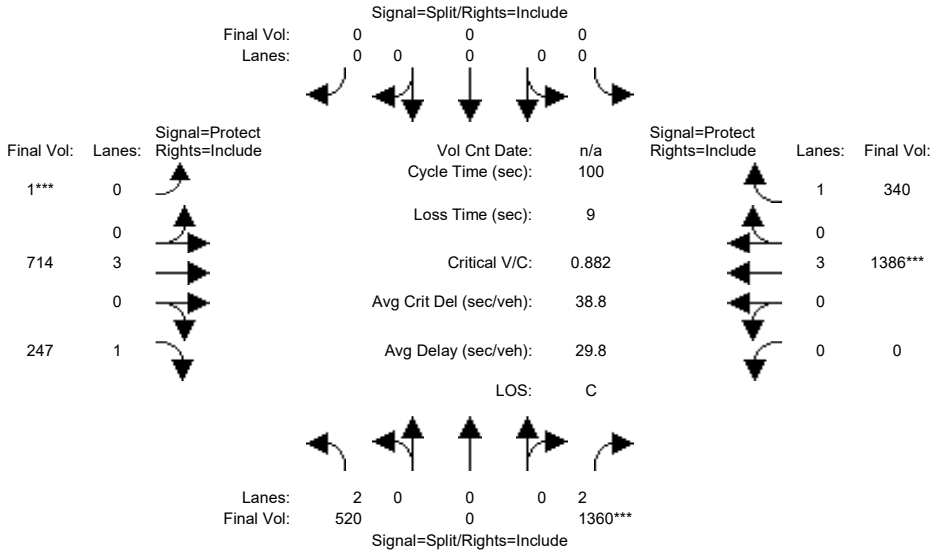
Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	1	24	7	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	1	714	247	0	1386	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	1	714	247	0	1386	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	1	714	247	0	1386	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	1	714	247	0	1386	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	2.99	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	8	5592	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.13	0.13	0.14	0.00	0.24	0.19
Crit Moves:			****				****				****	
Green Time:	49.0	0.0	49.0	0.0	0.0	0.0	14.5	42.0	42.0	0.0	27.6	27.6
Volume/Cap:	0.34	0.00	0.88	0.00	0.00	0.00	0.88	0.30	0.34	0.00	0.88	0.70
Delay/Veh:	15.7	0.0	29.3	0.0	0.0	0.0	53.0	19.3	19.8	0.0	40.9	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	0.0	29.3	0.0	0.0	0.0	53.0	19.3	19.8	0.0	40.9	37.3
LOS by Move:	B	A	C	A	A	A	D-	B-	B-	A	D	D+
HCM2kAvgQ:	6	0	26	0	0	0	8	5	5	0	14	10

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

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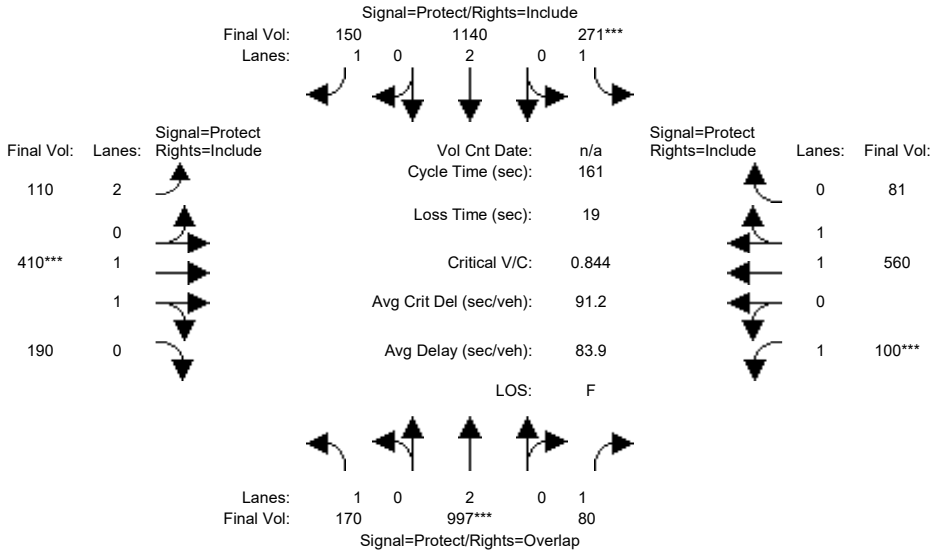
Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	990	80	270	1130	150	110	410	190	100	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	990	80	270	1130	150	110	410	190	100	560	80
Added Vol:	0	7	0	1	10	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	997	80	271	1140	150	110	410	190	100	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	997	80	271	1140	150	110	410	190	100	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	997	80	271	1140	150	110	410	190	100	560	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	997	80	271	1140	150	110	410	190	100	560	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.74	0.26
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2148	996	1488	2747	397
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.05	0.18	0.35	0.10	0.04	0.19	0.19	0.07	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.3	49.8	49.8	15.3	35.9	35.9
Volume/Cap:	0.87	0.86	0.12	1.46	1.00	0.29	0.23	0.62	0.62	0.71	0.92	0.92
Delay/Veh:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
LOS by Move:	F	E+	C	F	F	D	E+	D	D	F	F	F
HCM2kAvgQ:	10	26	4	26	32	7	3	15	15	7	20	20

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

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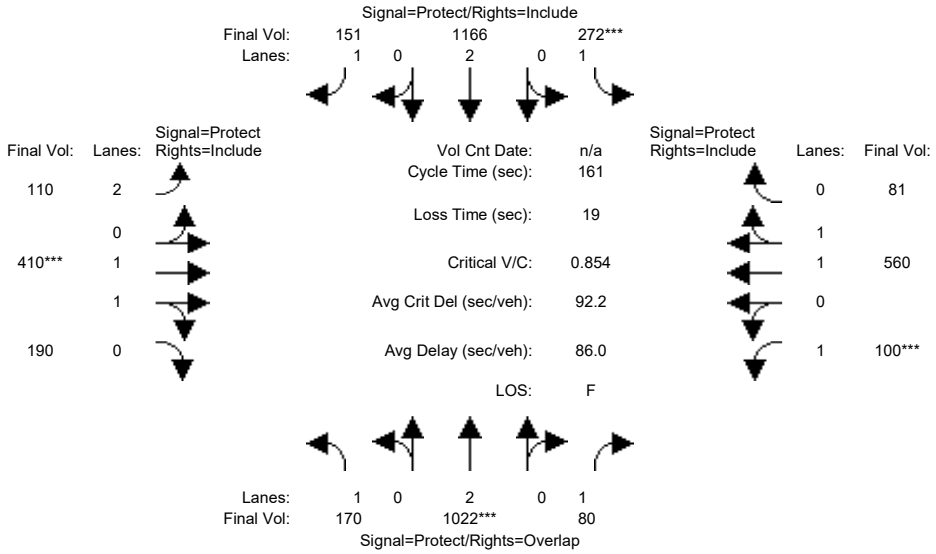
Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	990	80	270	1130	150	110	410	190	100	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	990	80	270	1130	150	110	410	190	100	560	80
Added Vol:	0	32	0	2	36	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1022	80	272	1166	151	110	410	190	100	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1022	80	272	1166	151	110	410	190	100	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1022	80	272	1166	151	110	410	190	100	560	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1022	80	272	1166	151	110	410	190	100	560	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.74	0.26
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2148	996	1488	2747	397
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.05	0.18	0.36	0.10	0.04	0.19	0.19	0.07	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.3	49.8	49.8	15.3	35.9	35.9
Volume/Cap:	0.87	0.89	0.12	1.46	1.03	0.29	0.23	0.62	0.62	0.71	0.92	0.92
Delay/Veh:	103.9	59.3	26.7	308.9	88.6	39.7	58.8	50.7	50.7	88.7	80.5	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	59.3	26.7	308.9	88.6	39.7	58.8	50.7	50.7	88.7	80.5	80.5
LOS by Move:	F	E+	C	F	F	D	E+	D	D	F	F	F
HCM2kAvgQ:	10	27	4	26	33	7	3	15	15	7	20	20

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

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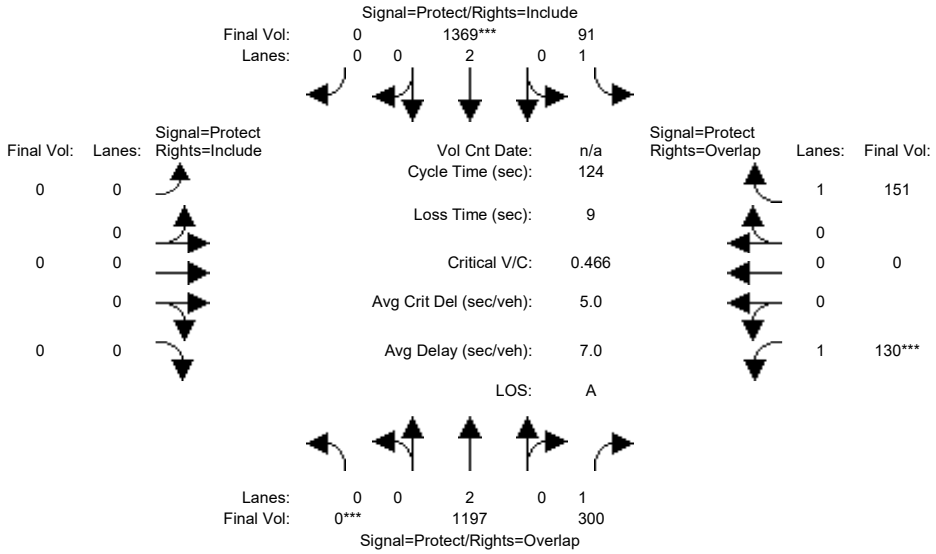
Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	7	0	1	9	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1197	300	91	1369	0	0	0	0	130	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1197	300	91	1369	0	0	0	0	130	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1197	300	91	1369	0	0	0	0	130	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1197	300	91	1369	0	0	0	0	130	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.44	0.20	0.63	0.45	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	2	0	4	0	0	0	0	0	6	0	6

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

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Stanford 2018 GUP
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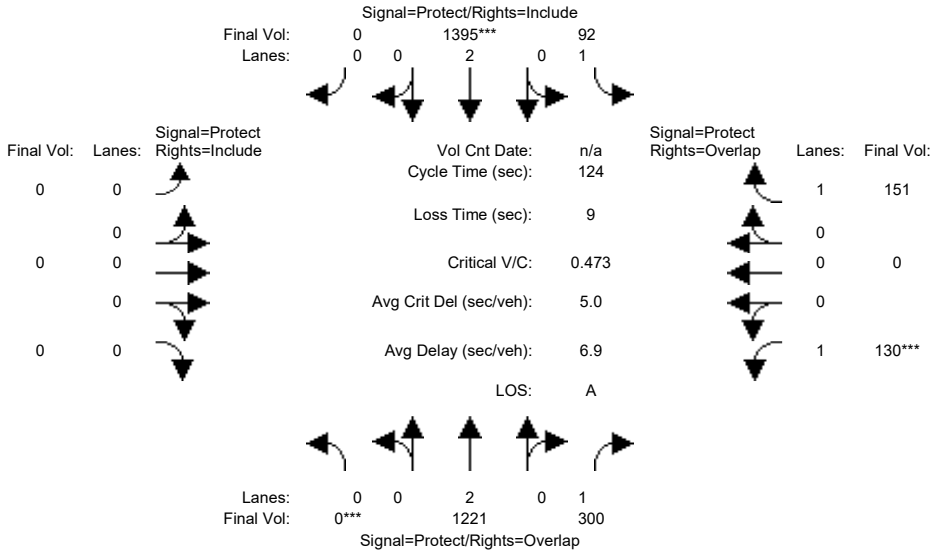
Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	31	0	2	35	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1221	300	92	1395	0	0	0	0	130	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1221	300	92	1395	0	0	0	0	130	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1221	300	92	1395	0	0	0	0	130	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1221	300	92	1395	0	0	0	0	130	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.45	0.20	0.63	0.46	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	3	0	4	0	0	0	0	0	6	0	6

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

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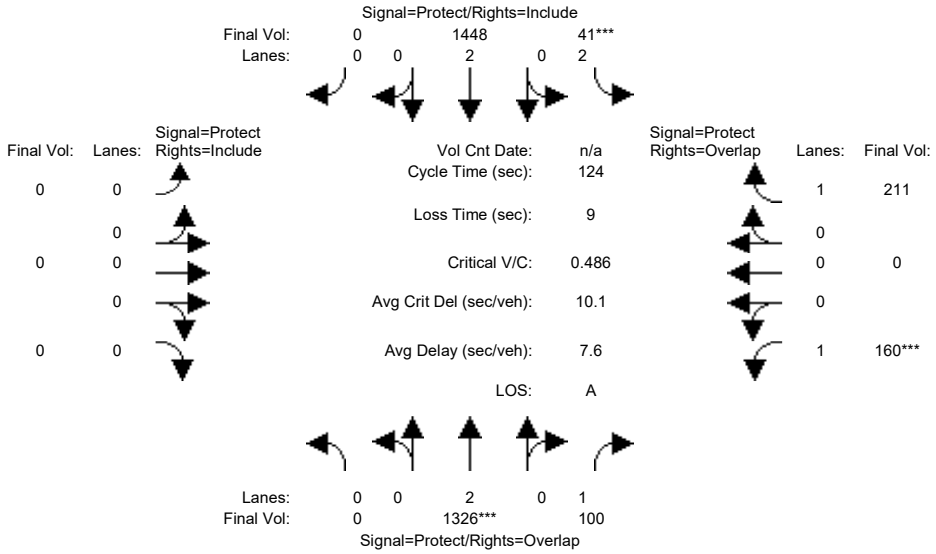
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	6	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1326	100	41	1448	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1326	100	41	1448	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1326	100	41	1448	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1326	100	41	1448	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.06	0.01	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.51	0.07	0.16	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	4	0	1	1	0	0	0	0	7	0	8

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

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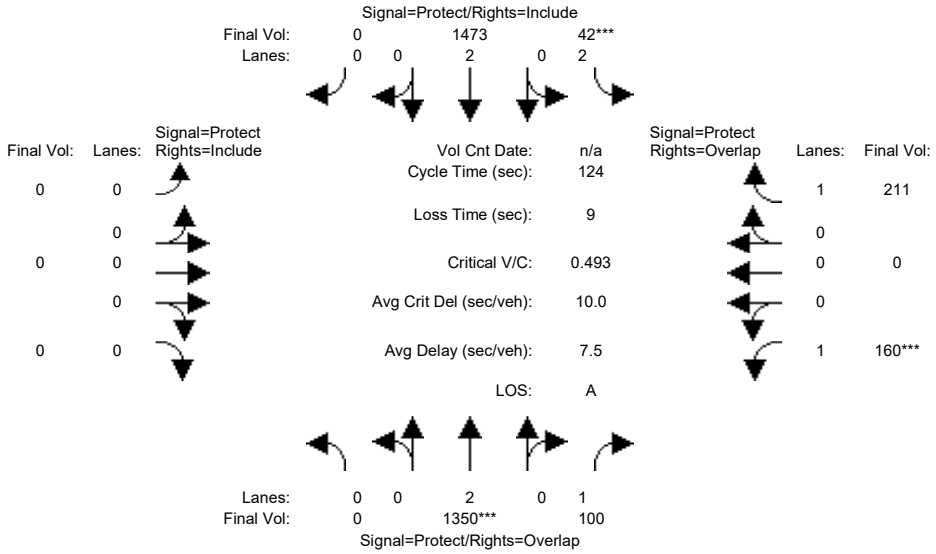
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	30	0	2	33	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1350	100	42	1473	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	100	42	1473	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	100	42	1473	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1350	100	42	1473	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.06	0.01	0.39	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.52	0.07	0.16	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.4	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	4	0	1	1	0	0	0	0	7	0	8

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

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Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

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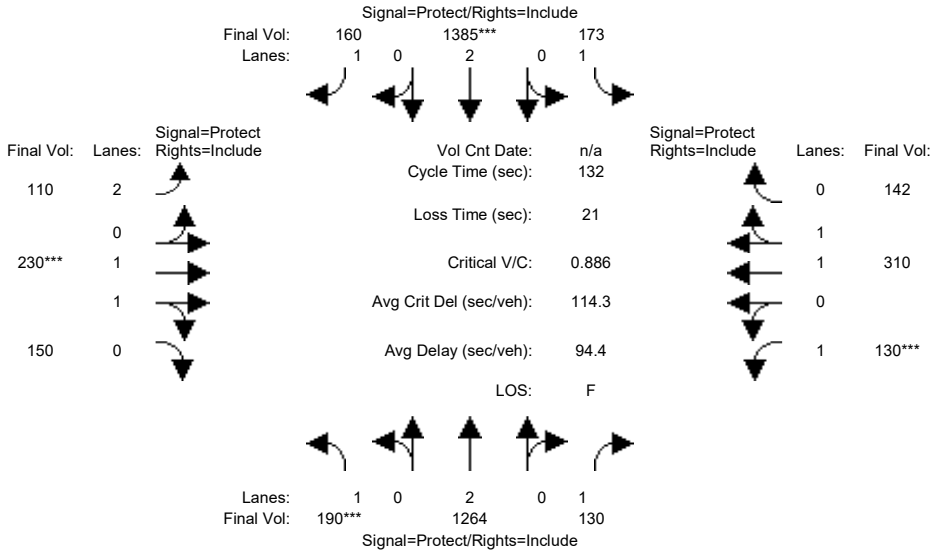
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	4	0	3	5	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1264	130	173	1385	160	110	230	150	130	310	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1264	130	173	1385	160	110	230	150	130	310	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1264	130	173	1385	160	110	230	150	130	310	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1264	130	173	1385	160	110	230	150	130	310	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2156	988
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.09	0.12	0.43	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	14.7	50.0	50.0	15.5	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.03	0.23	0.99	1.11	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2kAvgQ:	16	37	6	11	42	7	3	8	8	13	13	13

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

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Stanford 2018 GUP
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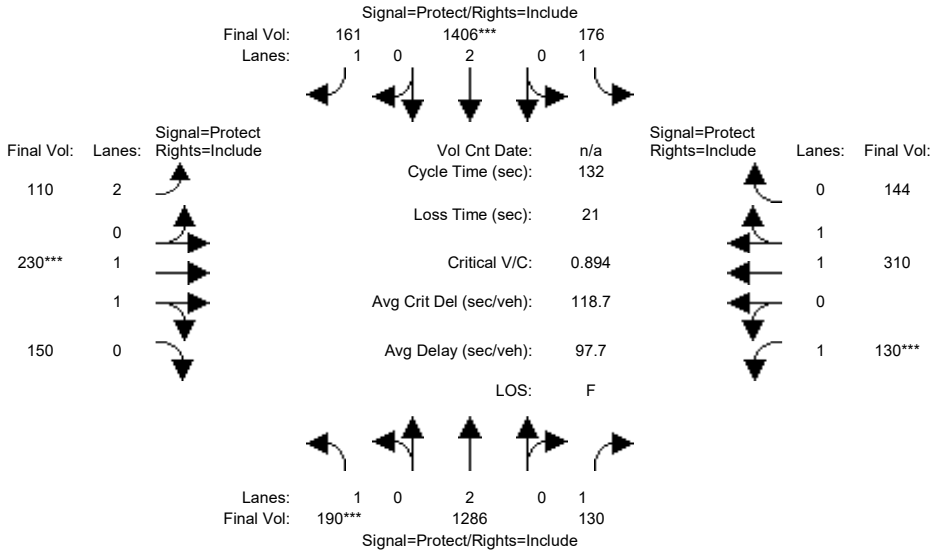
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	26	0	6	26	1	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1286	130	176	1406	161	110	230	150	130	310	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1286	130	176	1406	161	110	230	150	130	310	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1286	130	176	1406	161	110	230	150	130	310	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1286	130	176	1406	161	110	230	150	130	310	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2147	997
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.09	0.12	0.44	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	14.7	50.5	50.5	15.0	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.04	0.23	1.04	1.13	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	83.7	32.1	147.8	116	32.6	51.8	42.8	42.8	277.3	73.9	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.9	83.7	32.1	147.8	116	32.6	51.8	42.8	42.8	277.3	73.9	73.9
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2kAvgQ:	16	38	6	11	44	7	3	8	8	13	13	13

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

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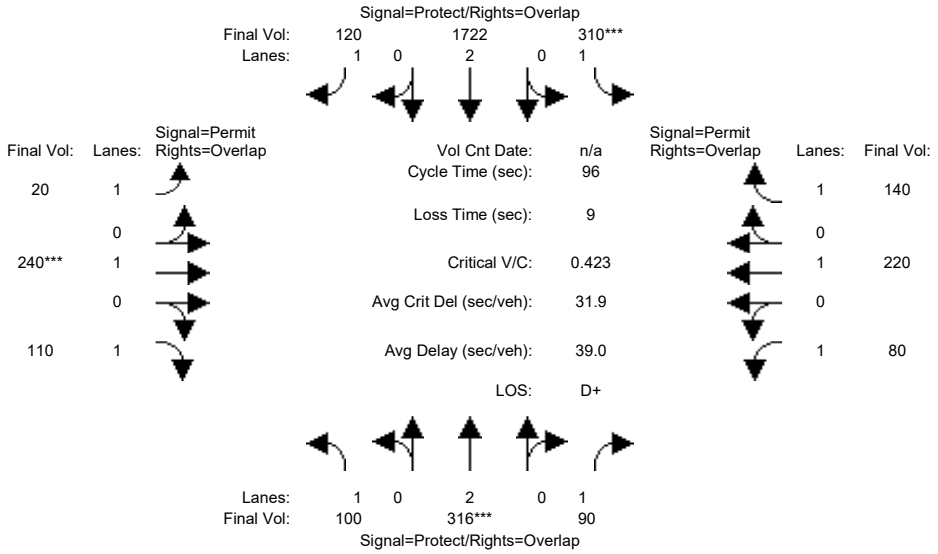
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	316	90	310	1722	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	316	90	310	1722	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	316	90	310	1722	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	316	90	310	1722	120	20	240	110	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.18	0.45	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:		****		****				****				
Green Time:	14.7	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.37	0.23	0.14	0.74	1.00	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
LOS by Move:	D	C+	C+	D	D	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	3	2	9	28	2	0	6	2	2	6	2

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

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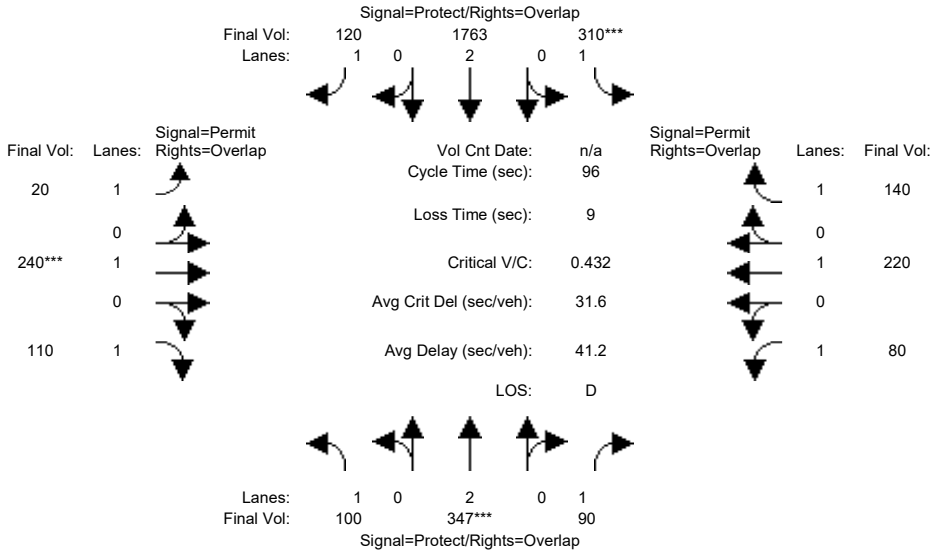
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	47	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	347	90	310	1763	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	347	90	310	1763	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	347	90	310	1763	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	347	90	310	1763	120	20	240	110	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.18	0.46	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:		****		****				****				
Green Time:	14.5	35.1	35.1	23.1	43.7	43.7	29.5	29.5	44.0	29.5	29.5	52.6
Volume/Cap:	0.38	0.25	0.14	0.74	1.02	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.7	23.1	22.2	43.2	55.1	16.7	25.2	29.0	16.3	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	23.1	22.2	43.2	55.1	16.7	25.2	29.0	16.3	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	E+	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	4	2	9	29	2	0	6	2	2	6	2

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

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2000 HCM Operations (Future Volume Alternative)
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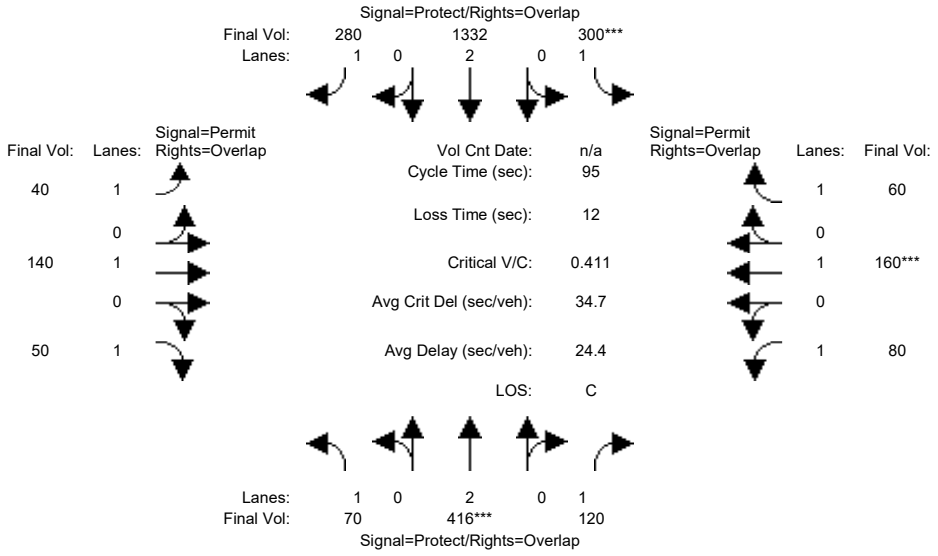
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	416	120	300	1332	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	416	120	300	1332	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	416	120	300	1332	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	416	120	300	1332	280	40	140	50	80	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.17	0.35	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:		****		****							****	
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.26	0.16	0.83	0.65	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B	B	C	C	C	C	C-	B
HCM2kAvgQ:	2	4	3	9	14	5	1	4	1	2	4	1

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

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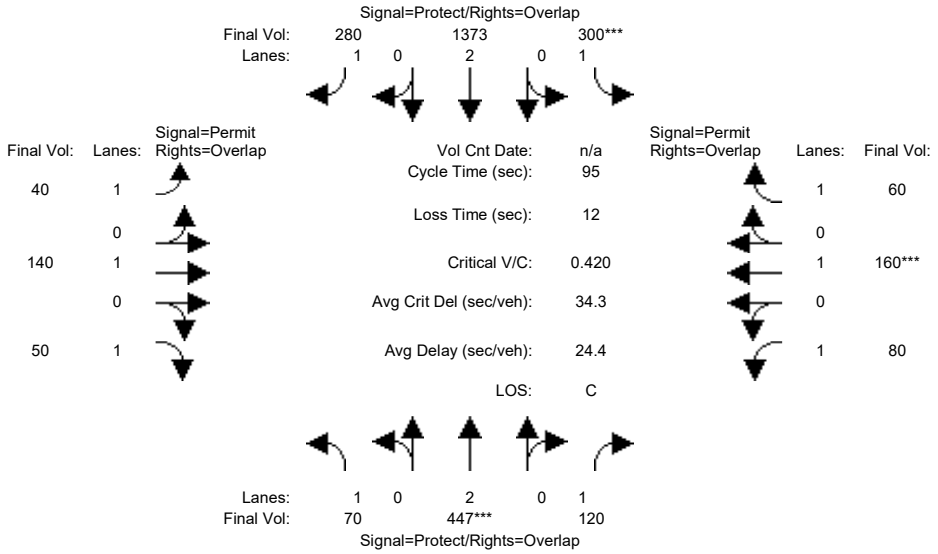
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	47	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	447	120	300	1373	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	447	120	300	1373	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	447	120	300	1373	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	447	120	300	1373	280	40	140	50	80	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.17	0.36	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:		****		****							****	
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.28	0.16	0.83	0.67	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.5	19.4	56.0	18.4	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.5	19.4	56.0	18.4	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B-	B	C	C	C	C	C-	B
HCM2kAvgQ:	2	5	3	9	15	5	1	4	1	2	4	1

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

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Stanford 2018 GUP
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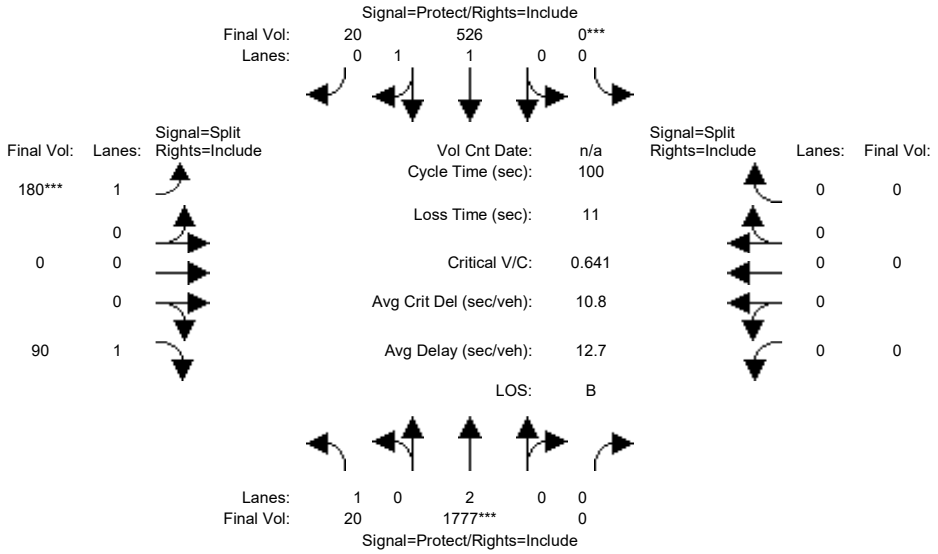
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1777	0	0	526	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1777	0	0	526	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1777	0	0	526	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1777	0	0	526	20	180	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3564	136	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	23.5	73.0	0.0	0.0	49.5	49.5	16.0	0.0	16.0	0.0	0.0	0.0
Volume/Cap:	0.05	0.64	0.00	0.00	0.30	0.30	0.64	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	13	0	0	5	5	7	0	3	0	0	0

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

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Stanford 2018 GUP
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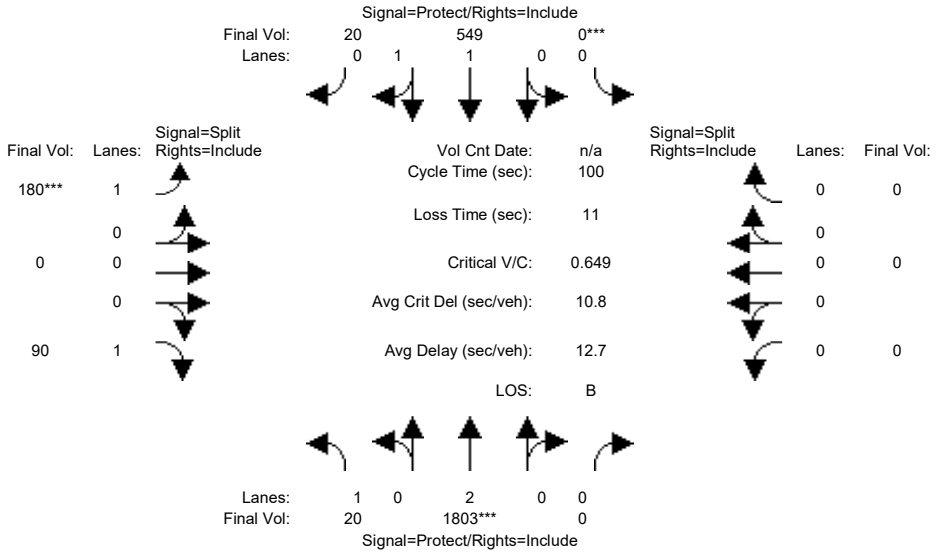
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	33	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1803	0	0	549	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1803	0	0	549	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1803	0	0	549	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1803	0	0	549	20	180	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3570	130	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	22.9	73.1	0.0	0.0	50.3	50.3	15.9	0.0	15.9	0.0	0.0	0.0
Volume/Cap:	0.05	0.65	0.00	0.00	0.31	0.31	0.65	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	30.1	7.4	0.0	0.0	14.7	14.7	44.8	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	7.4	0.0	0.0	14.7	14.7	44.8	0.0	38.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	13	0	0	5	5	7	0	3	0	0	0

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

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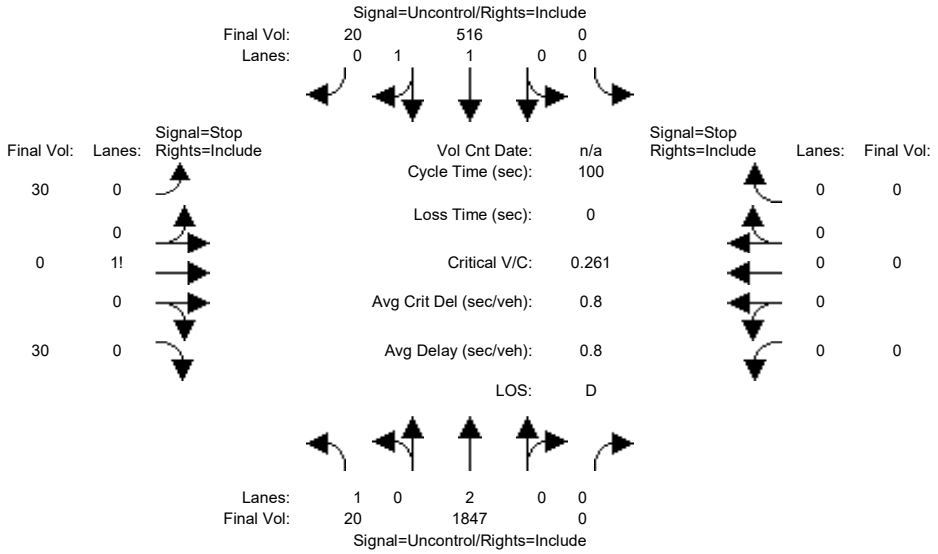
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1847	0	0	516	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1847	0	0	516	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1847	0	0	516	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	1490	2413	268	xxxx	xxxx	xxxxx
Potent Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	33	736	xxxx	xxxx	xxxxx
Move Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	33	736	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	199	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			30.7			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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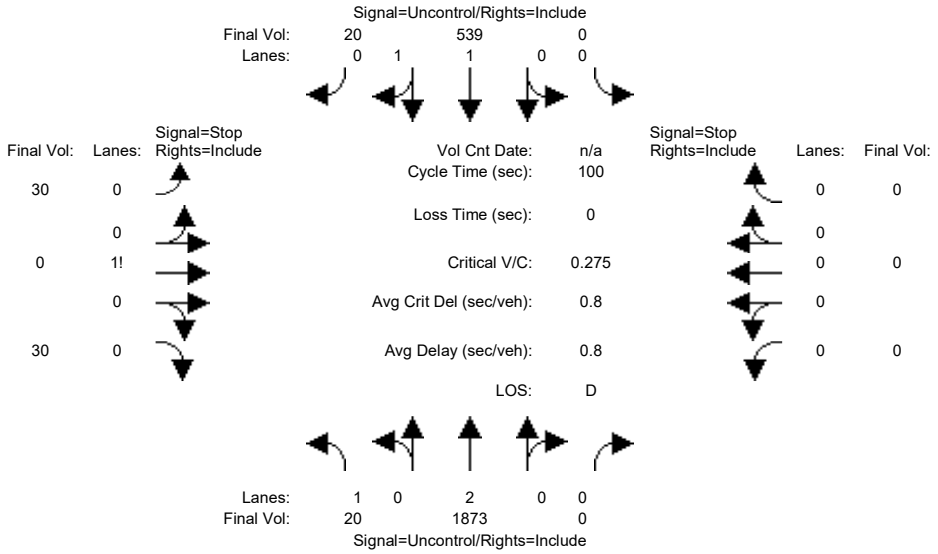
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	33	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1873	0	0	539	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1873	0	0	539	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1873	0	0	539	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	559	xxxx	xxxxx	xxxx	xxxx	xxxxx	1526	2462	280	xxxx	xxxx	xxxxx
Potent Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	111	31	724	xxxx	xxxx	xxxxx
Move Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	30	724	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	189	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			32.6			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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Stanford 2018 GUP
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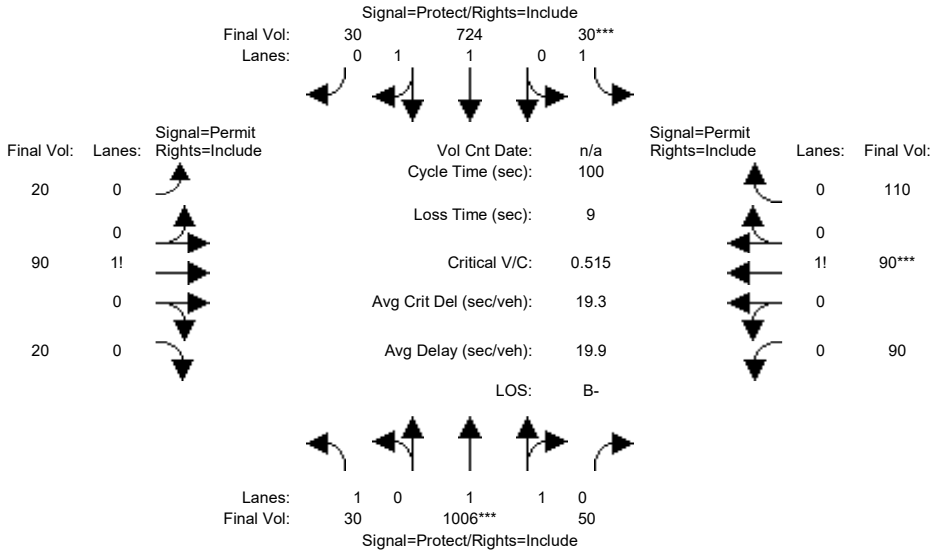
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1006	50	30	724	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1006	50	30	724	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1006	50	30	724	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1006	50	30	724	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3525	175	1750	3553	147	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.20	0.20	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.4	53.1	53.1	7.0	44.8	44.8	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	1	8	8	3	3	3	8	8	8

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

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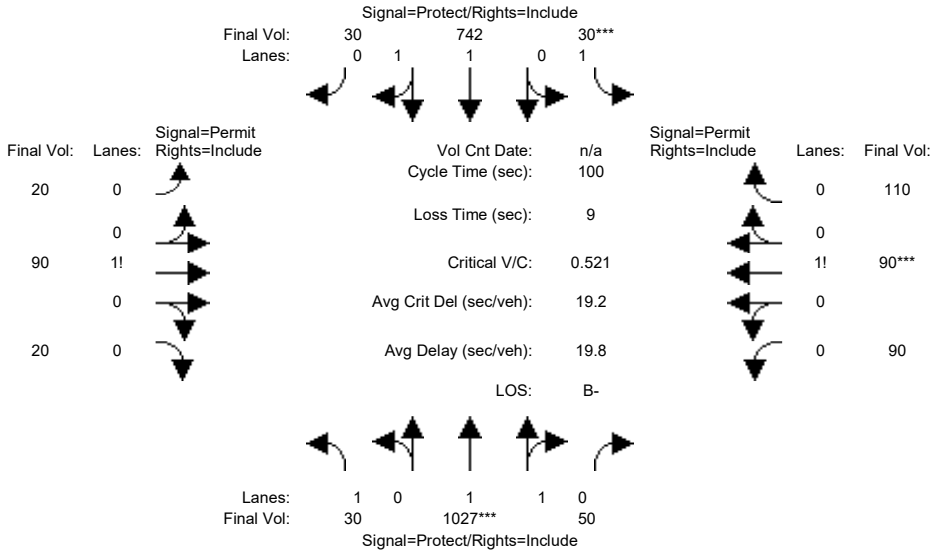
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1027	50	30	742	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1027	50	30	742	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1027	50	30	742	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1027	50	30	742	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3528	172	1750	3556	144	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.21	0.21	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.2	53.5	53.5	7.0	45.3	45.3	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.8	15.5	15.5	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	15.5	15.5	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	1	8	8	3	3	3	8	8	8

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

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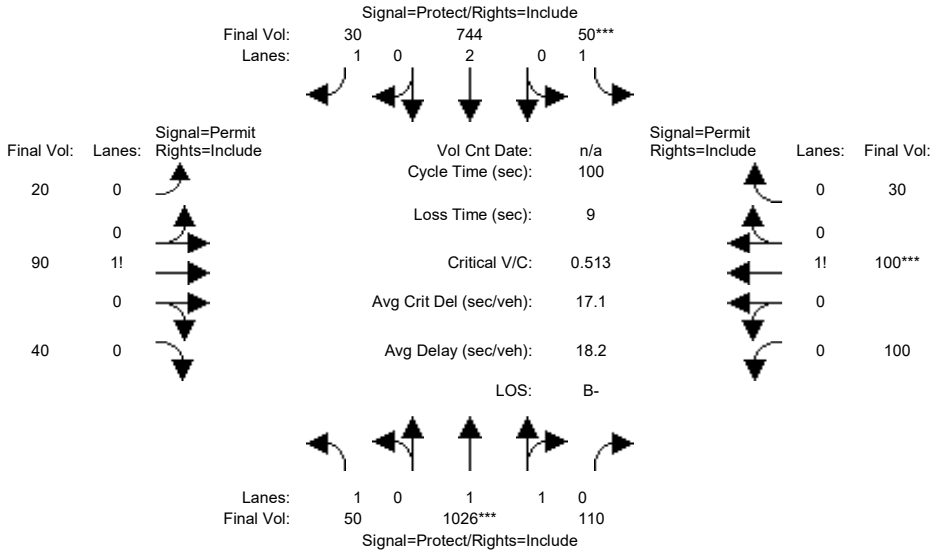
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1026	110	50	744	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1026	110	50	744	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1026	110	50	744	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1026	110	50	744	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3341	358	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	17.3	58.8	58.8	7.0	48.5	48.5	25.2	25.2	25.2	25.2	25.2	25.2
Volume/Cap:	0.16	0.52	0.52	0.41	0.40	0.04	0.34	0.34	0.34	0.52	0.52	0.52
Delay/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	10	10	2	7	0	4	4	4	7	7	7

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

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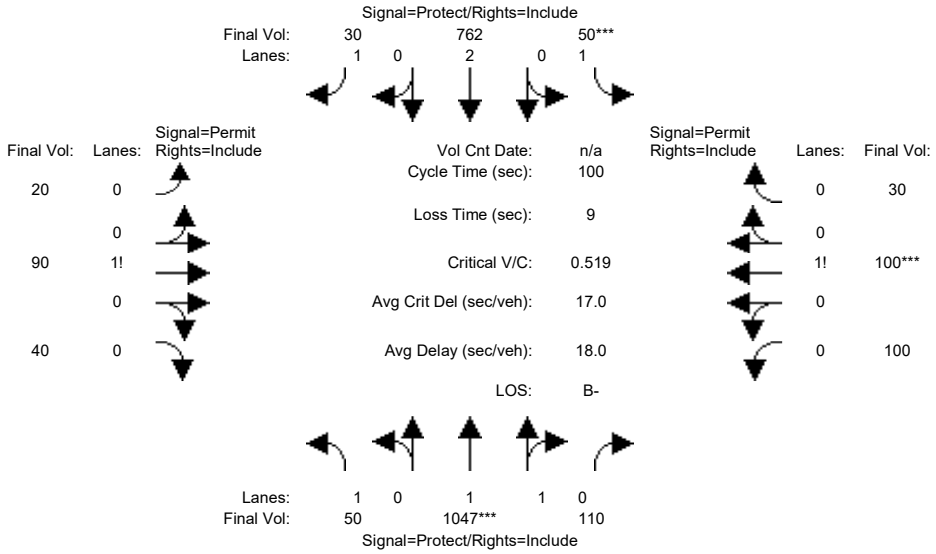
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1047	110	50	762	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1047	110	50	762	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1047	110	50	762	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1047	110	50	762	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3348	352	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	17.1	59.1	59.1	7.0	49.0	49.0	24.9	24.9	24.9	24.9	24.9	24.9
Volume/Cap:	0.17	0.53	0.53	0.41	0.41	0.03	0.34	0.34	0.34	0.53	0.53	0.53
Delay/Veh:	35.6	12.4	12.4	46.7	16.4	13.2	31.4	31.4	31.4	33.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	12.4	12.4	46.7	16.4	13.2	31.4	31.4	31.4	33.7	33.7	33.7
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	10	10	2	7	0	4	4	4	7	7	7

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

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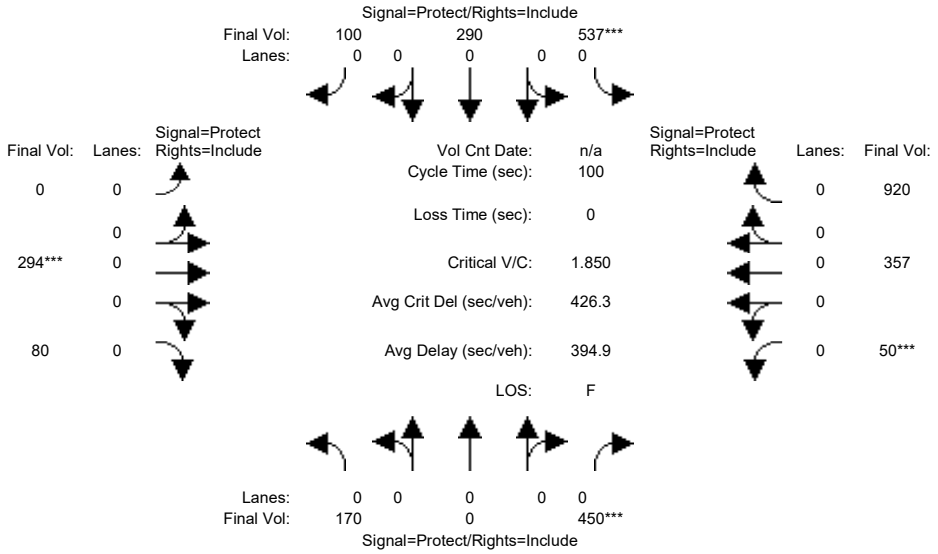
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	4	0	0	7	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	450	537	290	100	0	294	80	50	357	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	100	0	294	80	50	357	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	450	537	290	100	0	294	80	50	357	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.27	0.00	0.73	0.58	0.31	0.11	0.00	0.79	0.21	0.04	0.27	0.69
Final Sat.:	480	0	1270	1014	547	189	0	1415	385	66	471	1213
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.35	0.53	0.53	0.53	0.00	0.21	0.21	0.76	0.76	0.76
Crit Moves:			****	****				****		****		
Green Time:	19.1	0.0	19.1	28.6	28.6	28.6	0.0	11.2	11.2	41.0	45.2	45.2
Volume/Cap:	1.85	0.00	1.85	1.85	1.85	1.85	0.00	1.85	1.85	1.85	1.68	1.68
Delay/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
LOS by Move:	F	A	F	F	F	F	A	F	F	F	F	F
HCM2kAvgQ:	59	0	59	88	88	88	0	36	36	125	115	115

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

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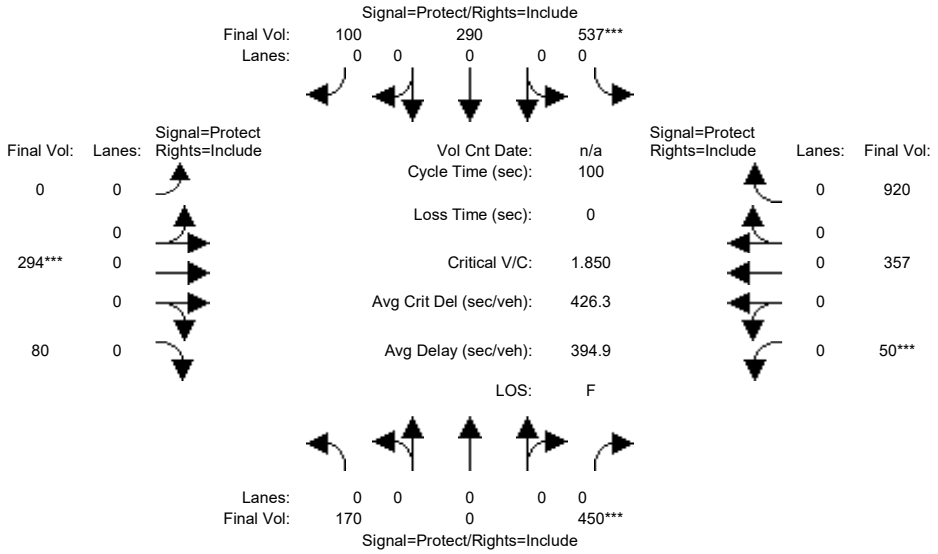
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	4	0	0	7	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	450	537	290	100	0	294	80	50	357	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	100	0	294	80	50	357	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	450	537	290	100	0	294	80	50	357	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.27	0.00	0.73	0.58	0.31	0.11	0.00	0.79	0.21	0.04	0.27	0.69
Final Sat.:	480	0	1270	1014	547	189	0	1415	385	66	471	1213
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.35	0.53	0.53	0.53	0.00	0.21	0.21	0.76	0.76	0.76
Crit Moves:			****	****				****		****		
Green Time:	19.1	0.0	19.1	28.6	28.6	28.6	0.0	11.2	11.2	41.0	45.2	45.2
Volume/Cap:	1.85	0.00	1.85	1.85	1.85	1.85	0.00	1.85	1.85	1.85	1.68	1.68
Delay/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
LOS by Move:	F	A	F	F	F	F	A	F	F	F	F	F
HCM2kAvgQ:	59	0	59	88	88	88	0	36	36	125	115	115

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

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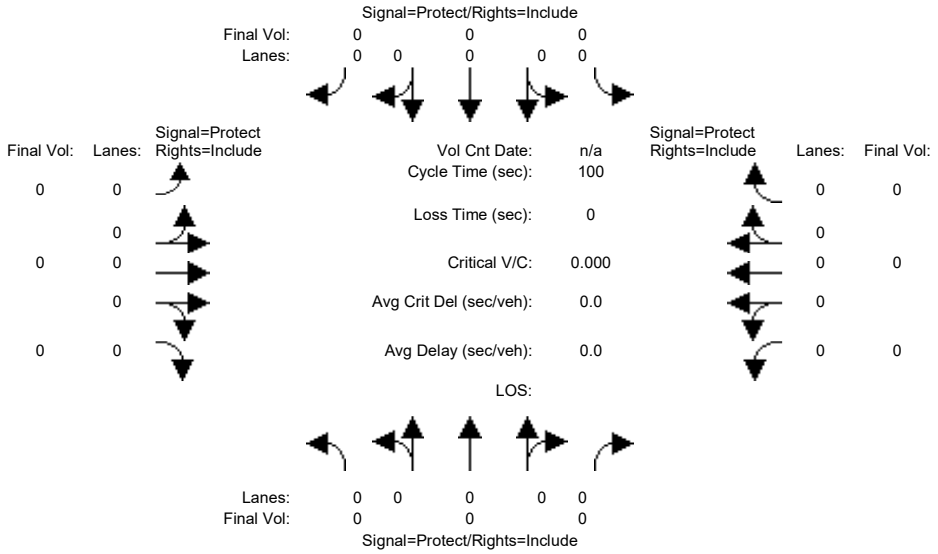
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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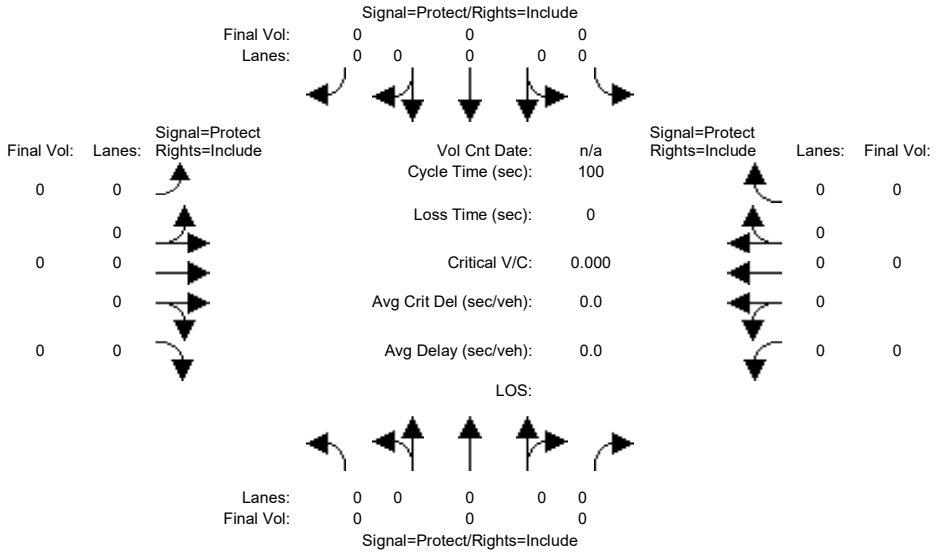
Stanford 2018 GUP
SJ15-1585
2018 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Full-Offset PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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

Intersection		2018 AM				2018 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.4	0.427	9.4	B+	10.2	0.448	+ 0.021	9.1	- 0.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	119.6	1.069	128.3	F	137.5	1.107	+ 0.038	147.3	+ 19.0
#3	Sand Hill Rd / Addison Wesley (MP)	C-	32.4	0.786	41.2	D	41.7	0.821	+ 0.035	55.8	+ 14.7
#4	Sand Hill Rd / Saga Ln (MP)	B	15.0	0.636	11.2	B	15.3	0.670	+ 0.034	11.7	+ 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.7	0.643	14.4	B	16.7	0.676	+ 0.034	14.7	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.1	0.672	23.0	B	16.0	0.672	+ 0.000	23.0	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.9	0.793	52.3	D	50.3	0.834	+ 0.041	54.9	+ 2.6
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.6	0.634	11.5	B+	10.5	0.661	+ 0.028	11.5	- 0.0
#9	Sand Hill Rd / Stock Farm Dr	C	23.3	0.642	26.1	C	23.9	0.672	+ 0.030	27.4	+ 1.3
#10	Pastuer Drive / Sand Hill Road	C+	20.9	0.554	22.6	C+	20.8	0.568	+ 0.015	22.8	+ 0.3
#11	Arboretum Road / Sand Hill Road	B-	18.5	0.565	22.5	C+	20.2	0.591	+ 0.026	25.1	+ 2.6
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.0	0.558	36.4	D	39.0	0.572	+ 0.014	36.5	+ 0.1
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	151.7	1.537	151.7	F	153.5	1.545	+ 0.008	153.5	+ 1.8
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	E	3.0	0.595	3.0	E	3.0	0.603	+ 0.008	3.0	+ 0.1
#15	Deer Creek Road / Page Mill Road (SCC)	B	14.5	0.761	18.7	B	15.4	0.787	+ 0.026	20.1	+ 1.4
#16	Coyote Hill Road / Page Mill Road (SCC)	A	7.5	0.322	2.5	A	8.0	0.342	+ 0.020	2.5	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.2	1.068	123.8	F	104.7	1.111	+ 0.043	137.0	+ 13.1
#18	Page Mill Rd / Peter Coutts (SCC)	C+	20.9	0.611	18.1	C+	21.7	0.641	+ 0.029	19.3	+ 1.1
#19	Hanover St / Page Mill Rd (SC CMP)	E	63.0	0.582	62.6	E	67.2	0.602	+ 0.020	63.6	+ 1.0
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	61.2	0.879	66.6	E	68.7	0.941	+ 0.063	78.4	+ 11.8
#21	Middlefield Road / Oregon Expressway (SC CMP)	E	63.6	0.743	71.6	E	64.4	0.754	+ 0.011	72.8	+ 1.2
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.7	0.673	29.0	C+	20.7	0.680	+ 0.007	29.1	+ 0.1
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.3	0.830	10.3	E	10.4	0.834	+ 0.004	10.4	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	27.2	0.756	27.2	D	28.8	0.770	+ 0.014	28.8	+ 1.5
#25	Junipero Serra / Alpine Road (MP)	D	43.8	0.775	48.9	D	46.1	0.821	+ 0.046	51.6	+ 2.8
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	28.7	0.683	26.1	C	31.3	0.707	+ 0.025	29.1	+ 3.0

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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

Intersection		2018 AM				2018 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.1	0.522	23.9	B	14.5	0.551	+ 0.028	24.8	+ 0.8
#28	Stanford Ave / Junipero Serra Blvd (SCC)	B-	19.6	0.559	28.7	C+	21.5	0.630	+ 0.071	31.1	+ 2.4
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	35.0	0.341	36.5	D+	35.7	0.348	+ 0.007	36.2	- 0.3
#30	Foothill Expressway / Arastradero Road (SCC)	E	71.8	0.745	71.9	E	74.3	0.760	+ 0.015	75.8	+ 3.9
#31	Foothill Expressway / San Antonio Road (SC CMP)	B-	18.7	0.701	23.1	B-	19.1	0.715	+ 0.014	23.6	+ 0.5
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	74.6	0.850	86.9	E-	78.3	0.862	+ 0.012	95.0	+ 8.1
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	62.6	0.810	66.3	E	63.8	0.823	+ 0.013	68.0	+ 1.7
#34	Bowdoin Street / Stanford Avenue	B	14.4	0.701	14.4	C	18.6	0.811	+ 0.110	18.6	+ 4.1
#35	Arboretum Road / Quarry Road	D	43.6	0.469	44.3	D	45.0	0.547	+ 0.078	47.5	+ 3.2
#36	Arboretum Road / Palm Drive	C	29.9	0.681	33.4	C-	33.0	0.782	+ 0.101	38.2	+ 4.8
#37	El Camino Real / Encinal Avenue (MP)	B	17.2	0.482	11.5	B	17.0	0.493	+ 0.010	11.4	- 0.1
#38	El Camino Real ./ Valpariso Avenue (MP)	D	42.5	0.775	49.5	D	42.3	0.790	+ 0.015	49.8	+ 0.3
#39	El Camino Real / Oak Grove Avenue (MP)	C	31.3	0.606	28.4	C	31.0	0.622	+ 0.016	28.2	- 0.3
#40	El Camino Real / Santa Cruz Avenue (MP)	B	14.0	0.498	13.0	B	13.8	0.514	+ 0.016	12.7	- 0.3
#41	El Camino Real / Ravenswood Avenue (MP)	D	43.7	0.766	47.8	D	43.9	0.787	+ 0.021	48.4	+ 0.6
#42	El Camino Real / Roble Avenue (MP)	B	14.4	0.474	14.3	B	14.1	0.488	+ 0.013	14.0	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.2	0.655	34.1	C	27.0	0.669	+ 0.013	33.8	- 0.3
#44	El Camino Real / Cambridge Avenue (MP)	B	13.6	0.522	15.1	B	13.4	0.536	+ 0.013	14.9	- 0.2
#45	El Camino Real / Quarry Road	B	14.3	0.492	17.8	B	16.6	0.529	+ 0.037	20.2	+ 2.4
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.1	0.418	16.6	C+	20.8	0.448	+ 0.030	16.4	- 0.2
#47	El Camino Real (NB) / University Avenue (SC CMP)	B-	19.5	0.565	21.7	C+	20.0	0.600	+ 0.035	22.4	+ 0.6
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D	45.9	0.707	50.1	D	47.7	0.767	+ 0.060	52.4	+ 2.3
#49	El Camino Real / Churchill Avenue	C	24.7	0.580	30.3	C	24.3	0.607	+ 0.027	30.1	- 0.2
#50	El Camino Real / Serra Street	C	24.5	0.485	32.7	C	29.6	0.602	+ 0.118	39.9	+ 7.2
#51	El Camino Real / Stanford Avenue	C-	33.0	0.528	28.1	C-	33.6	0.606	+ 0.078	39.3	+ 11.2
#52	El Camino Real / California Avenue	C	24.0	0.479	20.6	C+	22.5	0.513	+ 0.033	19.5	- 1.0

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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

Intersection		2018 AM				2018 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	D	47.8	0.689	46.9	D	48.4	0.710	+ 0.022	48.0	+ 1.1
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.4	0.721	53.2	D-	53.3	0.728	+ 0.007	53.2	- 0.0
#55	Alma Street / Lytton Avenue	C+	20.8	0.742	25.3	C+	22.0	0.764	+ 0.022	27.1	+ 1.8
#56	Alma Street / Hamilton Avenue	A	6.9	0.610	8.0	A	7.2	0.622	+ 0.012	8.3	+ 0.3
#57	Alma Street / Churchill Avenue	C	28.2	0.570	22.8	C	28.4	0.576	+ 0.007	23.0	+ 0.2
#58	Alma Street / Charleston Road	E+	55.2	0.769	55.8	E+	55.9	0.781	+ 0.012	56.5	+ 0.8
#59	Middlefield Road / Marsh Road	C	29.2	0.862	39.0	C	30.2	0.875	+ 0.012	40.5	+ 1.5
#60	Middlefield Road / Ravenswood Avenue (MP)	C-	34.3	0.696	44.9	D+	35.1	0.709	+ 0.013	45.8	+ 0.9
#61	Middlefield Road / Ringwood Avenue (MP)	D+	38.0	0.431	43.0	D+	38.3	0.438	+ 0.006	43.5	+ 0.4
#62	Middlefield Road / Willow Road (MP)	D	47.9	0.536	47.2	D	48.0	0.543	+ 0.007	52.5	+ 5.3
#63	Middlefield Road / Lytton Avenue	D+	38.0	0.663	38.6	D+	38.4	0.681	+ 0.018	39.0	+ 0.4
#64	Middlefield Road / University Avenue	C	30.0	0.481	30.9	C	30.4	0.500	+ 0.019	31.2	+ 0.3
#65	Middlefield Road / Hamilton Avenue	B+	11.5	0.352	11.6	B+	11.4	0.360	+ 0.008	11.6	+ 0.0
#66	Middlefield Road / Embarcadero Road	C-	33.7	0.564	35.5	C-	34.1	0.594	+ 0.029	36.2	+ 0.7
#67	Saint Francis Drive / Embarcadero Road	C	23.6	0.620	24.0	C	23.4	0.634	+ 0.014	24.0	- 0.0
#68	East Bayshore Road / Embarcadero Road	D-	51.3	0.865	55.7	D-	51.7	0.872	+ 0.007	56.2	+ 0.5
#69	Middlefield Road / Charleston Road	D	50.5	0.586	52.1	D	50.6	0.592	+ 0.006	52.1	+ 0.1
#70	US 101 SB Ramps / Marsh Road (MP)	C-	32.6	0.984	39.8	C-	32.6	0.984	+ 0.000	39.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	B-	18.2	0.803	20.8	B-	18.2	0.803	+ 0.000	20.8	+ 0.0
#72	Bay Road / Willow Road (MP)	B-	18.8	0.659	24.0	B-	18.9	0.667	+ 0.008	24.1	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	43.5	0.726	50.5	D	43.4	0.732	+ 0.006	50.5	- 0.0
#74	O'Brien Drive / Willow Road (MP)	B+	12.0	0.629	17.6	B+	11.9	0.634	+ 0.005	17.6	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.961	52.8	D	41.6	0.967	+ 0.006	53.9	+ 1.1
#76	Bayfront Expressway / Willow Road (SM CMP)	D	40.3	0.805	42.0	D	40.3	0.805	+ 0.000	42.0	+ 0.0
#77	Woodland Drive / University Avenue	D-	54.5	0.865	59.5	D-	54.8	0.865	+ 0.000	59.5	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	29.4	0.761	44.9	C	29.4	0.764	+ 0.004	45.0	+ 0.1

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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

Intersection		2018 AM				2018 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E	72.4	0.986	84.1	E	73.1	0.990	+ 0.004	85.2	+ 1.1
#80	University Avenue / Bay Road	D	48.6	0.781	51.4	D	48.7	0.786	+ 0.004	51.6	+ 0.1
#81	University Ave / Bayfront Expy (SM CMP)	C	23.6	0.733	48.2	C	23.7	0.742	+ 0.009	48.5	+ 0.3
#82	Town & Country Driveway / Embarcadero Road	C	28.9	0.540	26.4	C	28.1	0.570	+ 0.030	25.8	- 0.6
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	61.6	0.985	76.4	E	61.8	0.986	+ 0.001	76.8	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.4	0.729	20.7	B+	11.4	0.731	+ 0.002	20.9	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C+	21.1	0.674	22.2	C+	21.2	0.674	+ 0.000	22.2	+ 0.0
#86	Central Expy / Rengstorff Ave (SC CMP)	F	175.3	1.204	250.9	F	177.3	1.213	+ 0.009	253.8	+ 2.9
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	3.6	0.355	3.8	A	3.6	0.359	+ 0.005	3.8	- 0.0
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	12.0	0.484	19.6	B+	11.9	0.488	+ 0.004	19.4	- 0.2
#89	Central Expy / Moffett Blvd (SC CMP)	F	122.6	0.991	175.0	F	125.0	0.997	+ 0.006	178.9	+ 3.9
#90	Foothill Expy / Edith Ave (SCC)	C	28.9	0.568	28.6	C	29.1	0.582	+ 0.014	29.1	+ 0.5
#91	Foothill Expy / Main St (SC CMP)	C+	23.0	0.553	23.0	C	23.2	0.567	+ 0.014	23.4	+ 0.4
#92	University Ave / O'Brien Dr	A	9.2	0.463	10.7	A	9.2	0.468	+ 0.005	10.6	- 0.0
#93	University Ave / Adams Dr	F	1.4	0.350	1.4	F	1.4	0.364	+ 0.014	1.4	+ 0.0
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.470	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	C	29.7	0.639	26.9	C	29.7	0.639	+ 0.000	26.9	+ 0.0
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)		0.0	0.000	0.0		0.0	0.000	+ 0.000	0.0	+ 0.0

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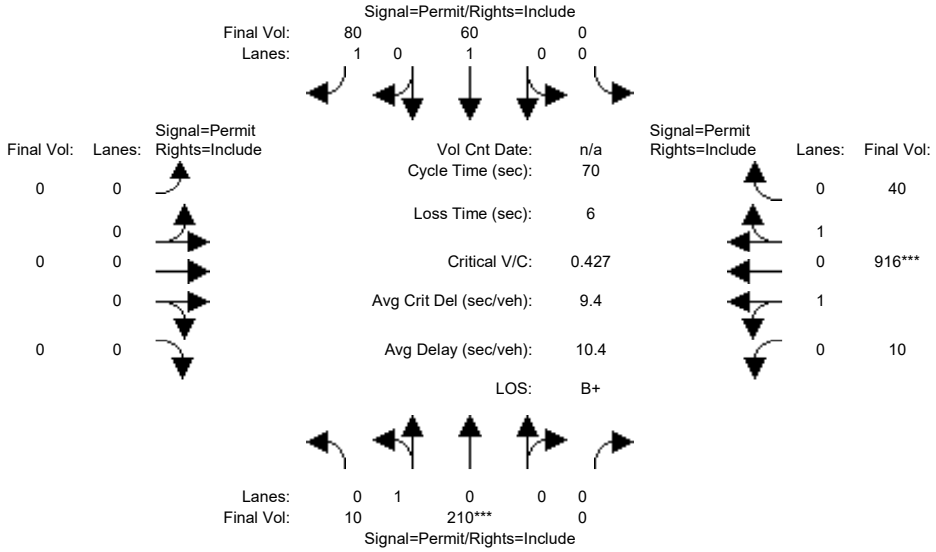
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	916	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	916	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	916	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	916	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	37	3414	149
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:		****									****	
Green Time:	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	44.0	44.0	44.0
Volume/Cap:	0.43	0.43	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.43	0.43	0.43
Delay/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	0.0	0.0	18.5	18.8	0.0	0.0	0.0	6.7	6.7	6.7
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	5	5	5

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

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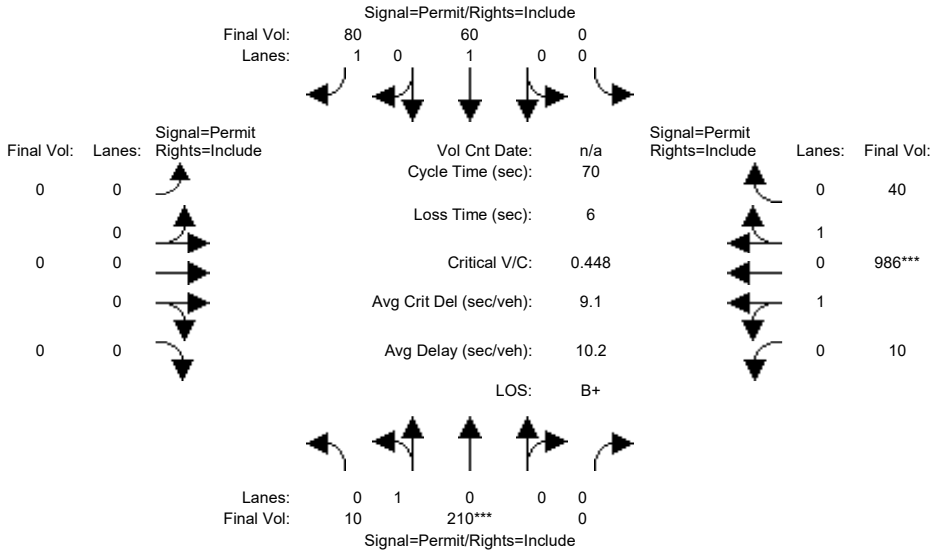
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	986	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	986	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	986	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	986	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	35	3426	139
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:		****									****	
Green Time:	19.1	19.1	0.0	0.0	19.1	19.1	0.0	0.0	0.0	44.9	44.9	44.9
Volume/Cap:	0.45	0.45	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.45	0.45	0.45
Delay/Veh:	21.8	21.8	0.0	0.0	19.2	19.6	0.0	0.0	0.0	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	0.0	0.0	19.2	19.6	0.0	0.0	0.0	6.4	6.4	6.4
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

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

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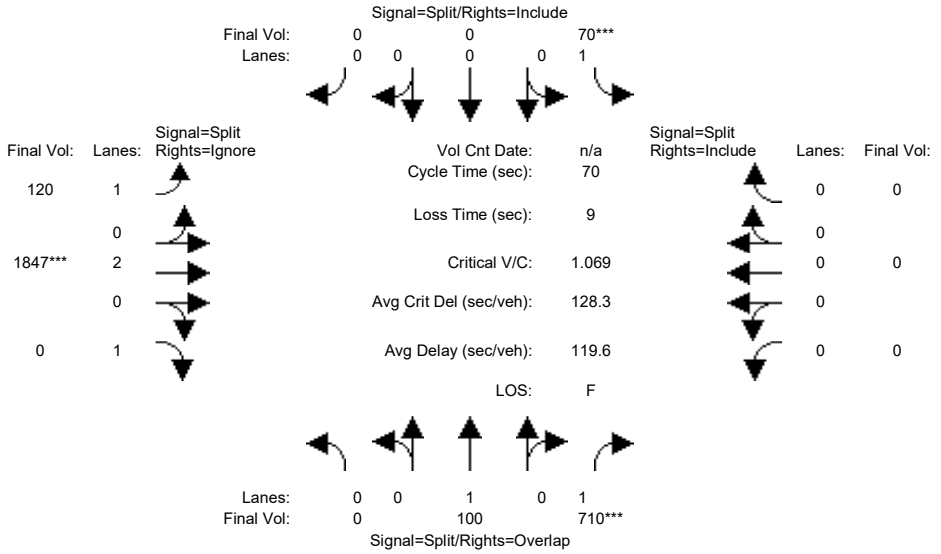
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	47	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	710	70	0	0	120	1847	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	710	70	0	0	120	1847	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	710	70	0	0	120	1847	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	710	70	0	0	120	1847	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.49	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	23.2	23.2	10.0	0.0	0.0	27.8	27.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.22	0.28	0.00	0.00	0.17	1.22	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	139.0	27.4	0.0	0.0	13.8	128	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2kAvgQ:	0	2	37	1	0	0	2	44	0	0	0	0

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

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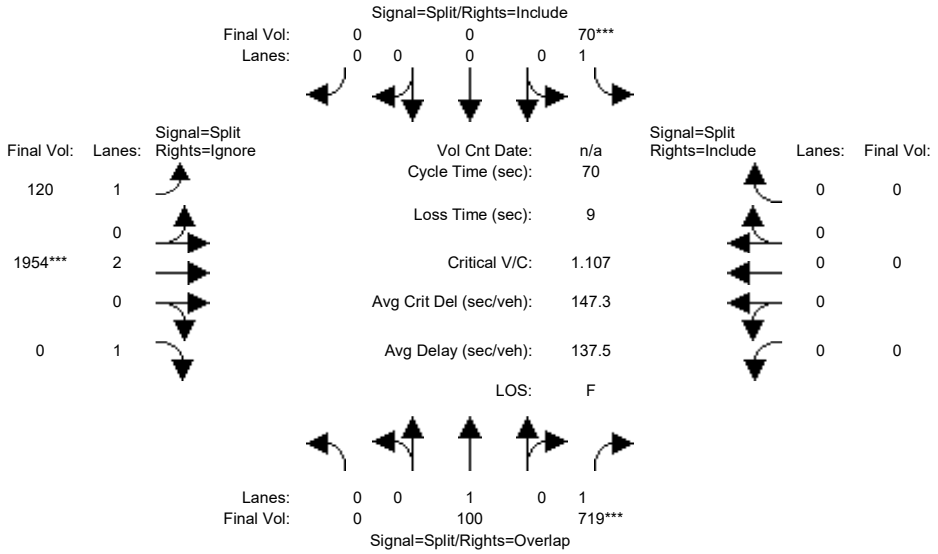
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	9	0	0	0	0	154	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	719	70	0	0	120	1954	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	719	70	0	0	120	1954	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	719	70	0	0	120	1954	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	719	70	0	0	120	1954	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.41	0.04	0.00	0.00	0.07	0.51	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.7	22.7	10.0	0.0	0.0	28.3	28.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	1.27	0.28	0.00	0.00	0.17	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	158.5	27.4	0.0	0.0	13.4	147	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	158.5	27.4	0.0	0.0	13.4	147	0.0	0.0	0.0	0.0
LOS by Move:	A	B	F	C	A	A	B	F	A	A	A	A
HCM2kAvgQ:	0	2	40	1	0	0	2	49	0	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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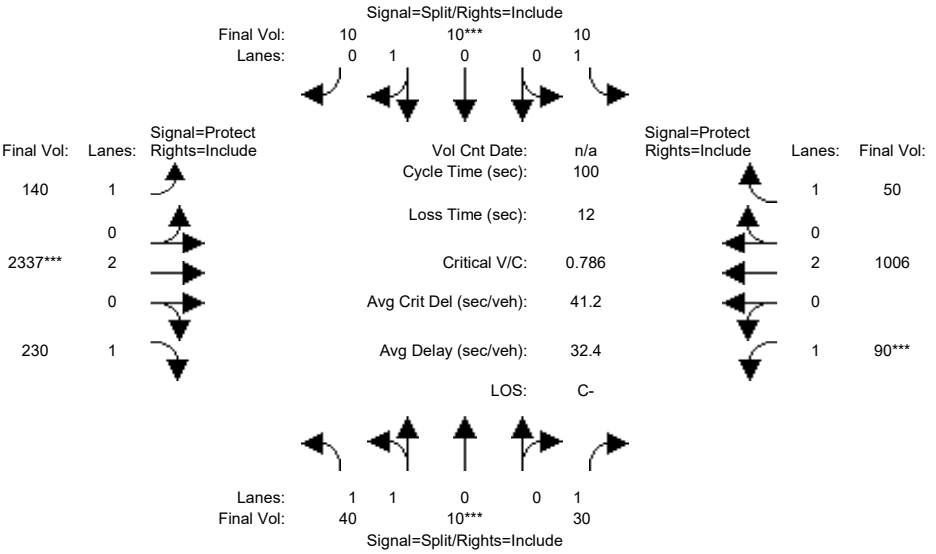
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2337	230	90	1006	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2337	230	90	1006	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2337	230	90	1006	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2337	230	90	1006	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.62	0.13	0.05	0.26	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.8	61.0	61.0	7.0	52.2	52.2
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.01	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.1	40.2	8.9	66.0	15.7	11.8
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	36	3	3	10	1

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

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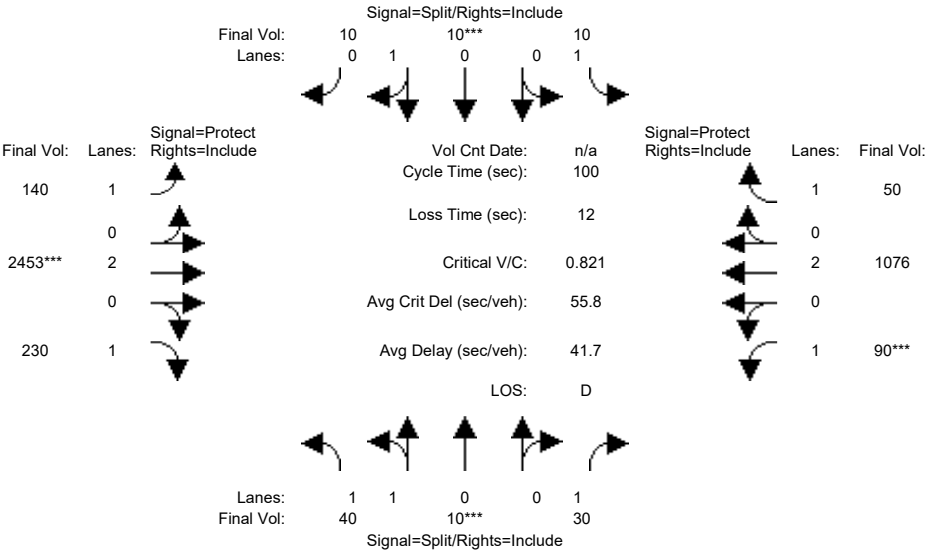
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2290	230	90	980	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2290	230	90	980	50
Added Vol:	0	0	0	0	0	0	0	163	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2453	230	90	1076	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2453	230	90	1076	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2453	230	90	1076	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2453	230	90	1076	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.65	0.13	0.05	0.28	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.0	61.0	61.0	7.0	53.0	53.0
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.53	1.06	0.22	0.73	0.53	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.4	55.9	8.9	66.0	15.7	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.4	55.9	8.9	66.0	15.7	11.4
LOS by Move:	D	D	D	D	D	D	D	E+	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	44	3	3	11	1

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

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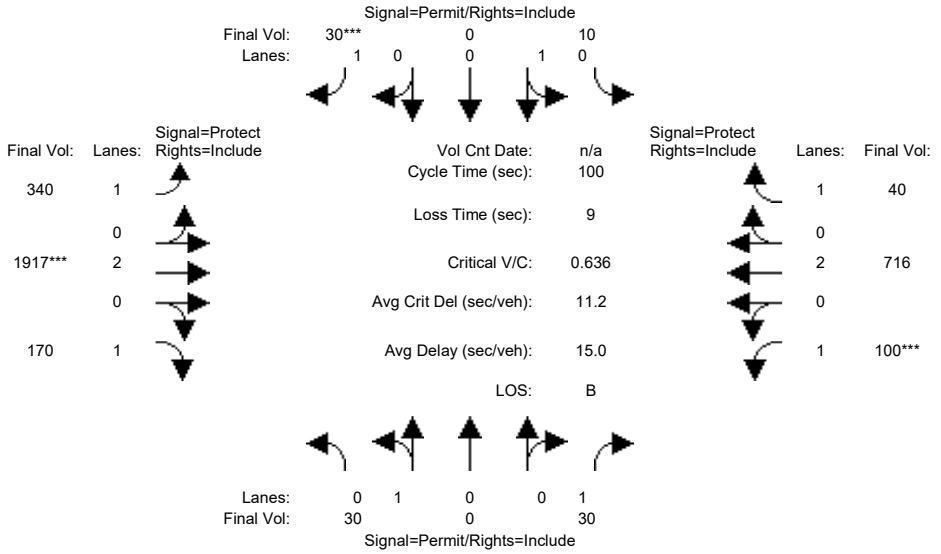
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	1917	170	100	716	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	1917	170	100	716	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	1917	170	100	716	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	10	0	30	340	1917	170	100	716	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.50	0.10	0.06	0.19	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	41.1	72.8	72.8	8.2	39.9	39.9
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.47	0.69	0.13	0.69	0.47	0.06
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	22.0	8.3	4.2	58.2	22.5	18.5
LOS by Move:	D	A	D	D	A	D	C+	A	A	E+	C+	B-
HCM2kAvgQ:	1	0	1	0	0	1	8	15	2	3	8	1

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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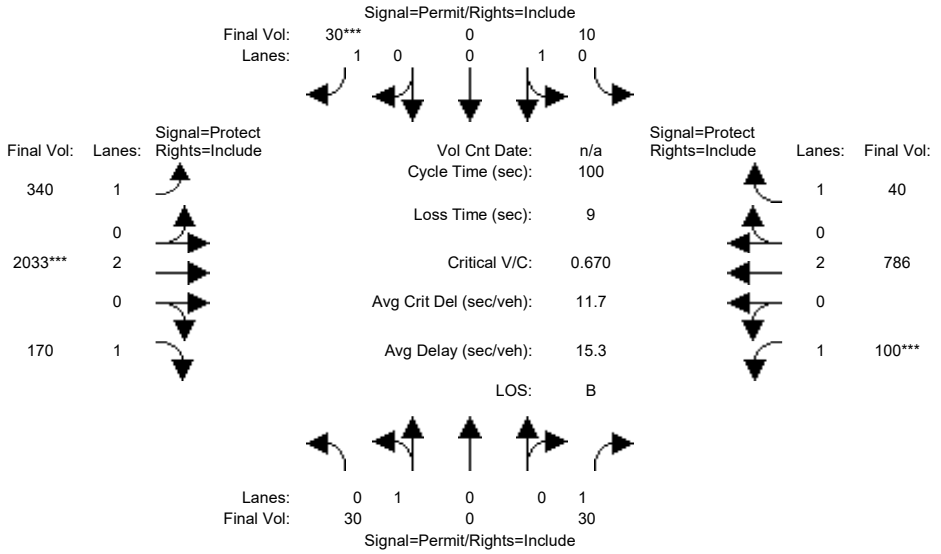
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	0	30	10	0	30	340	1870	170	100	690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	10	0	30	340	1870	170	100	690	40
Added Vol:	0	0	0	0	0	0	0	163	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	10	0	30	340	2033	170	100	786	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	30	10	0	30	340	2033	170	100	786	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	10	0	30	340	2033	170	100	786	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	10	0	30	340	2033	170	100	786	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.02	0.19	0.54	0.10	0.06	0.21	0.02
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	39.2	73.2	73.2	7.8	41.8	41.8
Volume/Cap:	0.17	0.00	0.17	0.06	0.00	0.17	0.50	0.73	0.13	0.73	0.50	0.05
Delay/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	23.5	8.8	4.0	63.2	21.6	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.7	40.9	0.0	41.7	23.5	8.8	4.0	63.2	21.6	17.4
LOS by Move:	D	A	D	D	A	D	C	A	A	E	C+	B
HCM2kAvgQ:	1	0	1	0	0	1	8	17	2	4	9	1

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

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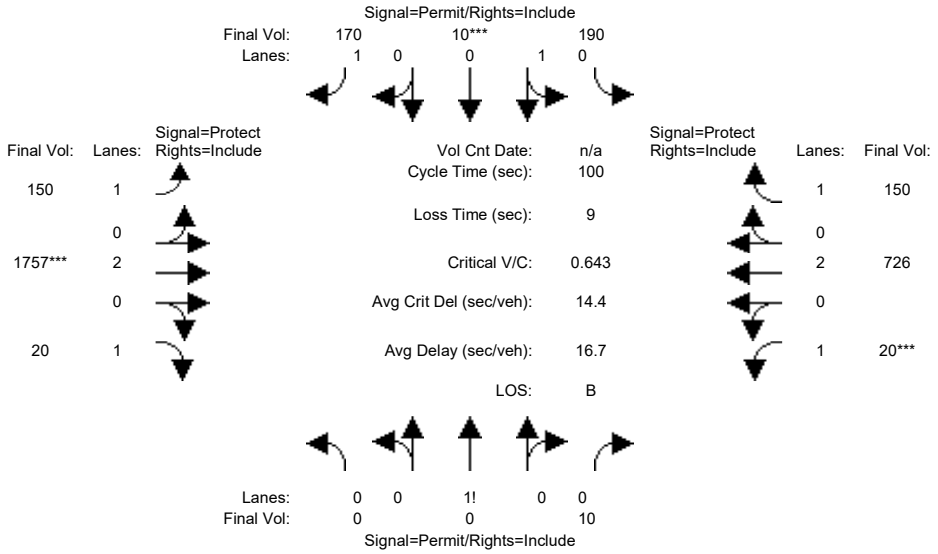
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	47	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1757	20	20	726	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1757	20	20	726	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1757	20	20	726	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	190	10	170	150	1757	20	20	726	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.46	0.01	0.01	0.19	0.09
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	16.3	16.3	16.3	16.3	23.1	67.7	67.7	7.0	51.6	51.6
Volume/Cap:	0.00	0.00	0.04	0.68	0.68	0.60	0.37	0.68	0.02	0.16	0.37	0.17
Delay/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	35.3	45.9	45.9	42.3	32.9	10.5	5.3	44.4	14.6	12.9
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B
HCM2kAvgQ:	0	0	0	7	7	6	4	16	0	1	6	3

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

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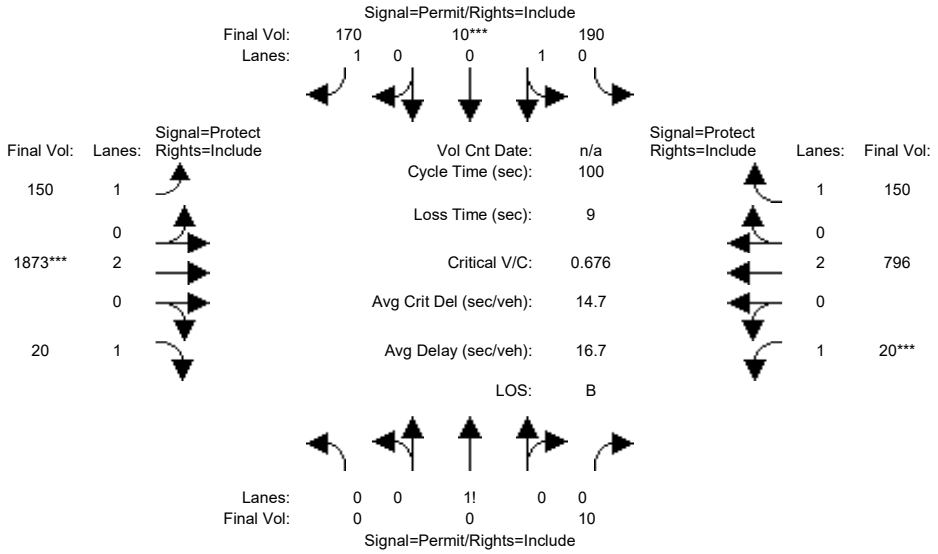
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	10	190	10	170	150	1710	20	20	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	190	10	170	150	1710	20	20	700	150
Added Vol:	0	0	0	0	0	0	0	163	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	190	10	170	150	1873	20	20	796	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	190	10	170	150	1873	20	20	796	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	190	10	170	150	1873	20	20	796	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	190	10	170	150	1873	20	20	796	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1750	1710	90	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.11	0.10	0.09	0.49	0.01	0.01	0.21	0.09
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	15.5	15.5	15.5	15.5	21.9	68.5	68.5	7.0	53.6	53.6
Volume/Cap:	0.00	0.00	0.04	0.72	0.72	0.63	0.39	0.72	0.02	0.16	0.39	0.16
Delay/Veh:	0.0	0.0	36.0	49.0	49.0	44.3	34.0	10.7	5.0	44.4	13.7	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	36.0	49.0	49.0	44.3	34.0	10.7	5.0	44.4	13.7	11.8
LOS by Move:	A	A	D+	D	D	D	C-	B+	A	D	B	B+
HCM2kAvgQ:	0	0	0	8	8	6	4	18	0	1	7	2

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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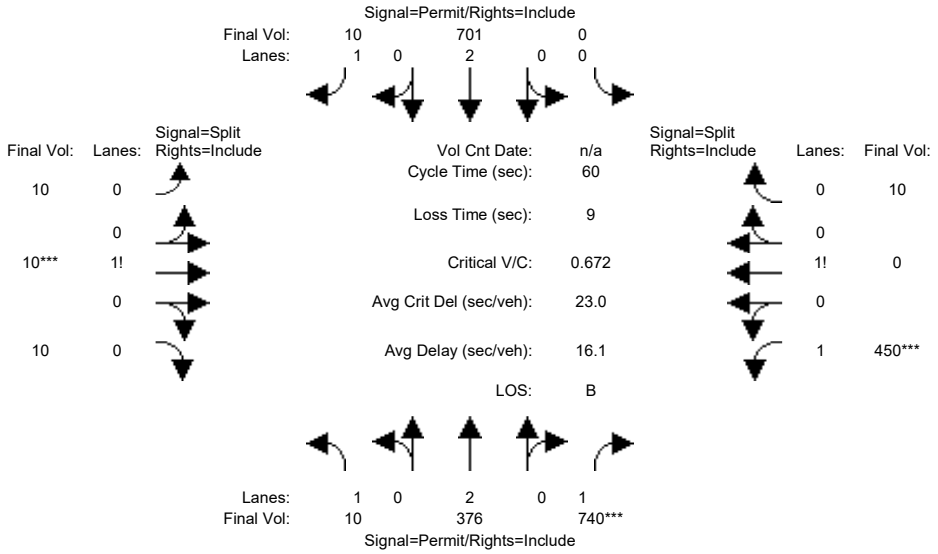
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	6	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	376	740	0	701	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	376	740	0	701	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	376	740	0	701	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	376	740	0	701	10	10	10	10	450	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.18	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.19	0.82	0.00	0.36	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.8	18.1	0.0	8.7	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2kAvgQ:	0	2	13	0	4	0	1	1	1	7	0	7

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

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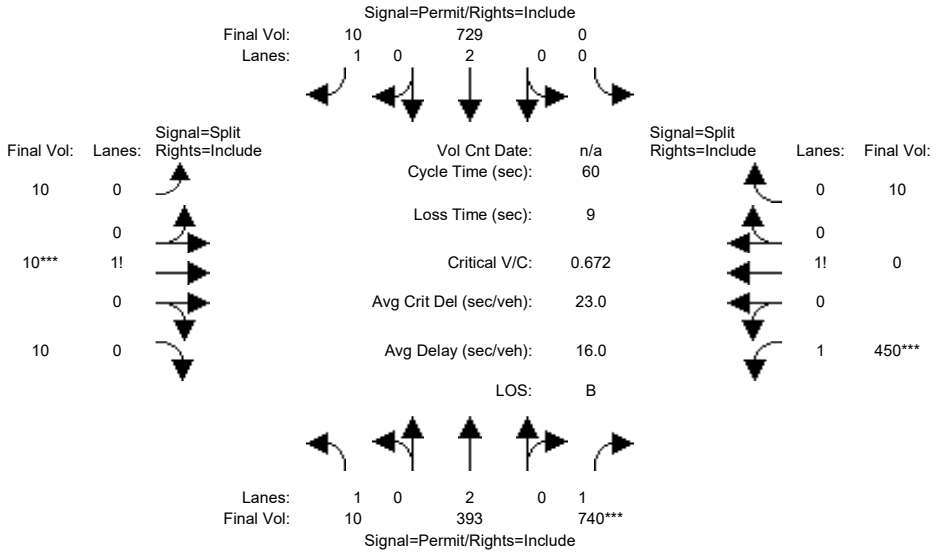
Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	370	740	0	690	10	10	10	10	450	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	740	0	690	10	10	10	10	450	0	10
Added Vol:	0	23	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	393	740	0	729	10	10	10	10	450	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	393	740	0	729	10	10	10	10	450	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	393	740	0	729	10	10	10	10	450	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	393	740	0	729	10	10	10	10	450	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.96	0.00	0.04
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3426	0	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.42	0.00	0.19	0.01	0.02	0.02	0.02	0.13	0.00	0.13
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.20	0.82	0.00	0.37	0.01	0.10	0.10	0.10	0.79	0.00	0.81
Delay/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	18.1	0.0	8.8	7.1	21.4	21.4	21.4	31.1	0.0	32.3
LOS by Move:	A	A	B-	A	A	A	C+	C+	C+	C	A	C-
HCM2kAvgQ:	0	2	13	0	4	0	1	1	1	7	0	7

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

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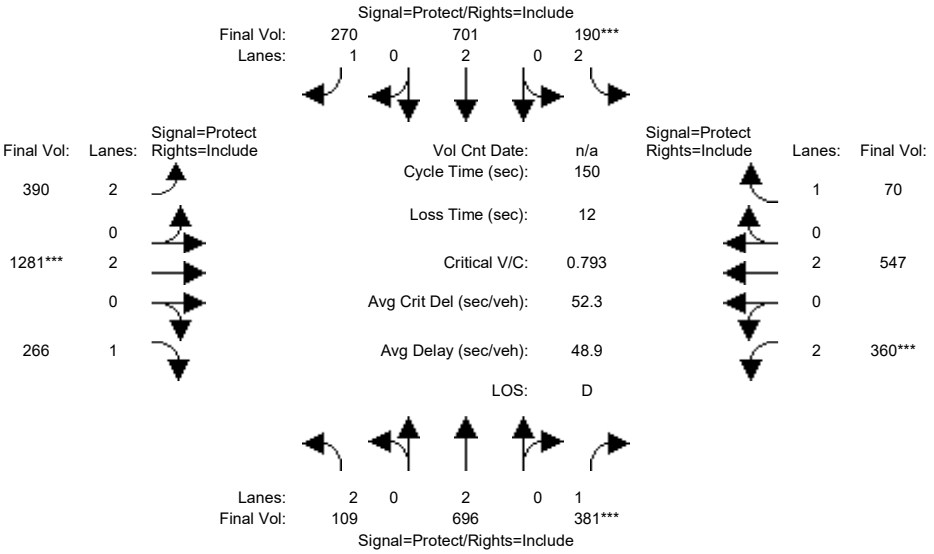
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	690	380	190	690	270	390	1250	250	360	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	690	380	190	690	270	390	1250	250	360	530	70
Added Vol:	9	6	1	0	11	0	0	31	16	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	696	381	190	701	270	390	1281	266	360	547	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	696	381	190	701	270	390	1281	266	360	547	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	696	381	190	701	270	390	1281	266	360	547	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	696	381	190	701	270	390	1281	266	360	547	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.22	0.06	0.18	0.15	0.12	0.34	0.15	0.11	0.14	0.04
Crit Moves:			****	****				****		****		
Green Time:	10.6	41.2	41.2	11.4	42.0	42.0	39.5	63.8	63.8	21.6	45.9	45.9
Volume/Cap:	0.49	0.67	0.79	0.79	0.66	0.55	0.47	0.79	0.36	0.79	0.47	0.13
Delay/Veh:	68.8	50.0	59.2	84.5	49.2	47.3	46.9	40.2	29.5	71.3	42.5	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.8	50.0	59.2	84.5	49.2	47.3	46.9	40.2	29.5	71.3	42.5	37.7
LOS by Move:	E	D	E+	F	D	D	D	D	C	E	D	D+
HCM2kAvgQ:	3	14	18	6	14	11	9	25	8	10	10	2

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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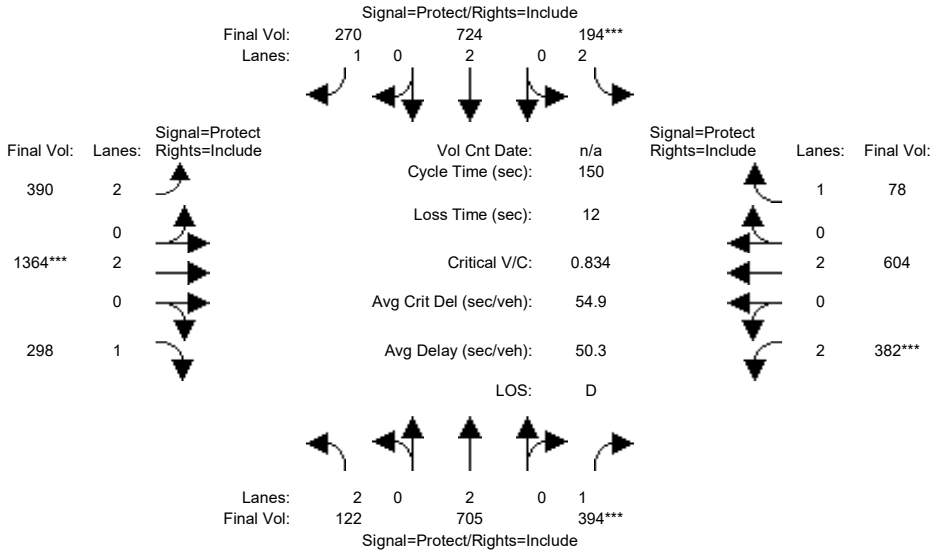
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	690	380	190	690	270	390	1250	250	360	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	690	380	190	690	270	390	1250	250	360	530	70
Added Vol:	22	15	14	4	34	0	0	114	48	22	74	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	705	394	194	724	270	390	1364	298	382	604	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	705	394	194	724	270	390	1364	298	382	604	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	705	394	194	724	270	390	1364	298	382	604	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	705	394	194	724	270	390	1364	298	382	604	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.23	0.06	0.19	0.15	0.12	0.36	0.17	0.12	0.16	0.04
Crit Moves:			****	****				****		****		
Green Time:	10.2	40.5	40.5	11.1	41.4	41.4	37.8	64.6	64.6	21.8	48.6	48.6
Volume/Cap:	0.57	0.69	0.83	0.83	0.69	0.56	0.49	0.83	0.40	0.83	0.49	0.14
Delay/Veh:	71.5	51.0	63.6	90.5	50.5	47.9	48.3	41.8	29.7	74.7	41.1	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	51.0	63.6	90.5	50.5	47.9	48.3	41.8	29.7	74.7	41.1	36.0
LOS by Move:	E	D-	E	F	D	D	D	D	C	E	D	D+
HCM2kAvgQ:	3	14	19	6	15	11	9	28	10	11	11	3

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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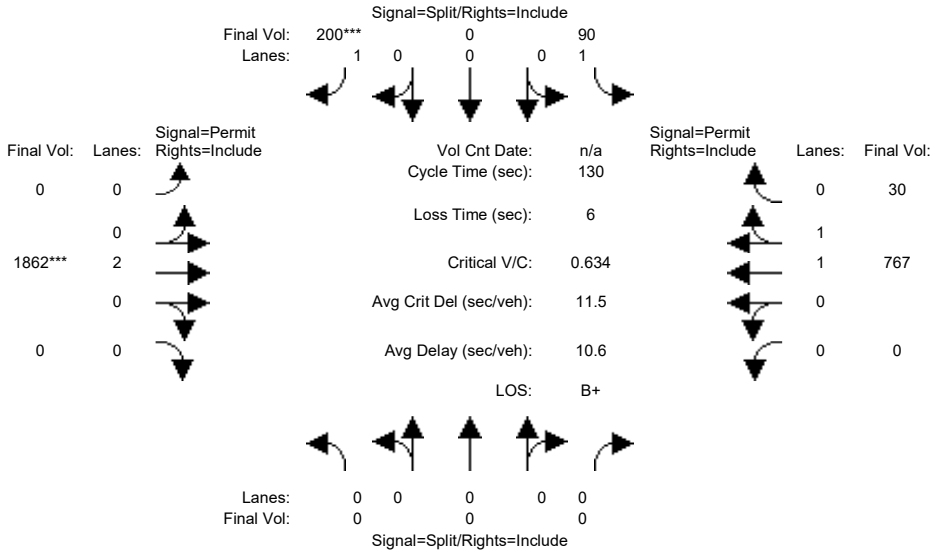
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1862	0	0	767	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1862	0	0	767	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1862	0	0	767	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1862	0	0	767	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3561	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.49	0.00	0.00	0.22	0.22
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	23.5	0.0	23.5	0.0	101	0.0	0.0	101	100.5
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.63	0.00	0.63	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	0.0	53.5	0.0	7.0	0.0	0.0	4.3	4.3
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	9	0	16	0	0	5	5

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

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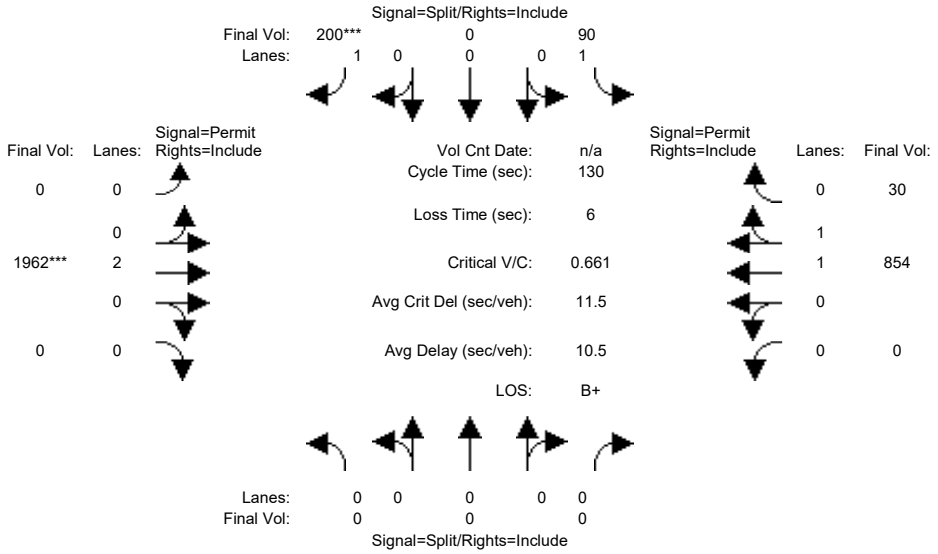
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1830	0	0	750	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1830	0	0	750	30
Added Vol:	0	0	0	0	0	0	0	132	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1962	0	0	854	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1962	0	0	854	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1962	0	0	854	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1962	0	0	854	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3574	126
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.52	0.00	0.00	0.24	0.24
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.5	0.0	22.5	0.0	102	0.0	0.0	102	101.5
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.66	0.00	0.66	0.00	0.00	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	47.4	0.0	55.6	0.0	7.0	0.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	0.0	55.6	0.0	7.0	0.0	0.0	4.2	4.2
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	9	0	17	0	0	5	5

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

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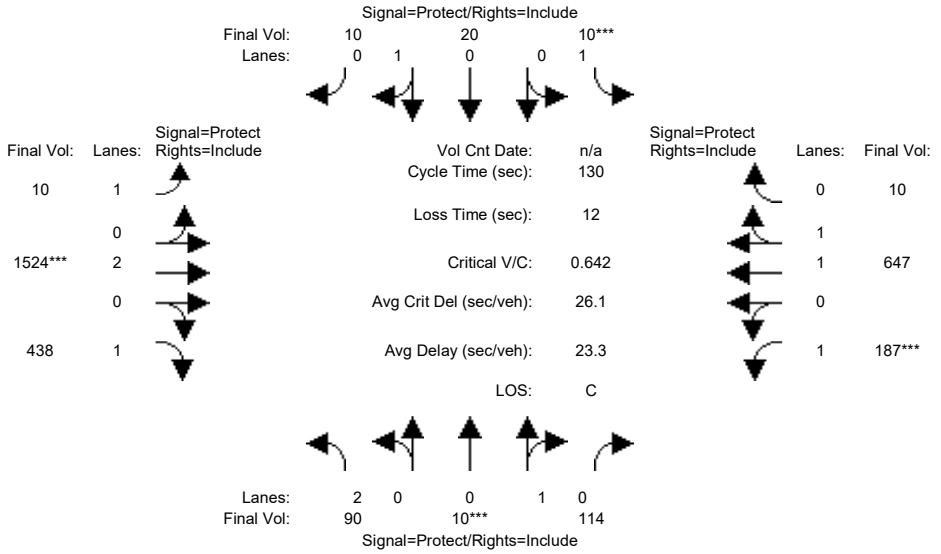
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	10	0	4	0	0	0	0	14	18	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	114	10	20	10	10	1524	438	187	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	10	114	10	20	10	10	1524	438	187	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	114	10	20	10	10	1524	438	187	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	10	114	10	20	10	10	1524	438	187	647	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	145	1655	1750	1200	600	1750	3800	1750	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.40	0.25	0.11	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.3	13.3	7.0	11.9	11.9	22.7	77.2	77.2	20.6	75.0	75.0
Volume/Cap:	0.45	0.68	0.68	0.11	0.18	0.18	0.03	0.68	0.42	0.68	0.31	0.31
Delay/Veh:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	65.9	65.9	59.0	55.1	55.1	44.5	18.7	14.6	58.1	14.2	14.2
LOS by Move:	E	E	E	E+	E+	E+	D	B-	B	E+	B	B
HCM2kAvgQ:	2	5	5	0	1	1	0	21	10	8	7	7

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

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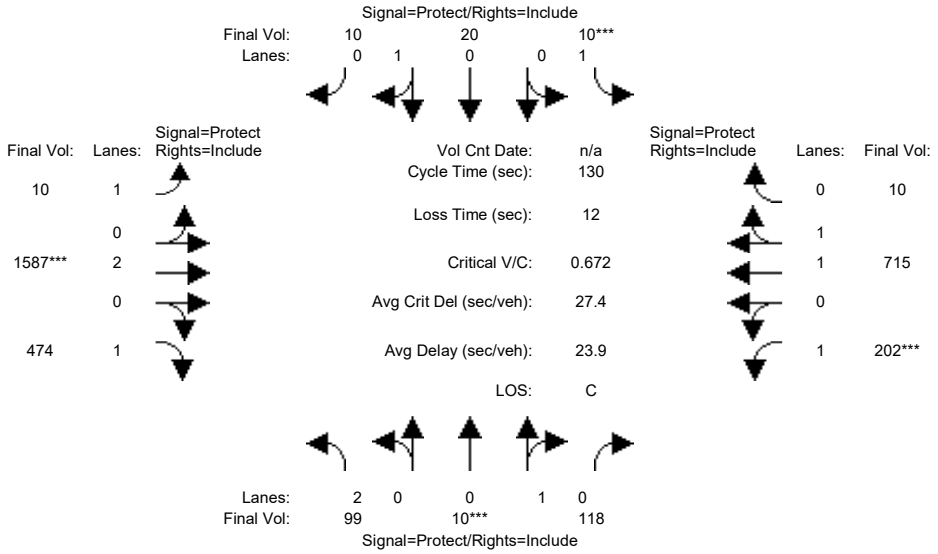
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	10	110	10	20	10	10	1510	420	180	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	10	110	10	20	10	10	1510	420	180	640	10
Added Vol:	19	0	8	0	0	0	0	77	54	22	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	10	118	10	20	10	10	1587	474	202	715	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	10	118	10	20	10	10	1587	474	202	715	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	10	118	10	20	10	10	1587	474	202	715	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	10	118	10	20	10	10	1587	474	202	715	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	141	1659	1750	1200	600	1750	3800	1750	1750	3649	51
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.42	0.27	0.12	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.1	13.1	7.0	11.8	11.8	21.1	76.7	76.7	21.2	76.8	76.8
Volume/Cap:	0.49	0.71	0.71	0.11	0.18	0.18	0.04	0.71	0.46	0.71	0.33	0.33
Delay/Veh:	60.8	68.8	68.8	59.0	55.2	55.2	45.9	19.8	15.3	59.4	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	68.8	68.8	59.0	55.2	55.2	45.9	19.8	15.3	59.4	13.6	13.6
LOS by Move:	E	E	E	E+	E+	E+	D	B-	B	E+	B	B
HCM2kAvgQ:	2	5	5	0	1	1	0	22	11	8	7	7

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

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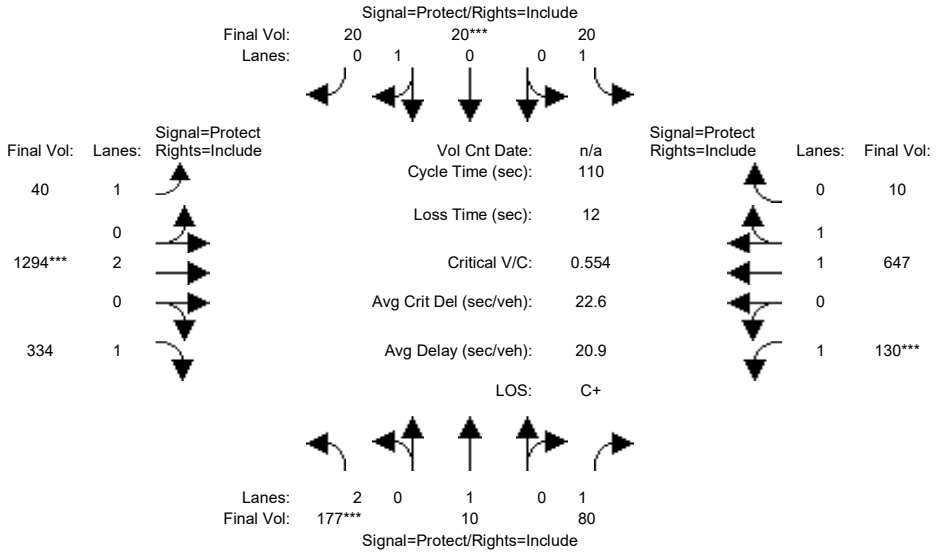
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	7	0	0	0	0	0	0	4	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	10	80	20	20	20	40	1294	334	130	647	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	10	80	20	20	20	40	1294	334	130	647	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	10	80	20	20	20	40	1294	334	130	647	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	10	80	20	20	20	40	1294	334	130	647	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.34	0.19	0.07	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	10.5	12.1	12.1	8.4	10.0	10.0	20.4	63.6	63.6	13.9	57.1	57.1
Volume/Cap:	0.59	0.05	0.42	0.15	0.24	0.24	0.12	0.59	0.33	0.59	0.34	0.34
Delay/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	43.9	47.2	47.9	47.3	47.3	37.5	15.2	12.3	49.5	15.6	15.6
LOS by Move:	D	D	D	D	D	D	D+	B	B	D	B	B
HCM2kAvgQ:	4	0	3	1	2	2	1	14	6	4	6	6

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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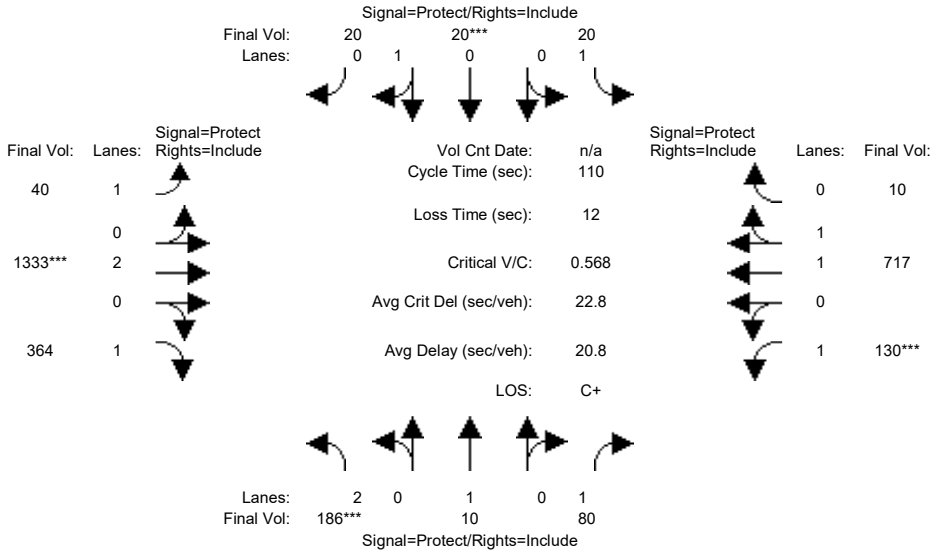
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	10	80	20	20	20	40	1290	320	130	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	80	20	20	20	40	1290	320	130	640	10
Added Vol:	16	0	0	0	0	0	0	43	44	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	10	80	20	20	20	40	1333	364	130	717	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	10	80	20	20	20	40	1333	364	130	717	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	10	80	20	20	20	40	1333	364	130	717	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	10	80	20	20	20	40	1333	364	130	717	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3649	51
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.35	0.21	0.07	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	18.9	63.8	63.8	13.5	58.4	58.4
Volume/Cap:	0.61	0.05	0.41	0.15	0.24	0.24	0.13	0.61	0.36	0.61	0.37	0.37
Delay/Veh:	51.0	43.8	47.0	47.8	47.3	47.3	38.8	15.5	12.5	50.6	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	43.8	47.0	47.8	47.3	47.3	38.8	15.5	12.5	50.6	15.2	15.2
LOS by Move:	D-	D	D	D	D	D	D+	B	B	D	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	14	7	4	7	7

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

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Stanford GUP EIR
SJ15-1585
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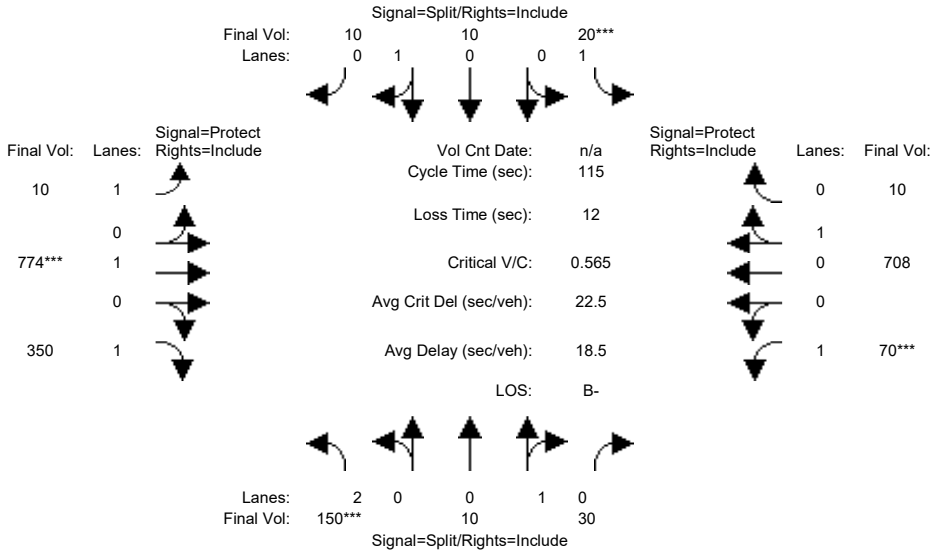
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	30	20	10	10	10	774	350	70	708	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	30	20	10	10	10	774	350	70	708	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	30	20	10	10	10	774	350	70	708	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	30	20	10	10	10	774	350	70	708	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.25	0.75	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	450	1350	1750	900	900	1750	1900	1750	1750	1775	25
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.01	0.01	0.41	0.20	0.04	0.40	0.40
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.0	75.6	75.6	7.4	72.0	72.0
Volume/Cap:	0.55	0.26	0.26	0.13	0.13	0.13	0.06	0.62	0.30	0.62	0.64	0.64
Delay/Veh:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	49.9	49.9	48.9	48.8	48.8	47.5	12.4	8.6	62.5	14.6	14.6
LOS by Move:	D-	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	3	1	1	1	1	1	0	15	6	3	17	17

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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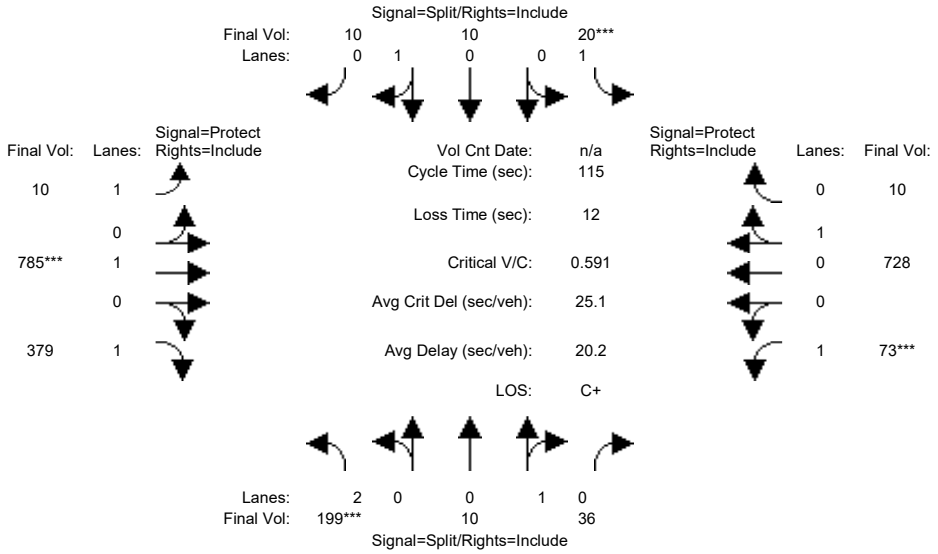
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	10	30	20	10	10	10	770	350	70	700	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	30	20	10	10	10	770	350	70	700	10
Added Vol:	49	0	6	0	0	0	0	15	29	3	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	10	36	20	10	10	10	785	379	73	728	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	10	36	20	10	10	10	785	379	73	728	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	10	36	20	10	10	10	785	379	73	728	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	10	36	20	10	10	10	785	379	73	728	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.22	0.78	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	391	1409	1750	900	900	1750	1900	1750	1750	1776	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.01	0.01	0.01	0.01	0.41	0.22	0.04	0.41	0.41
Crit Moves:	****			****				****		****		
Green Time:	11.3	11.3	11.3	10.0	10.0	10.0	10.6	74.2	74.2	7.5	71.1	71.1
Volume/Cap:	0.64	0.26	0.26	0.13	0.13	0.13	0.06	0.64	0.34	0.64	0.66	0.66
Delay/Veh:	54.3	48.7	48.7	48.9	48.8	48.8	47.9	13.5	9.4	64.1	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	48.7	48.7	48.9	48.8	48.8	47.9	13.5	9.4	64.1	15.7	15.7
LOS by Move:	D-	D	D	D	D	D	D	B	A	E	B	B
HCM2kAvgQ:	4	2	2	1	1	1	0	16	6	3	18	18

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

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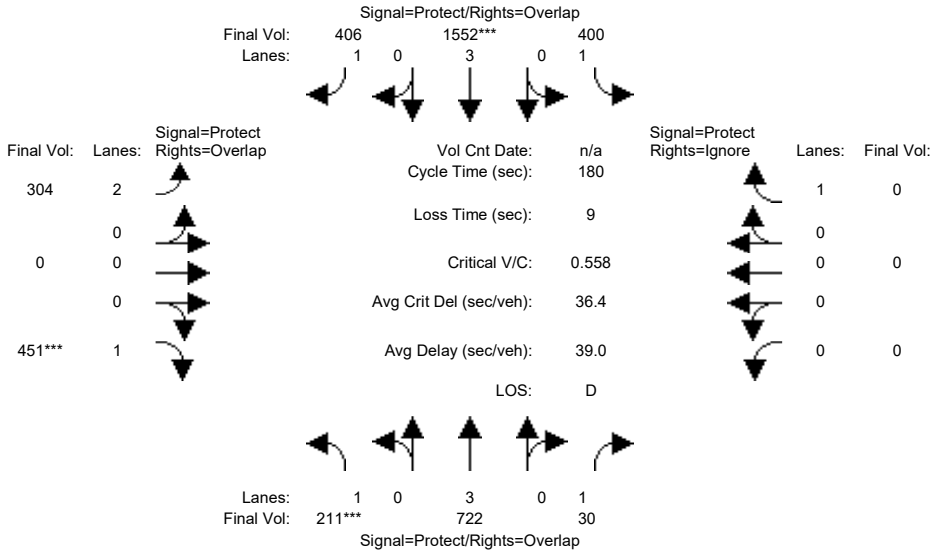
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	1	12	0	0	22	6	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	722	30	400	1552	406	304	0	451	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	722	30	400	1552	406	304	0	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	722	30	400	1552	406	304	0	451	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	211	722	30	400	1552	406	304	0	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.02	0.23	0.27	0.23	0.10	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	38.9	45.2	45.2	81.6	87.8	132.1	44.2	0.0	83.2	0.0	0.0	0.0
Volume/Cap:	0.56	0.50	0.07	0.50	0.56	0.32	0.39	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	58.1	51.4	35.4	32.7	8.4	57.0	0.0	36.0	0.0	0.0	0.0
LOS by Move:	E	E+	D-	D+	C-	A	E+	A	D+	A	A	A
HCM2kAvgQ:	11	11	1	16	19	8	8	0	19	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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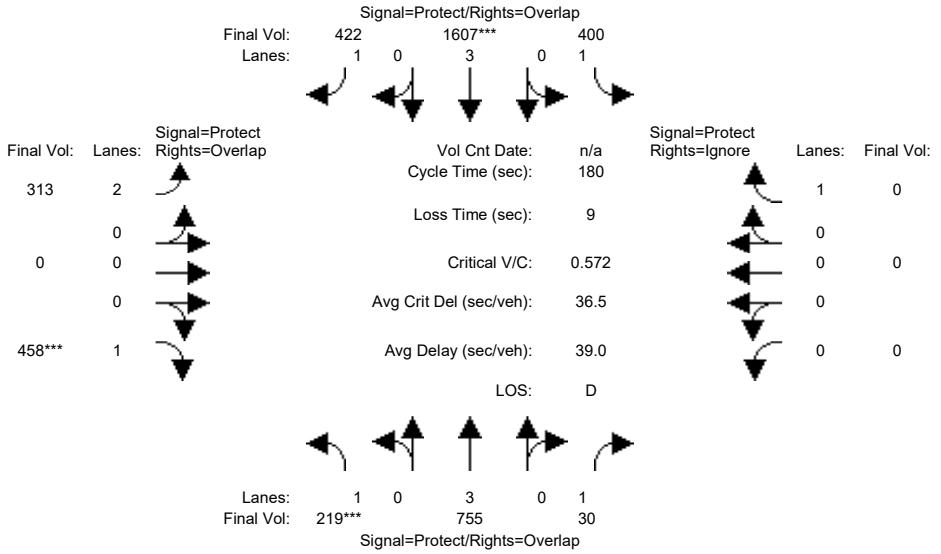
Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	710	30	400	1530	400	300	0	450	0	0	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	710	30	400	1530	400	300	0	450	0	0	540
Added Vol:	9	45	0	0	77	22	13	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	755	30	400	1607	422	313	0	458	0	0	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	219	755	30	400	1607	422	313	0	458	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	755	30	400	1607	422	313	0	458	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	219	755	30	400	1607	422	313	0	458	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.23	0.28	0.24	0.10	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	39.4	47.0	47.0	81.1	88.7	131.6	43.0	0.0	82.3	0.0	0.0	0.0
Volume/Cap:	0.57	0.51	0.07	0.51	0.57	0.33	0.42	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	64.9	56.9	50.1	35.8	32.5	8.7	58.3	0.0	36.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	56.9	50.1	35.8	32.5	8.7	58.3	0.0	36.9	0.0	0.0	0.0
LOS by Move:	E	E+	D	D+	C-	A	E+	A	D+	A	A	A
HCM2kAvgQ:	11	11	1	16	20	9	8	0	19	0	0	0

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

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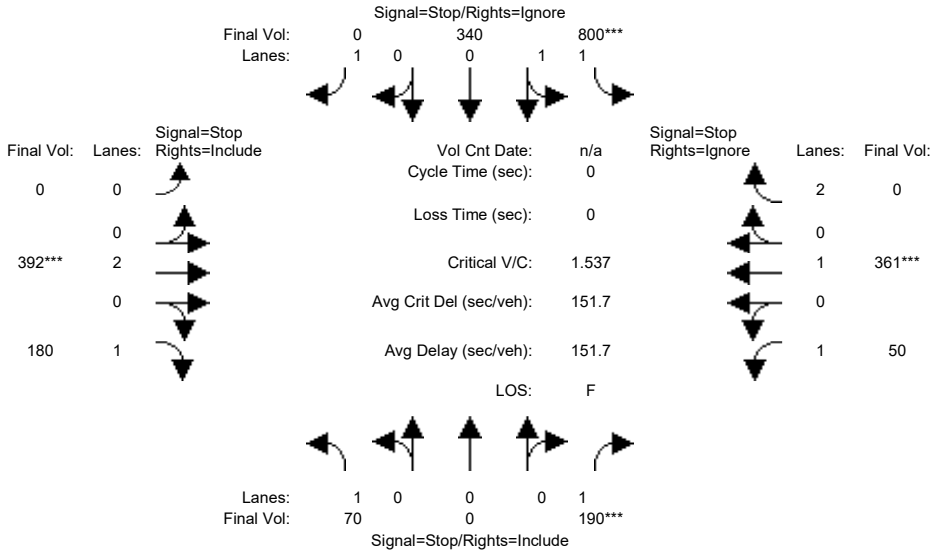
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	800	340	50	0	392	180	50	361	606
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	800	340	0	0	392	180	50	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	800	340	0	0	392	180	50	361	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	800	340	0	0	392	180	50	361	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.40	0.60	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	403	521	226	406	0	733	395	333	356	741
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.54	1.50	0.00	xxxx	0.53	0.46	0.15	1.01	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.8	279.3	264	0.0	0.0	23.0	19.1	15.1	83.8	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:	17.8			274.8			21.8			75.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			274.8			21.8			75.5		
LOS by Appr:	C			F			C			F		
AllWayAvgQ:	0.2	0.0	0.8	26.5	26.5	0.0	0.0	1.1	0.8	0.2	7.0	0.0

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

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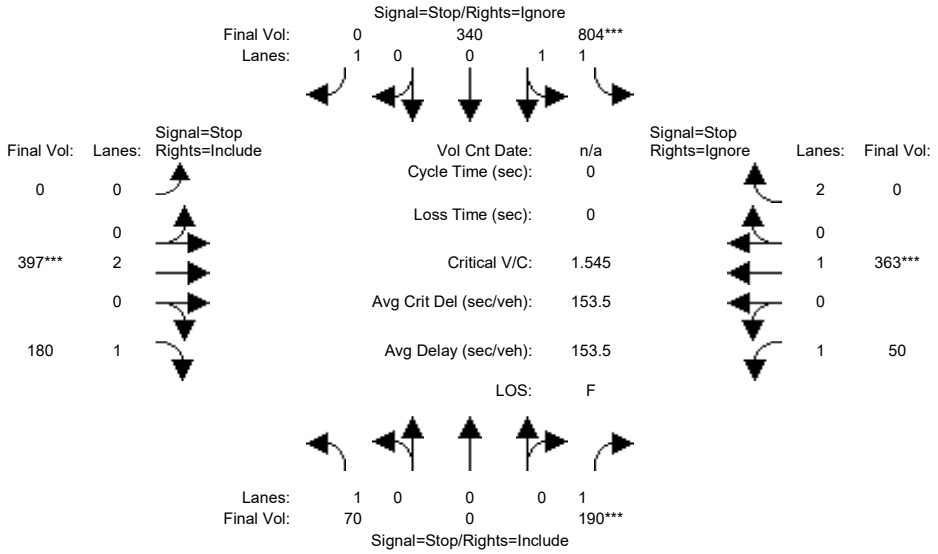
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	4	0	0	0	7	0	0	3	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	190	804	340	50	0	397	180	50	363	672
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	804	340	0	0	397	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	804	340	0	0	397	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	804	340	0	0	397	180	50	363	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	354	0	403	521	225	405	0	733	395	332	356	740
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.47	1.54	1.51	0.00	xxxx	0.54	0.46	0.15	1.02	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	15.1	0.0	18.9	282.7	268	0.0	0.0	23.3	19.1	15.2	85.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	0.0	18.9	282.7	268	0.0	0.0	23.3	19.1	15.2	85.9	0.0
LOS by Move:	C	*	C	F	F	*	*	C	C	C	F	*
ApproachDel:	17.9			278.2			22.0			77.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.9			278.2			22.0			77.3		
LOS by Appr:	C			F			C			F		
AllWayAvgQ:	0.2	0.0	0.8	26.9	26.9	0.0	0.0	1.1	0.8	0.2	7.2	0.0

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

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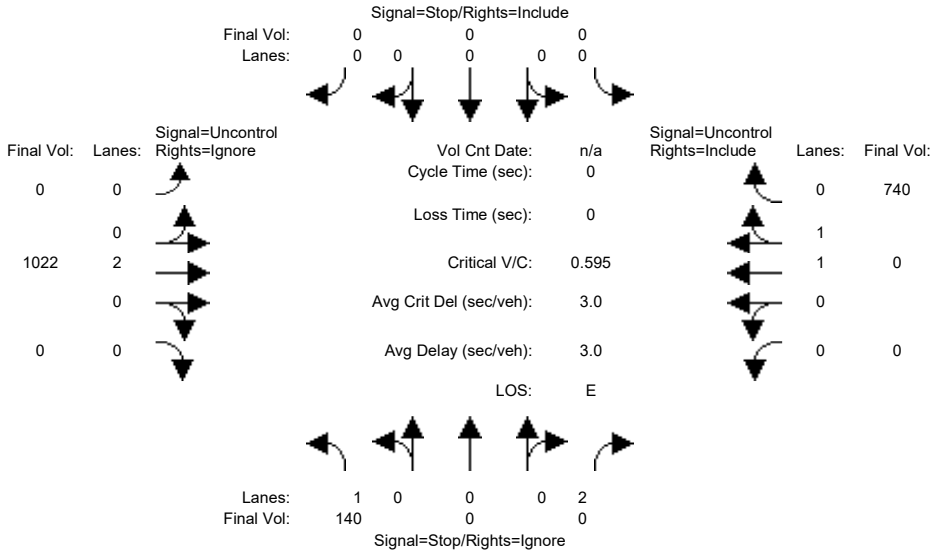
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	29	0	0	0	0	2	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1839	0	0	0	0	1022	240	0	907	740
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1022	0	0	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1022	0	0	0	740
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1022	xxxx	511	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	235	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.59	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	40.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	40.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

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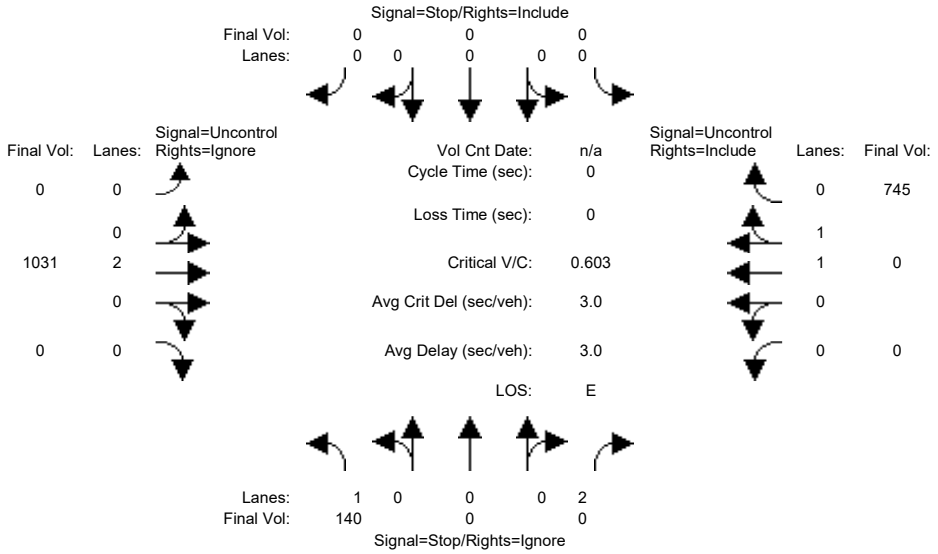
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	140	0	1810	0	0	0	0	1020	240	0	890	740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	1810	0	0	0	0	1020	240	0	890	740
Added Vol:	0	0	116	0	0	0	0	11	0	0	84	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	1926	0	0	0	0	1031	240	0	974	745
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	0	0	0	0	0	1031	0	0	0	745
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	140	0	0	0	0	0	0	1031	0	0	0	745
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1031	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	232	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	232	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.60	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	41.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		41.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

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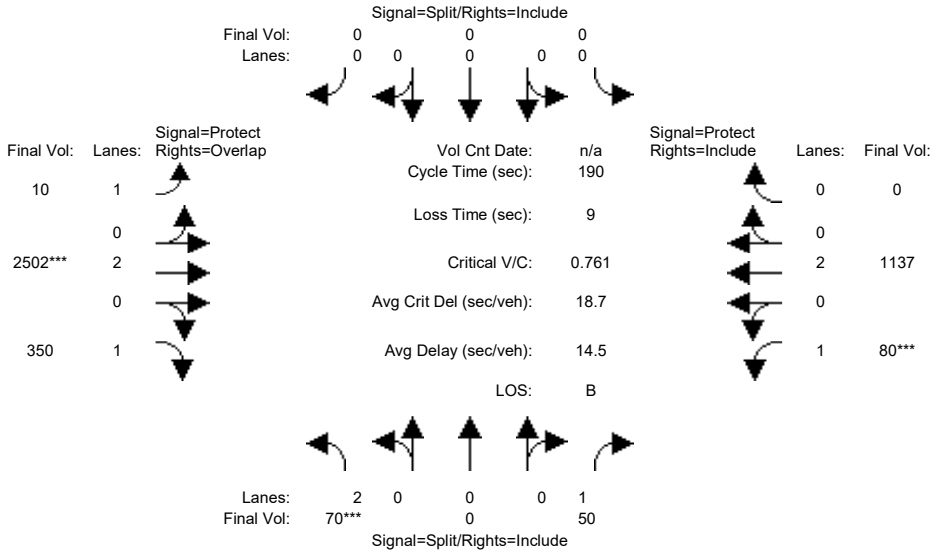
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2502	350	80	1137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2502	350	80	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2502	350	80	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	50	0	0	0	10	2502	350	80	1137	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.66	0.20	0.05	0.30	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.83	0.23	0.54	0.37	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	14.4	2.2	91.0	4.7	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2kAvgQ:	3	0	3	0	0	0	1	46	4	5	9	0

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

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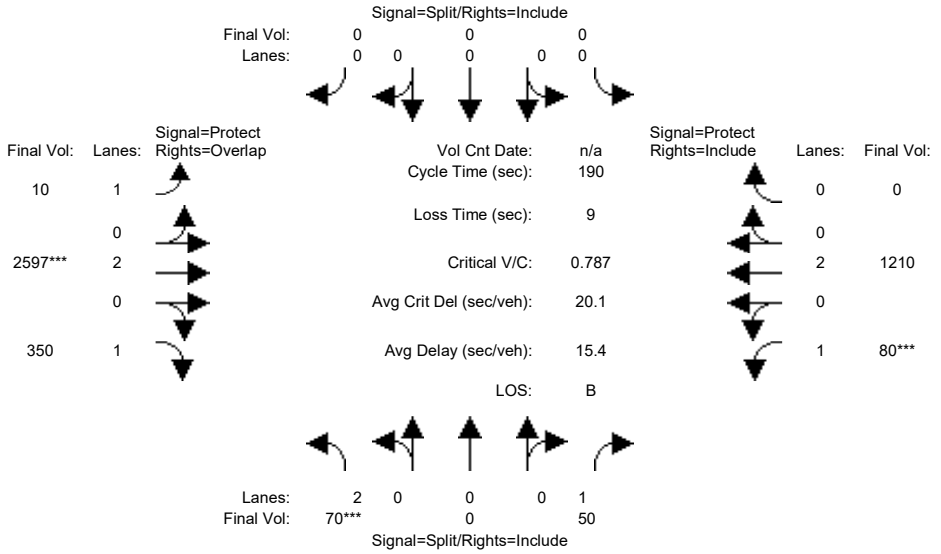
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	50	0	0	0	10	2470	350	80	1120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	10	2470	350	80	1120	0
Added Vol:	0	0	0	0	0	0	0	127	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	50	0	0	0	10	2597	350	80	1210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	50	0	0	0	10	2597	350	80	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	50	0	0	0	10	2597	350	80	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	50	0	0	0	10	2597	350	80	1210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.01	0.68	0.20	0.05	0.32	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.09	0.86	0.23	0.54	0.39	0.00
Delay/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.1	2.2	91.0	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	89.4	0.0	0.0	0.0	88.7	16.1	2.2	91.0	4.9	0.0
LOS by Move:	F	A	F	A	A	A	F	B	A	F	A	A
HCM2kAvgQ:	3	0	3	0	0	0	1	52	4	5	10	0

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

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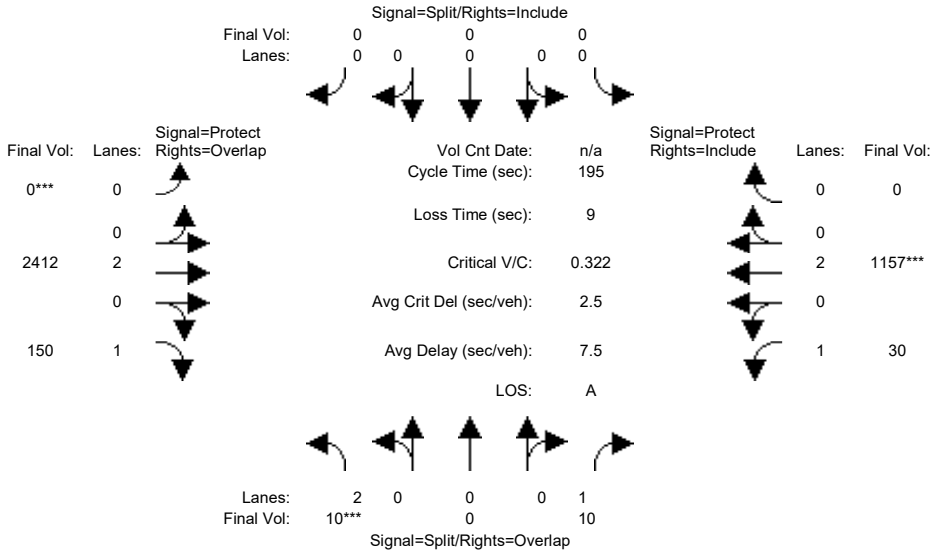
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2412	150	30	1157	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2412	150	30	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2412	150	30	1157	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2412	150	30	1157	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.63	0.09	0.02	0.30	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.76	0.10	0.29	0.34	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	8.9	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	33	1	2	6	0

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

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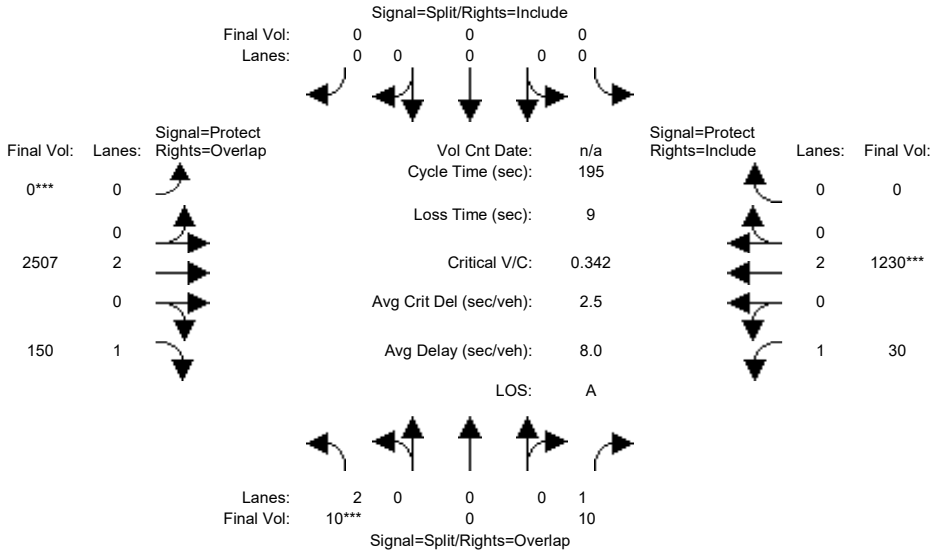
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2380	150	30	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2380	150	30	1140	0
Added Vol:	0	0	0	0	0	0	0	127	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2507	150	30	1230	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2507	150	30	1230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2507	150	30	1230	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2507	150	30	1230	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.66	0.09	0.02	0.32	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.79	0.10	0.29	0.36	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.7	1.2	93.5	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	9.7	1.2	93.5	1.8	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	37	1	2	6	0

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

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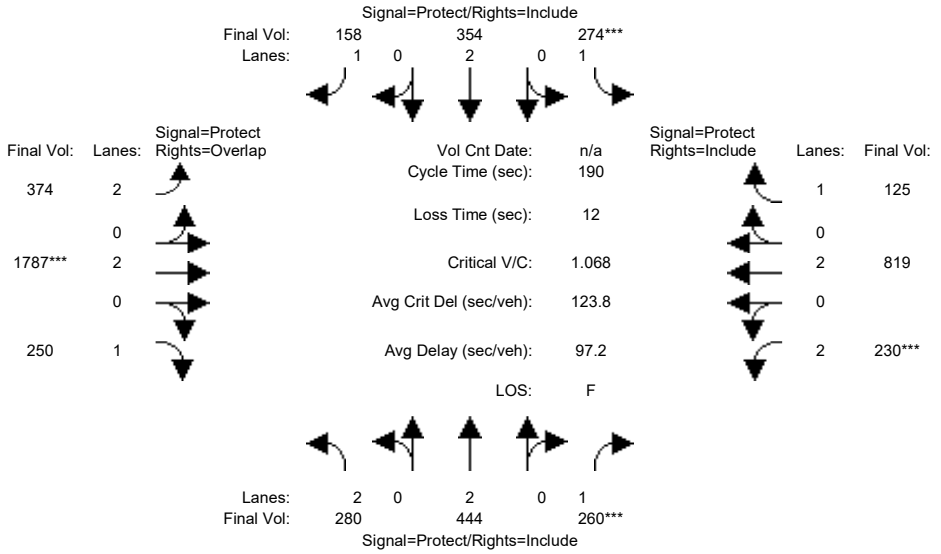
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	24	0	4	14	8	14	17	0	0	9	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	444	260	274	354	158	374	1787	250	230	819	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	444	260	274	354	158	374	1787	250	230	819	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	444	260	274	354	158	374	1787	250	230	819	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	444	260	274	354	158	374	1787	250	230	819	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.15	0.31	0.19	0.09	0.12	0.47	0.14	0.07	0.22	0.07
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.69	0.88	1.98	0.82	0.40	0.64	0.91	0.23	0.74	0.50	0.17
Delay/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	82.4	107.3	549.4	85.7	66.9	78.3	63.6	25.1	103.9	63.4	53.5
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2kAvgQ:	11	12	17	36	11	10	13	53	10	9	22	7

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

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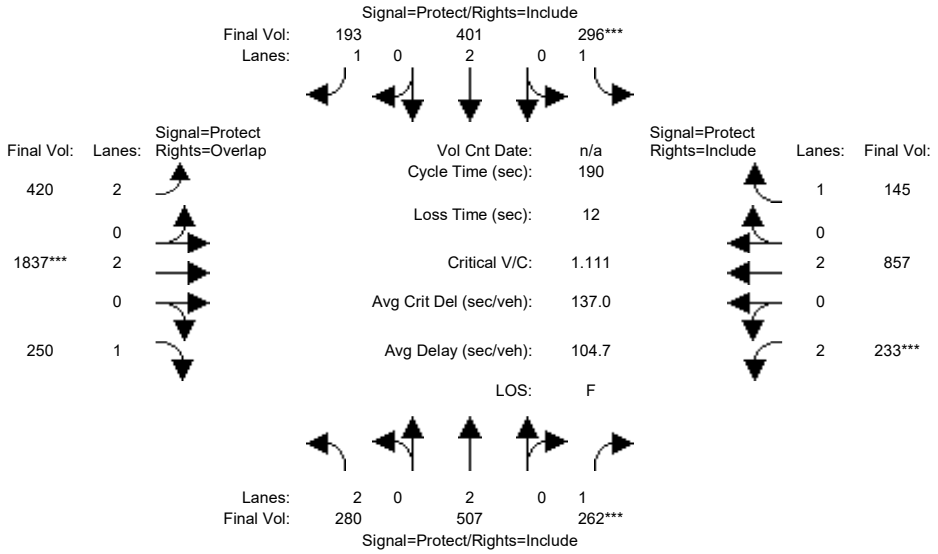
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	87	2	26	61	43	60	67	0	3	47	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	507	262	296	401	193	420	1837	250	233	857	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	507	262	296	401	193	420	1837	250	233	857	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	507	262	296	401	193	420	1837	250	233	857	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	507	262	296	401	193	420	1837	250	233	857	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.15	0.34	0.21	0.11	0.13	0.48	0.14	0.07	0.23	0.08
Crit Moves:			****	****				****		****		
Green Time:	18.8	32.0	32.0	30.1	43.3	43.3	35.4	97.8	116.6	18.8	81.3	81.3
Volume/Cap:	0.90	0.79	0.89	2.14	0.93	0.48	0.72	0.94	0.23	0.75	0.53	0.19
Delay/Veh:	116.8	87.3	108.6	619.3	102	68.6	81.5	67.4	25.1	104.6	64.3	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	87.3	108.6	619.3	102	68.6	81.5	67.4	25.1	104.6	64.3	54.2
LOS by Move:	F	F	F	F	F	E	F	E	C	F	E	D-
HCM2kAvgQ:	11	15	17	40	13	12	14	55	10	9	23	8

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

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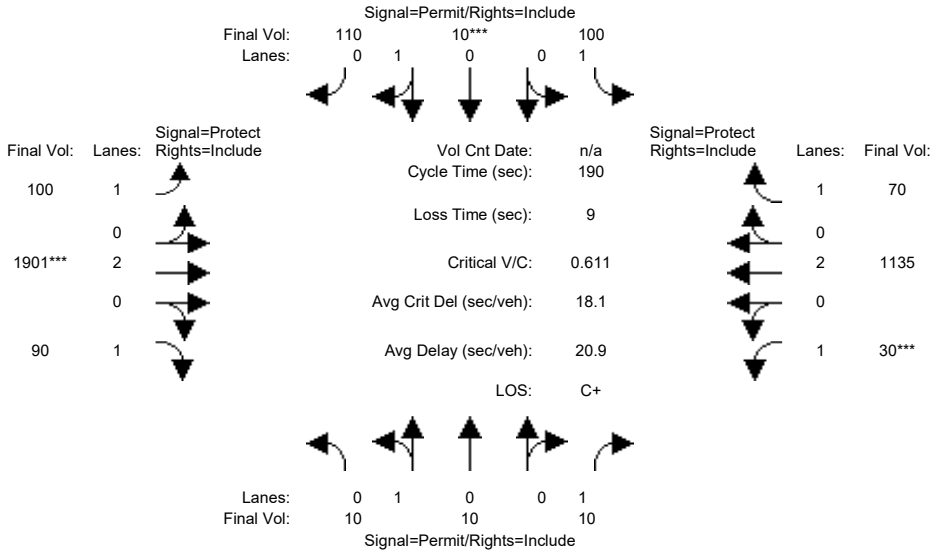
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	0	0	0	0	0	0	0	21	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	100	10	110	100	1901	90	30	1135	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	100	10	110	100	1901	90	30	1135	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	100	10	110	100	1901	90	30	1135	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	100	10	110	100	1901	90	30	1135	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.50	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	900	900	1750	1750	150	1650	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.50	0.05	0.02	0.30	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.08	0.08	0.04	0.40	0.46	0.46	0.40	0.67	0.07	0.29	0.45	0.06
Delay/Veh:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	74.5	74.1	79.1	80.2	80.2	79.4	13.1	6.6	91.9	15.9	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	1	1	1	6	7	7	6	27	1	2	16	2

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

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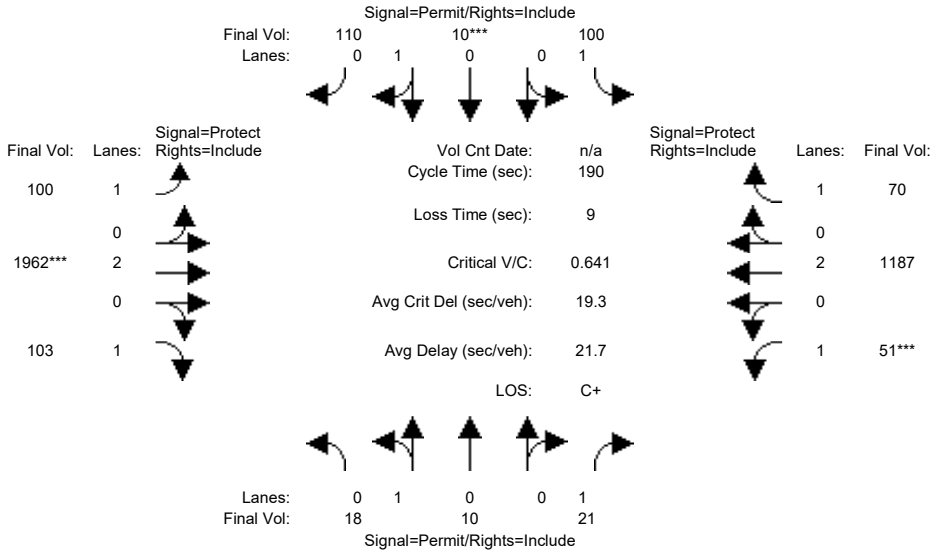
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	10	100	10	110	100	1880	90	30	1120	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	100	1880	90	30	1120	70
Added Vol:	8	0	11	0	0	0	0	82	13	21	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	10	21	100	10	110	100	1962	103	51	1187	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	10	21	100	10	110	100	1962	103	51	1187	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	10	21	100	10	110	100	1962	103	51	1187	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	10	21	100	10	110	100	1962	103	51	1187	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.36	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1157	643	1750	1750	150	1650	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.07	0.07	0.06	0.52	0.06	0.03	0.31	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.11	0.11	0.08	0.40	0.46	0.46	0.40	0.69	0.08	0.49	0.47	0.06
Delay/Veh:	74.9	74.9	74.6	79.1	80.2	80.2	79.4	13.6	6.6	95.1	16.2	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	74.9	74.6	79.1	80.2	80.2	79.4	13.6	6.6	95.1	16.2	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	2	2	1	6	7	7	6	29	2	3	17	2

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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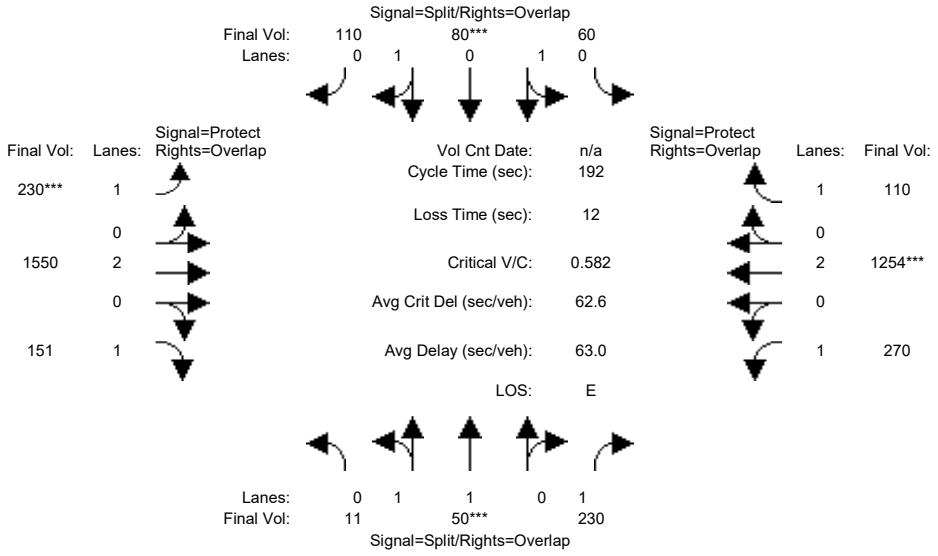
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	1	0	0	0	0	0	0	20	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	230	60	80	110	230	1550	151	270	1254	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	230	60	80	110	230	1550	151	270	1254	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	230	60	80	110	230	1550	151	270	1254	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	50	230	60	80	110	230	1550	151	270	1254	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.13	0.41	0.09	0.15	0.33	0.06
Crit Moves:		****			****		****				****	
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.11	0.11	0.39	0.46	0.46	0.22	0.79	0.90	0.14	0.84	0.70	0.10
Delay/Veh:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	52.4	79.4	79.4	51.0	94.9	67.6	24.4	98.7	52.7	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D-	C+
HCM2kAvgQ:	2	2	11	8	8	6	15	47	6	17	32	4

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

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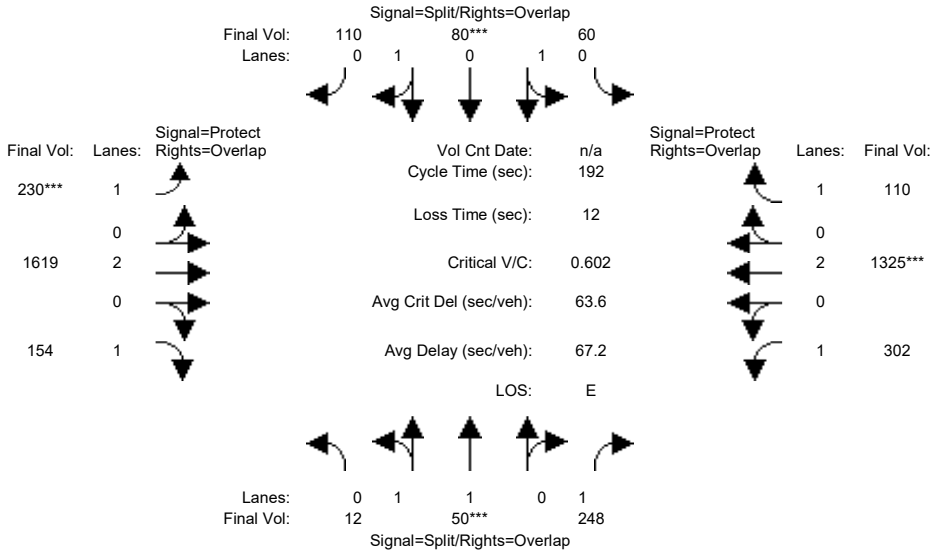
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	230	1530	150	270	1240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	230	1530	150	270	1240	110
Added Vol:	2	0	18	0	0	0	0	89	4	32	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	248	60	80	110	230	1619	154	302	1325	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	248	60	80	110	230	1619	154	302	1325	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	248	60	80	110	230	1619	154	302	1325	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	50	248	60	80	110	230	1619	154	302	1325	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.13	0.43	0.09	0.17	0.35	0.06
Crit Moves:		****			****		****				****	
Green Time:	29.2	29.2	64.3	29.2	29.2	61.2	32.0	87.3	116.4	35.1	90.4	119.5
Volume/Cap:	0.11	0.11	0.42	0.46	0.46	0.22	0.79	0.94	0.15	0.94	0.74	0.10
Delay/Veh:	74.7	74.7	53.1	79.4	79.4	51.0	94.9	73.1	24.4	118.1	54.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	53.1	79.4	79.4	51.0	94.9	73.1	24.4	118.1	54.6	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	E	C	F	D-	C+
HCM2kAvgQ:	2	2	13	8	8	6	15	50	6	20	34	4

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

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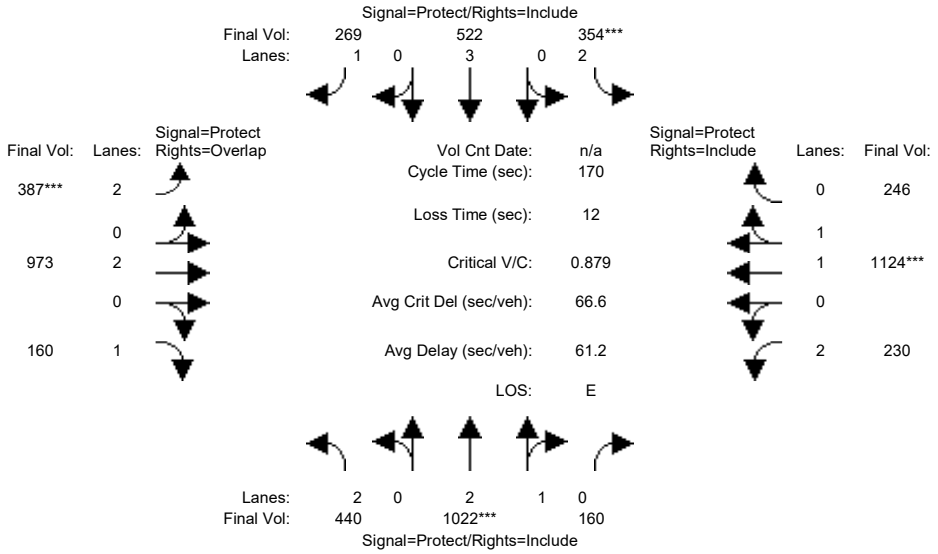
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	0	22	0	4	12	9	17	3	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1022	160	354	522	269	387	973	160	230	1124	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1022	160	354	522	269	387	973	160	230	1124	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1022	160	354	522	269	387	973	160	230	1124	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1022	160	354	522	269	387	973	160	230	1124	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.58	0.42	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	4841	758	3150	5700	1750	3150	3800	1750	3150	3035	664
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.11	0.09	0.15	0.12	0.26	0.09	0.07	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	29.8	40.8	40.8	21.7	32.8	32.8	23.8	74.2	104.0	21.2	71.6	71.6
Volume/Cap:	0.80	0.88	0.88	0.88	0.47	0.80	0.88	0.59	0.15	0.59	0.88	0.88
Delay/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	69.1	69.1	92.1	61.3	77.9	89.7	36.8	14.1	72.6	51.3	51.3
LOS by Move:	E-	E	E	F	E	E-	F	D+	B	E	D-	D-
HCM2kAvgQ:	15	23	23	12	8	15	12	18	4	7	35	35

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

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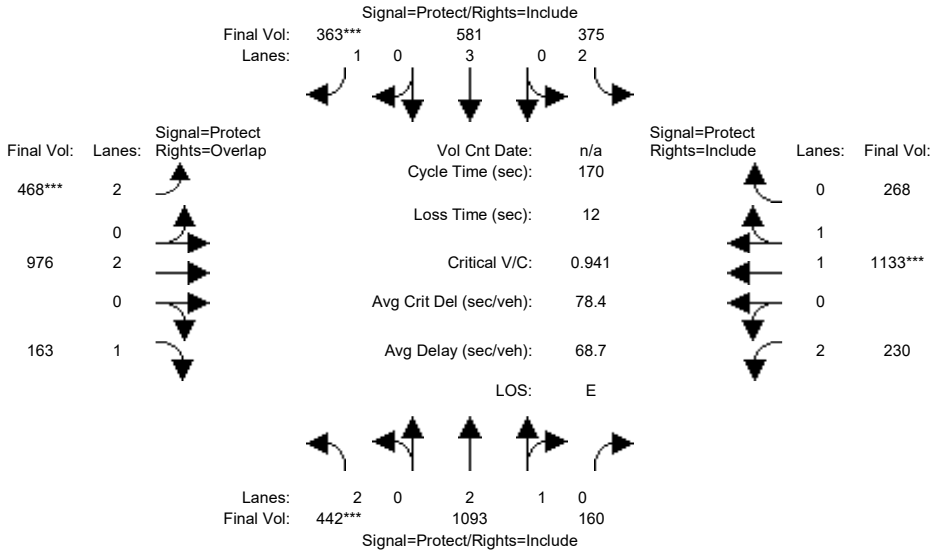
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1000	160	350	510	260	370	970	160	230	1120	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1000	160	350	510	260	370	970	160	230	1120	240
Added Vol:	2	93	0	25	71	103	98	6	3	0	13	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	1093	160	375	581	363	468	976	163	230	1133	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	1093	160	375	581	363	468	976	163	230	1133	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1093	160	375	581	363	468	976	163	230	1133	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	1093	160	375	581	363	468	976	163	230	1133	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.60	0.40	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4884	715	3150	5700	1750	3150	3800	1750	3150	2992	708
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.12	0.10	0.21	0.15	0.26	0.09	0.07	0.38	0.38
Crit Moves:	****					****	****				****	
Green Time:	25.3	41.0	41.0	21.8	37.5	37.5	26.8	74.1	99.5	21.1	68.4	68.4
Volume/Cap:	0.94	0.93	0.93	0.93	0.46	0.94	0.94	0.59	0.16	0.59	0.94	0.94
Delay/Veh:	99.0	74.4	74.4	100.9	57.8	96.4	97.2	36.9	16.2	72.7	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.0	74.4	74.4	100.9	57.8	96.4	97.2	36.9	16.2	72.7	61.0	61.0
LOS by Move:	F	E	E	F	E+	F	F	D+	B	E	E	E
HCM2kAvgQ:	17	25	25	13	8	22	14	18	4	7	39	39

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

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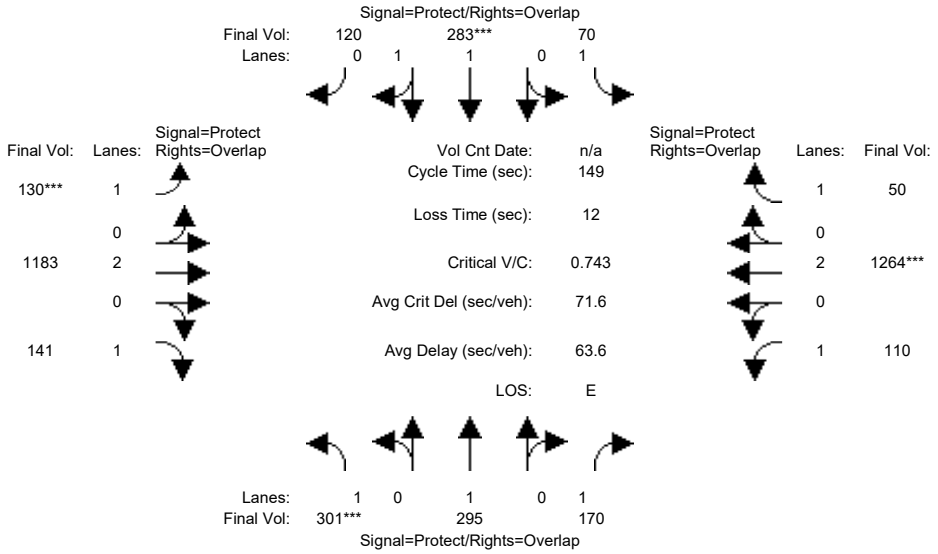
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	1	5	0	0	3	0	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	295	170	70	283	120	130	1183	141	110	1264	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	295	170	70	283	120	130	1183	141	110	1264	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	295	170	70	283	120	130	1183	141	110	1264	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	295	170	70	283	120	130	1183	141	110	1264	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2597	1101	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.10	0.04	0.11	0.11	0.07	0.31	0.08	0.06	0.33	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.87	0.47	0.22	0.46	0.50	0.31	0.54	0.80	0.14	0.53	0.89	0.06
Delay/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.1	43.4	27.4	72.1	55.8	37.8	74.2	64.9	28.9	75.5	73.8	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E	D+
HCM2kAvgQ:	18	11	5	3	9	7	7	28	6	6	32	2

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

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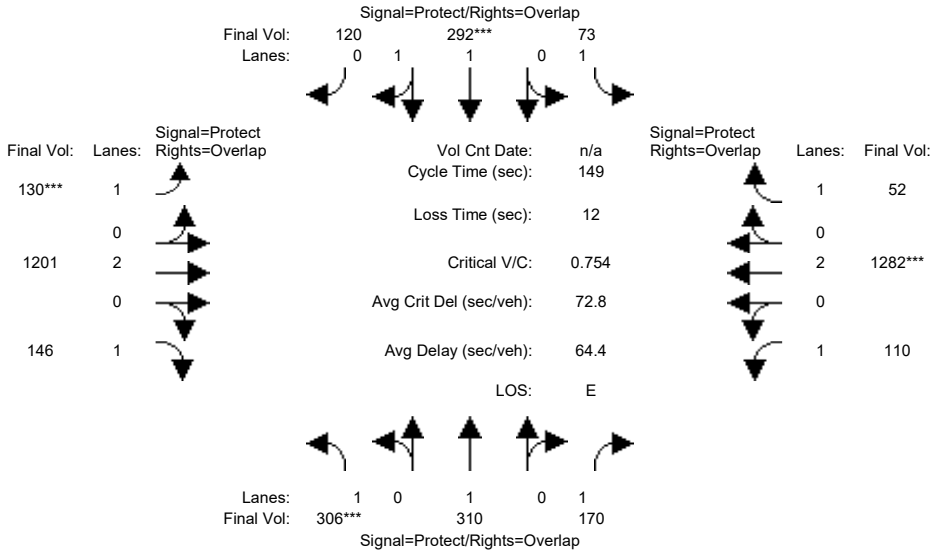
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	290	170	70	280	120	130	1180	140	110	1260	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	290	170	70	280	120	130	1180	140	110	1260	50
Added Vol:	6	20	0	3	12	0	0	21	6	0	22	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	310	170	73	292	120	130	1201	146	110	1282	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	310	170	73	292	120	130	1201	146	110	1282	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	310	170	73	292	120	130	1201	146	110	1282	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	310	170	73	292	120	130	1201	146	110	1282	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2622	1077	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.10	0.04	0.11	0.11	0.07	0.32	0.08	0.06	0.34	0.03
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.88	0.50	0.22	0.48	0.51	0.31	0.54	0.81	0.14	0.53	0.91	0.06
Delay/Veh:	84.4	43.9	27.4	72.4	56.0	37.9	74.2	65.7	29.0	75.5	75.3	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	43.9	27.4	72.4	56.0	37.9	74.2	65.7	29.0	75.5	75.3	38.0
LOS by Move:	F	D	C	E	E+	D+	E	E	C	E-	E-	D+
HCM2kAvgQ:	19	12	5	4	9	7	7	29	6	6	33	2

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

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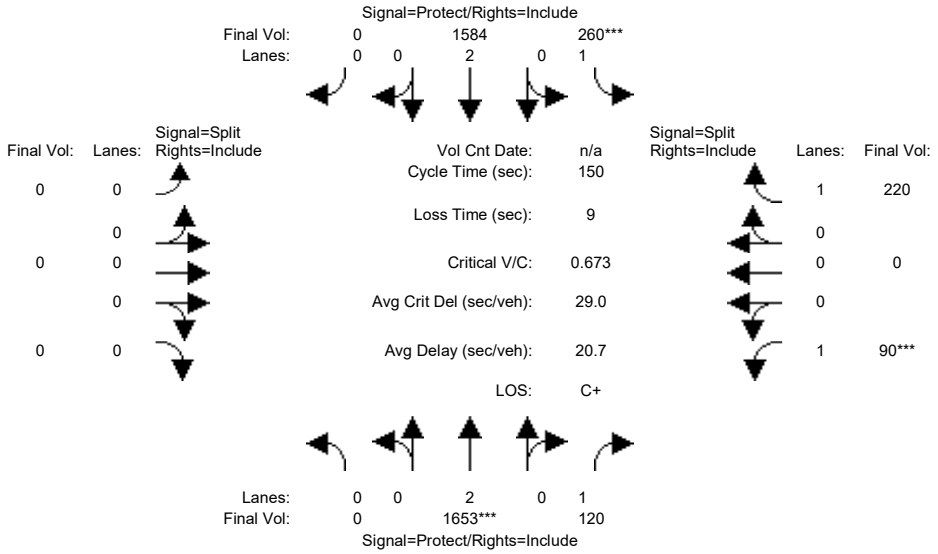
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1653	120	260	1584	0	0	0	0	90	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1653	120	260	1584	0	0	0	0	90	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1653	120	260	1584	0	0	0	0	90	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1653	120	260	1584	0	0	0	0	90	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.07	0.15	0.42	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.67	0.11	0.87	0.51	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	10.6	88.2	4.7	0.0	0.0	0.0	0.0	55.9	0.0	65.6
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	25	2	16	12	0	0	0	0	4	0	12

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

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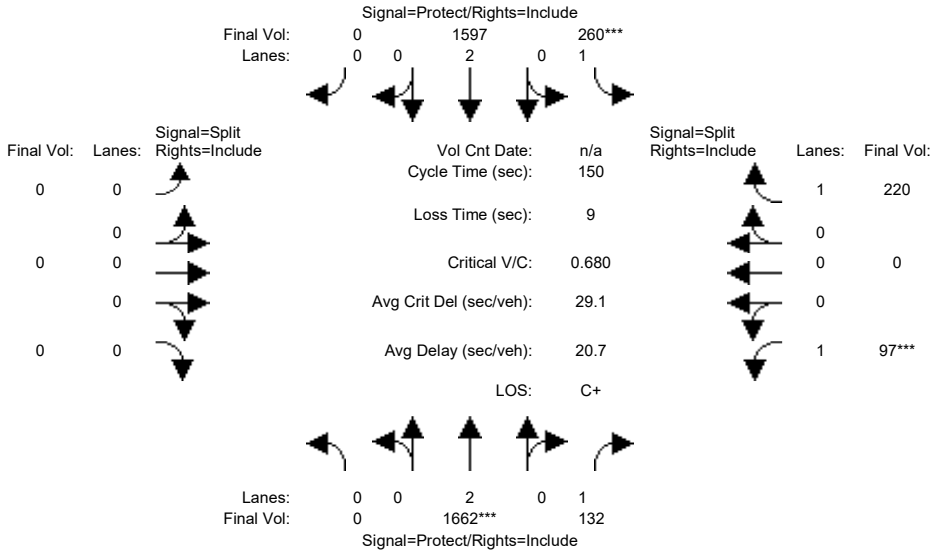
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1650	120	260	1580	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	120	260	1580	0	0	0	0	90	0	220
Added Vol:	0	12	12	0	17	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1662	132	260	1597	0	0	0	0	97	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1662	132	260	1597	0	0	0	0	97	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1662	132	260	1597	0	0	0	0	97	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1662	132	260	1597	0	0	0	0	97	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.08	0.15	0.42	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.7	0.0	27.7
Volume/Cap:	0.00	0.68	0.12	0.87	0.51	0.00	0.00	0.00	0.00	0.30	0.00	0.68
Delay/Veh:	0.0	18.3	10.7	88.2	4.7	0.0	0.0	0.0	0.0	56.4	0.0	66.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	10.7	88.2	4.7	0.0	0.0	0.0	0.0	56.4	0.0	66.2
LOS by Move:	A	B-	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	25	3	16	12	0	0	0	0	4	0	12

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

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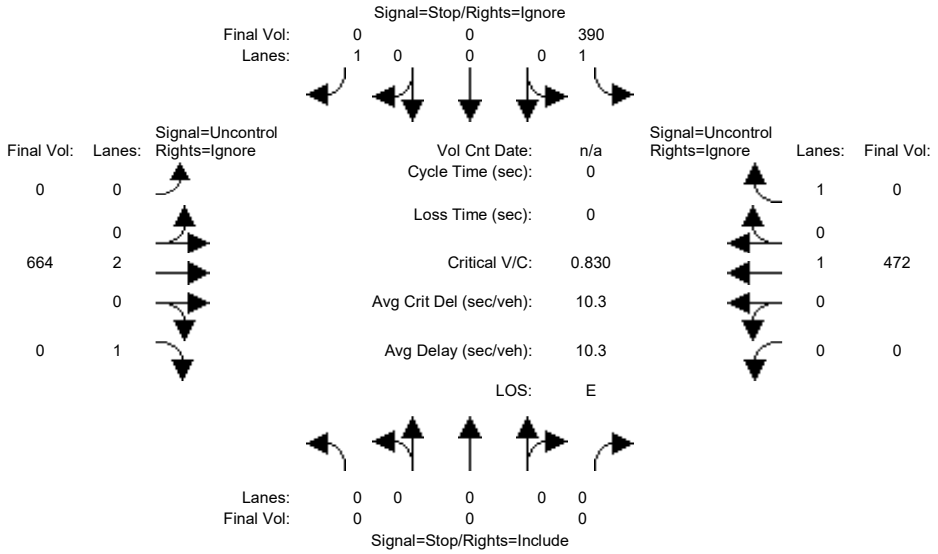
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)

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Street Name:          I-280 SB Ramps                    Alpine Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   390    0   520     0  660   180     0  470   370
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   390    0   520     0  660   180     0  470   370
Added Vol:      0    0     0     0    0     0     0    4     0     0    2     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   390    0   520     0  664   180     0  472   377
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0    0     0   390    0     0     0  664     0     0  472     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   390    0     0     0  664     0     0  472     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   804 xxxx   472  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   355 xxxx   596  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   355 xxxx   596  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    312  323 xxxxx   470  323 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.83 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   8.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  40.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     E    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             40.2           xxxxxx           xxxxxx
ApproachLOS:         *                E                *                *
Note: Queue reported is the number of cars per lane.
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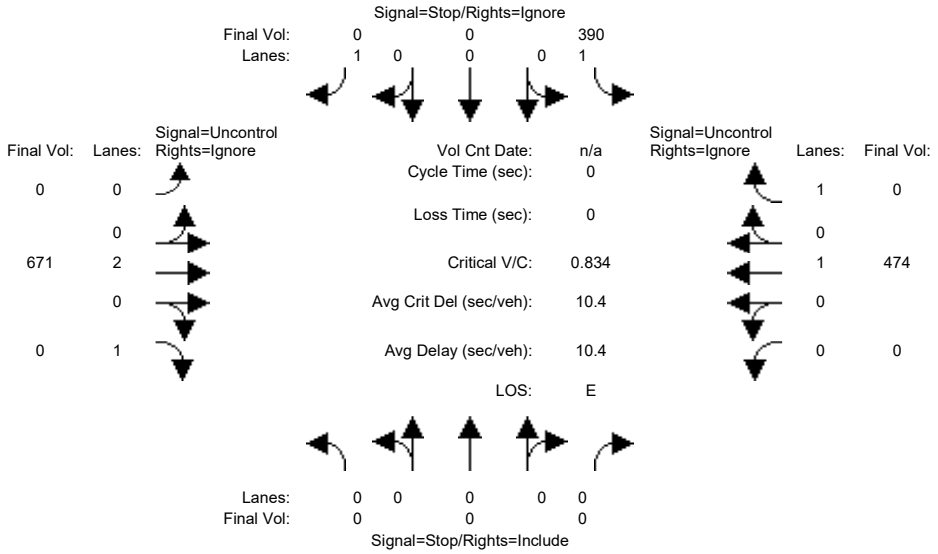
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	520	0	660	180	0	470	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	520	0	660	180	0	470	370
Added Vol:	0	0	0	0	0	0	0	11	0	0	4	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	520	0	671	180	0	474	402
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	671	0	0	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	671	0	0	474	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	810	xxxx	474	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	352	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	352	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	310	321	xxxxx	468	321	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.83	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	40.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			40.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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Stanford GUP EIR
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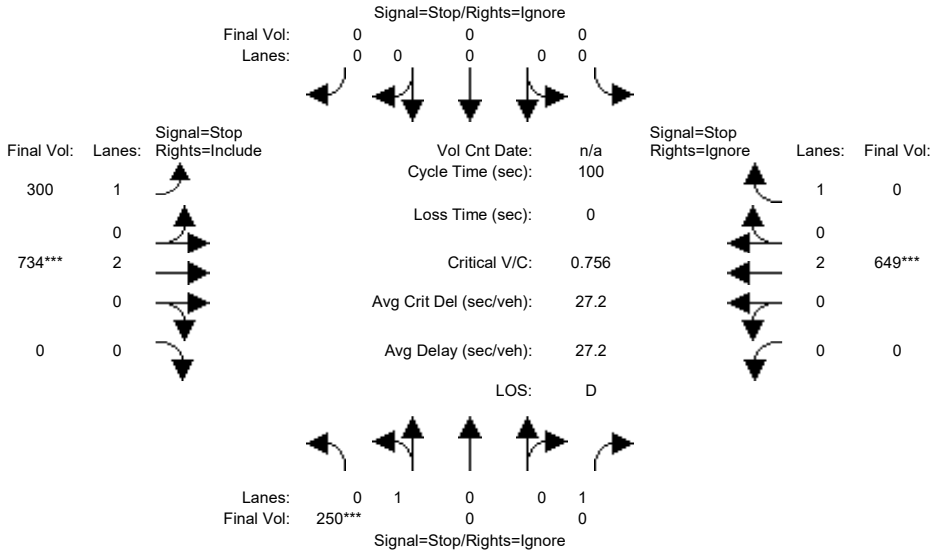
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	11	0	0	0	0	4	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	881	0	0	0	300	734	0	0	649	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	734	0	0	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	734	0	0	649	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	734	0	0	649	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	406	0	455	0	0	0	453	971	0	0	897	480
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.76	xxxx	xxxx	0.72	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	0.0	0.0	0.0	0.0	0.0	24.3	29.0	0.0	0.0	28.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:		23.2			xxxxxx			27.6			28.1	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		23.2			xxxxxx			27.6			28.1	
LOS by Appr:		C			*			D			D	
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.2	0.0

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

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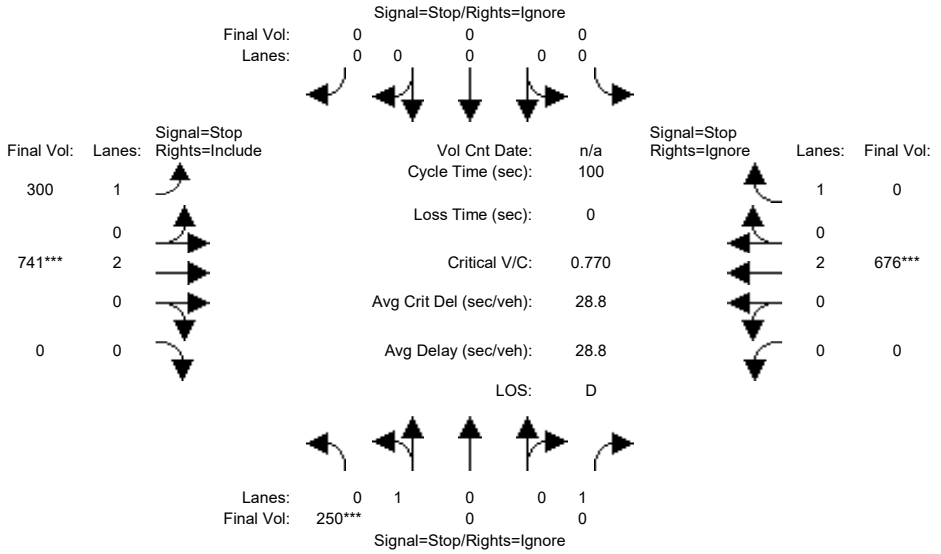
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	870	0	0	0	300	730	0	0	640	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	870	0	0	0	300	730	0	0	640	60
Added Vol:	0	0	41	0	0	0	0	11	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	911	0	0	0	300	741	0	0	676	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	741	0	0	676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	741	0	0	676	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	741	0	0	676	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	404	0	452	0	0	0	450	963	0	0	895	479
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.67	0.77	xxxx	xxxx	0.76	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	24.7	30.3	0.0	0.0	30.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	24.7	30.3	0.0	0.0	30.7	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:		23.6			xxxxxx			28.7			30.7	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		23.6			xxxxxx			28.7			30.7	
LOS by Appr:		C			*			D			D	
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.8	2.7	0.0	0.0	2.5	0.0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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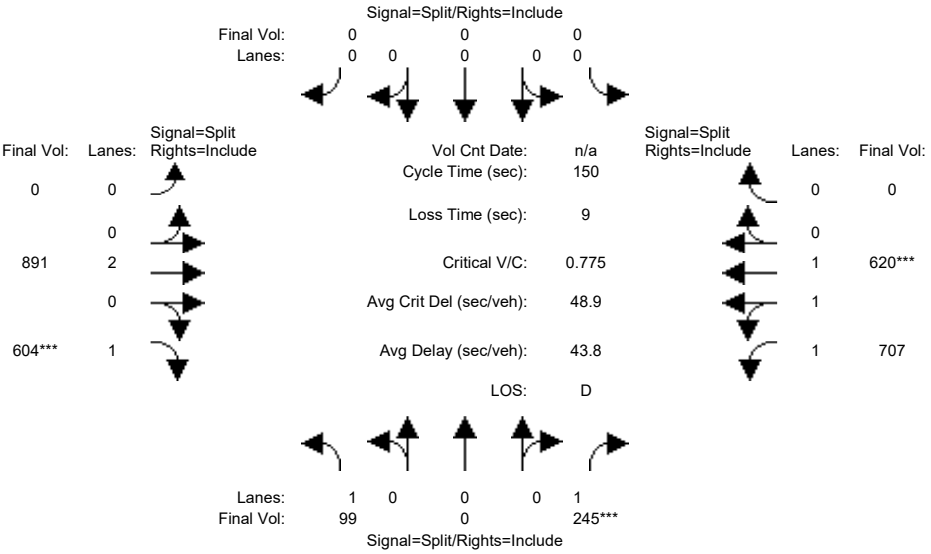
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	9	0	15	0	0	0	0	1	14	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	245	0	0	0	0	891	604	707	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	245	0	0	0	0	891	604	707	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	245	0	0	0	0	891	604	707	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	245	0	0	0	0	891	604	707	620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.64	1.36	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2901	2544	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.35	0.24	0.24	0.00
Crit Moves:			****						****		****	
Green Time:	27.1	0.0	27.1	0.0	0.0	0.0	0.0	66.8	66.8	47.1	47.1	0.0
Volume/Cap:	0.31	0.00	0.78	0.00	0.00	0.00	0.00	0.53	0.78	0.78	0.78	0.00
Delay/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	0.0	70.0	0.0	0.0	0.0	0.0	30.5	40.2	48.9	48.9	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D	D	A
HCM2kAvgQ:	4	0	12	0	0	0	0	15	26	19	19	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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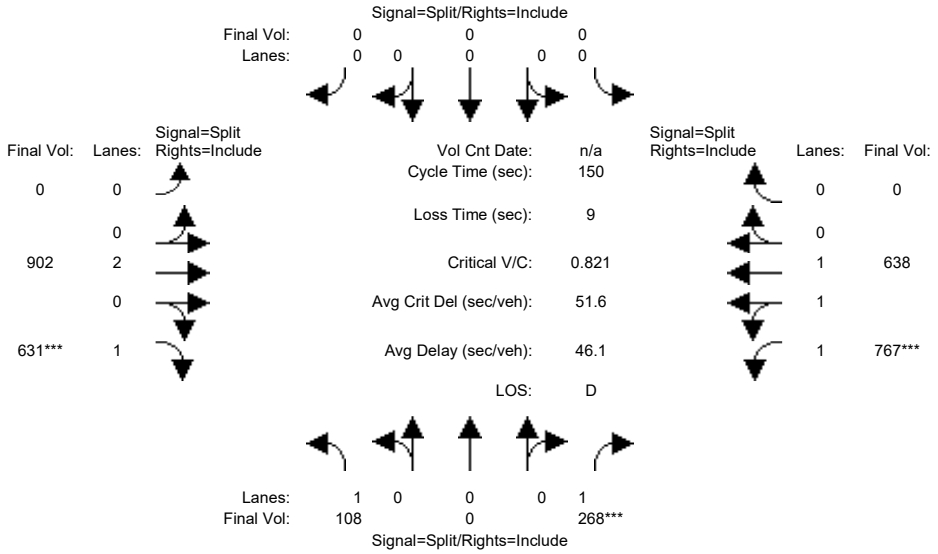
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	230	0	0	0	0	890	590	680	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	230	0	0	0	0	890	590	680	620	0
Added Vol:	18	0	38	0	0	0	0	12	41	87	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	0	268	0	0	0	0	902	631	767	638	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	268	0	0	0	0	902	631	767	638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	268	0	0	0	0	902	631	767	638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	0	268	0	0	0	0	902	631	767	638	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.68	1.32	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2973	2473	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.15	0.00	0.00	0.00	0.00	0.24	0.36	0.26	0.26	0.00
Crit Moves:			****						****	****		
Green Time:	28.0	0.0	28.0	0.0	0.0	0.0	0.0	65.9	65.9	47.1	47.1	0.0
Volume/Cap:	0.33	0.00	0.82	0.00	0.00	0.00	0.00	0.54	0.82	0.82	0.82	0.00
Delay/Veh:	53.5	0.0	73.8	0.0	0.0	0.0	0.0	31.3	43.9	50.8	50.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	0.0	73.8	0.0	0.0	0.0	0.0	31.3	43.9	50.8	50.8	0.0
LOS by Move:	D-	A	E	A	A	A	A	C	D	D	D	A
HCM2kAvgQ:	4	0	13	0	0	0	0	15	29	21	21	0

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

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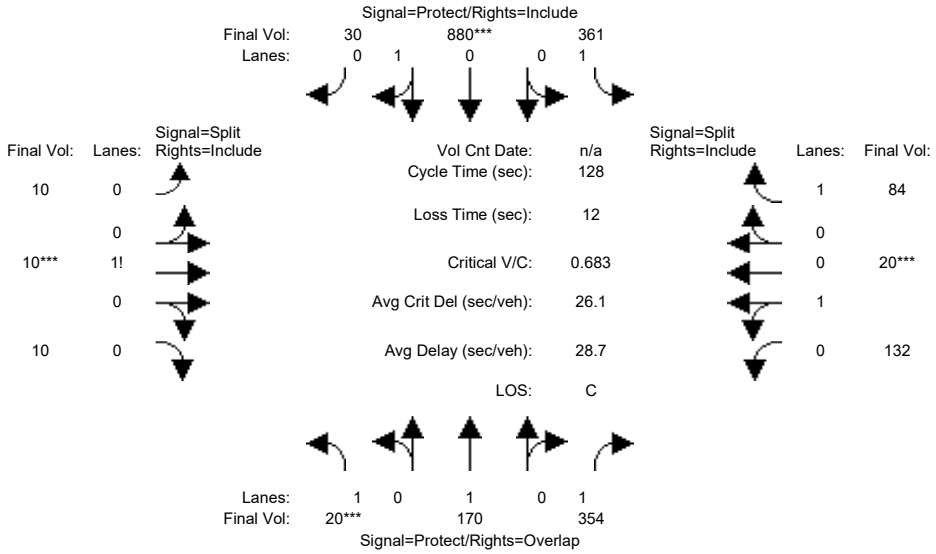
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	0	4	41	0	0	0	0	0	2	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	170	354	361	880	30	10	10	10	132	20	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	170	354	361	880	30	10	10	10	132	20	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	170	354	361	880	30	10	10	10	132	20	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	170	354	361	880	30	10	10	10	132	20	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	583	583	583	1563	237	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.20	0.21	0.51	0.51	0.02	0.02	0.02	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green Time:	8.0	34.1	48.4	59.6	85.7	85.7	8.0	8.0	8.0	14.3	14.3	14.3
Volume/Cap:	0.18	0.34	0.54	0.44	0.76	0.76	0.27	0.27	0.27	0.76	0.76	0.43
Delay/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	38.3	31.9	23.4	16.9	16.9	58.6	58.6	58.6	70.1	70.1	54.5
LOS by Move:	E+	D+	C	C	B	B	E+	E+	E+	E	E	D-
HCM2kAvgQ:	1	5	11	10	26	26	1	1	1	8	8	4

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

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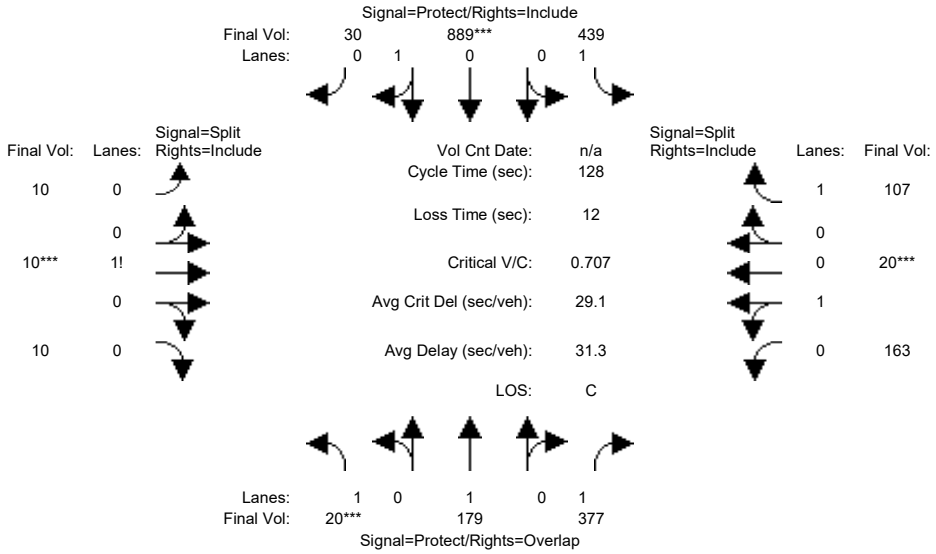
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	170	350	320	880	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	170	350	320	880	30	10	10	10	130	20	60
Added Vol:	0	9	27	119	9	0	0	0	0	33	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	179	377	439	889	30	10	10	10	163	20	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	179	377	439	889	30	10	10	10	163	20	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	179	377	439	889	30	10	10	10	163	20	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	179	377	439	889	30	10	10	10	163	20	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	583	583	583	1603	197	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.22	0.25	0.51	0.51	0.02	0.02	0.02	0.10	0.10	0.06
Crit Moves:	****				****			****			****	
Green Time:	8.0	28.5	45.1	62.9	83.4	83.4	8.0	8.0	8.0	16.6	16.6	16.6
Volume/Cap:	0.18	0.42	0.61	0.51	0.78	0.78	0.27	0.27	0.27	0.78	0.78	0.47
Delay/Veh:	57.7	43.4	36.0	22.6	19.4	19.4	58.6	58.6	58.6	69.7	69.7	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	43.4	36.0	22.6	19.4	19.4	58.6	58.6	58.6	69.7	69.7	53.2
LOS by Move:	E+	D	D+	C+	B-	B-	E+	E+	E+	E	E	D-
HCM2kAvgQ:	1	6	13	12	28	28	1	1	1	9	9	5

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

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Stanford GUP EIR
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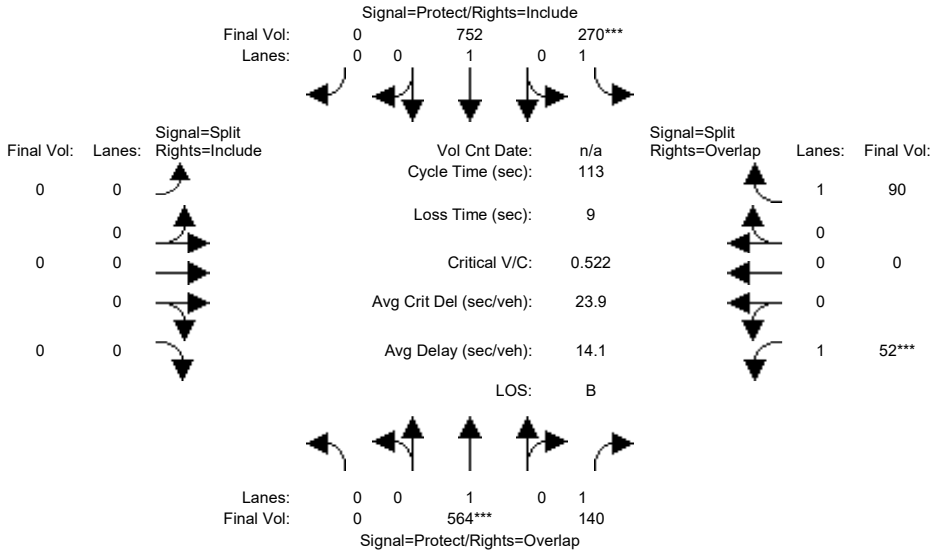
Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	4	20	0	2	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	140	270	752	0	0	0	0	52	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	564	140	270	752	0	0	0	0	52	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	140	270	752	0	0	0	0	52	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	140	270	752	0	0	0	0	52	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.15	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	63.2	71.2	32.8	96.0	0.0	0.0	0.0	0.0	8.0	0.0	40.8
Volume/Cap:	0.00	0.53	0.13	0.53	0.47	0.00	0.00	0.00	0.00	0.42	0.00	0.14
Delay/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	8.5	34.7	2.3	0.0	0.0	0.0	0.0	52.6	0.0	24.4
LOS by Move:	A	B	A	C-	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	12	2	8	6	0	0	0	0	2	0	2

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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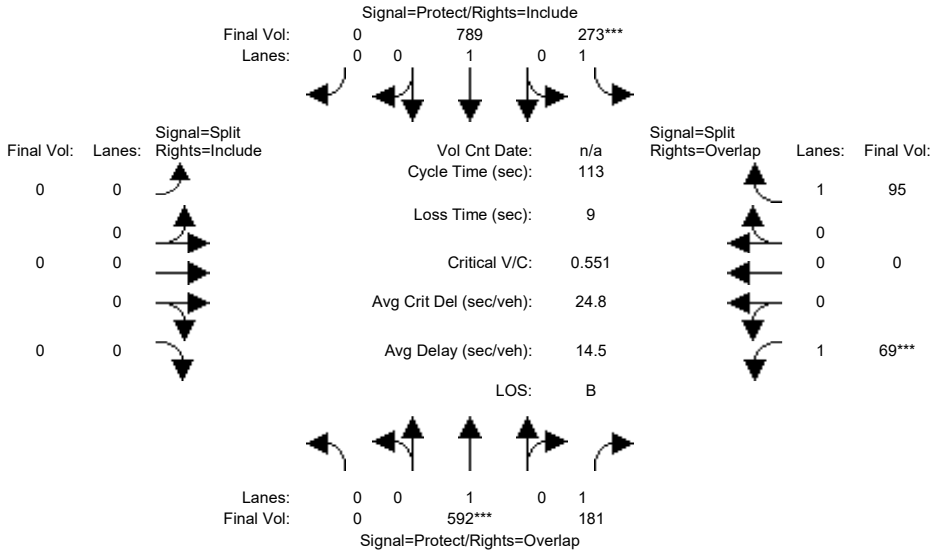
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	560	120	270	750	0	0	0	0	40	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	120	270	750	0	0	0	0	40	0	90
Added Vol:	0	32	61	3	39	0	0	0	0	29	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	592	181	273	789	0	0	0	0	69	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	592	181	273	789	0	0	0	0	69	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	592	181	273	789	0	0	0	0	69	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	592	181	273	789	0	0	0	0	69	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.10	0.16	0.42	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	63.9	72.0	32.0	95.9	0.0	0.0	0.0	0.0	8.1	0.0	40.1
Volume/Cap:	0.00	0.55	0.16	0.55	0.49	0.00	0.00	0.00	0.00	0.55	0.00	0.15
Delay/Veh:	0.0	16.1	8.4	35.7	2.4	0.0	0.0	0.0	0.0	55.9	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	8.4	35.7	2.4	0.0	0.0	0.0	0.0	55.9	0.0	25.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	E+	A	C
HCM2kAvgQ:	0	12	3	8	7	0	0	0	0	3	0	2

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

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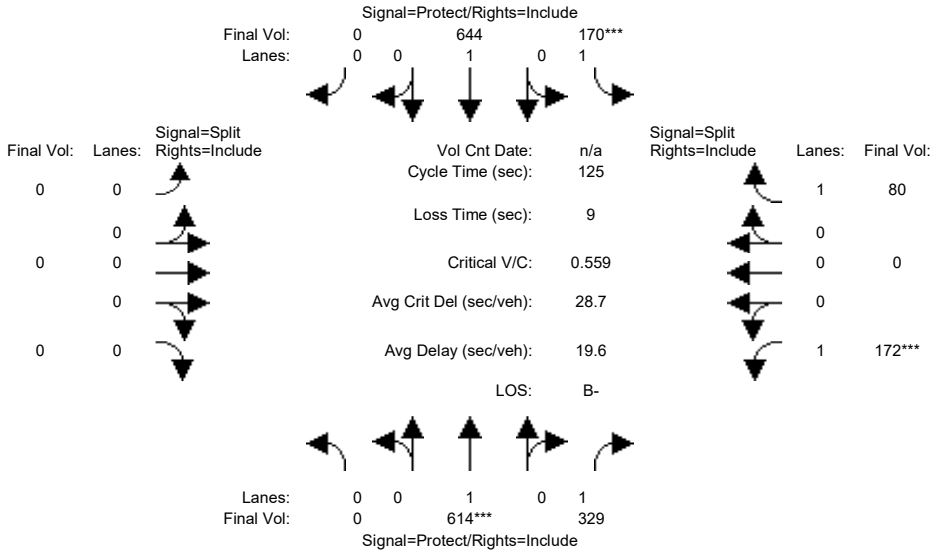
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	24	19	0	14	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	614	329	170	644	0	0	0	0	172	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	614	329	170	644	0	0	0	0	172	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	329	170	644	0	0	0	0	172	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	614	329	170	644	0	0	0	0	172	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.19	0.10	0.34	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	72.3	72.3	21.7	94.0	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.56	0.33	0.56	0.45	0.00	0.00	0.00	0.00	0.56	0.00	0.26
Delay/Veh:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	13.9	49.6	6.0	0.0	0.0	0.0	0.0	49.4	0.0	44.9
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	14	7	6	9	0	0	0	0	7	0	3

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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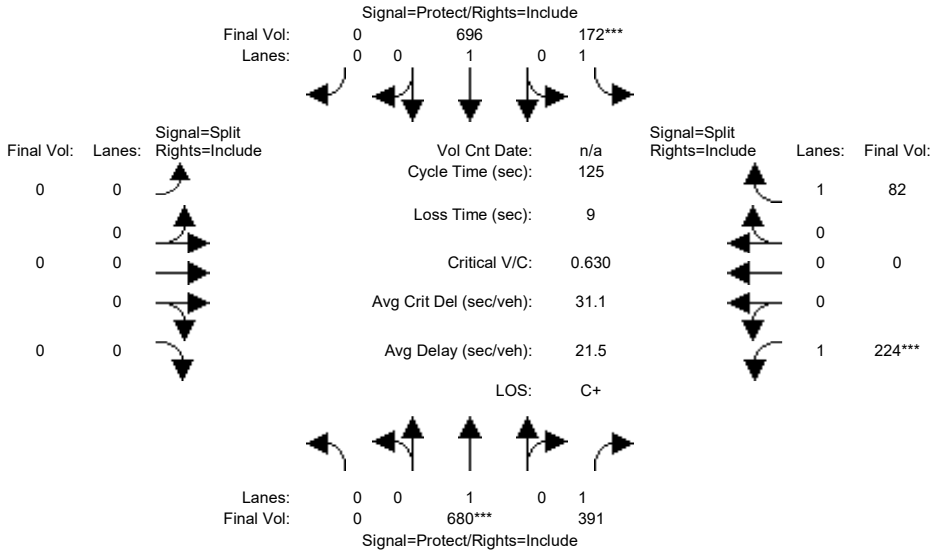
Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	310	170	630	0	0	0	0	160	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	310	170	630	0	0	0	0	160	0	80
Added Vol:	0	90	81	2	66	0	0	0	0	64	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	680	391	172	696	0	0	0	0	224	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	680	391	172	696	0	0	0	0	224	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	680	391	172	696	0	0	0	0	224	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	680	391	172	696	0	0	0	0	224	0	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.22	0.10	0.37	0.00	0.00	0.00	0.00	0.13	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	71.1	71.1	19.5	90.6	0.0	0.0	0.0	0.0	25.4	0.0	25.4
Volume/Cap:	0.00	0.63	0.39	0.63	0.51	0.00	0.00	0.00	0.00	0.63	0.00	0.23
Delay/Veh:	0.0	19.3	15.2	54.0	7.8	0.0	0.0	0.0	0.0	49.1	0.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	15.2	54.0	7.8	0.0	0.0	0.0	0.0	49.1	0.0	42.0
LOS by Move:	A	B-	B	D-	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	17	8	7	11	0	0	0	0	9	0	3

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

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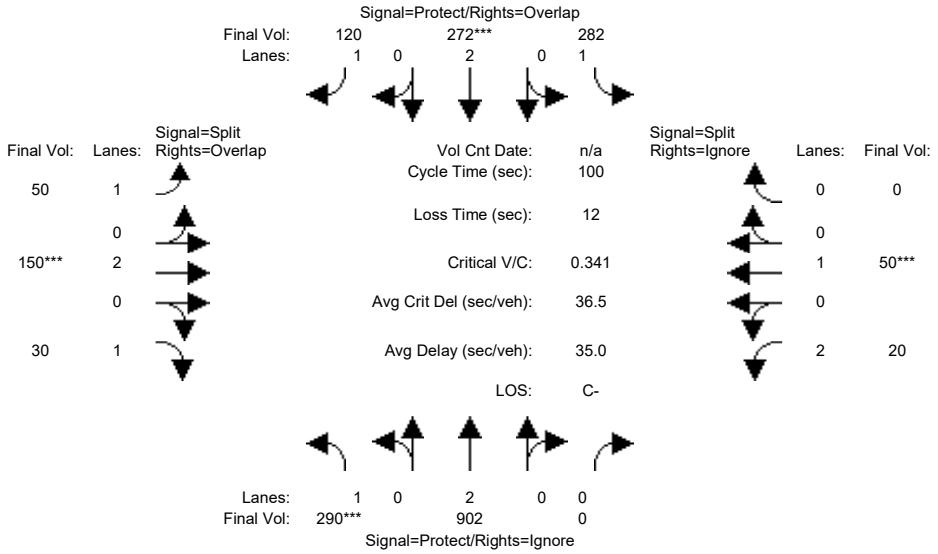
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	22	0	2	12	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	902	0	282	272	120	50	150	30	20	50	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	902	0	282	272	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	902	0	282	272	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	902	0	282	272	120	50	150	30	20	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.00	0.16	0.07	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.73	0.00	0.59	0.20	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	35.5	0.0	37.4	25.0	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D+	C	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	13	0	9	3	2	2	2	1	0	2	0

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

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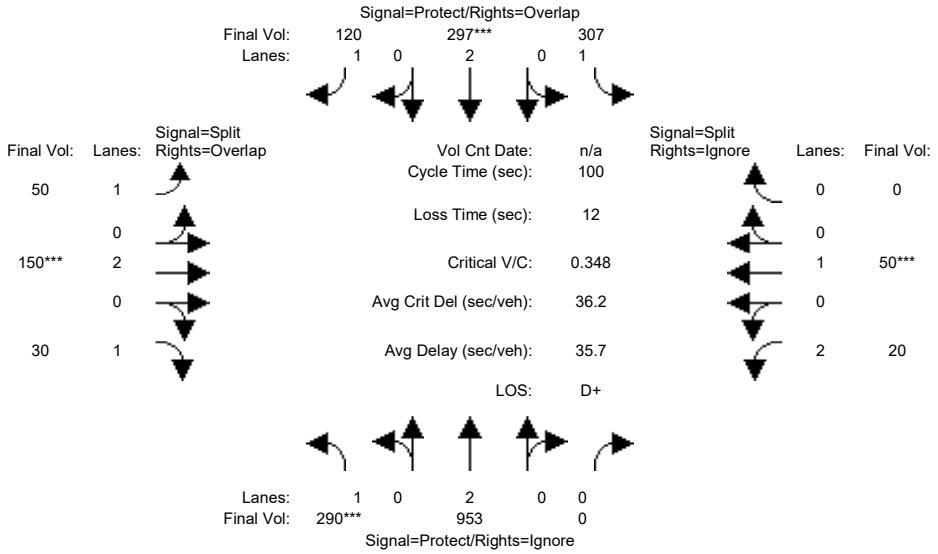
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	880	0	280	260	120	50	150	30	20	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	880	0	280	260	120	50	150	30	20	50	0
Added Vol:	0	73	0	27	37	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	953	0	307	297	120	50	150	30	20	50	16
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	953	0	307	297	120	50	150	30	20	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	953	0	307	297	120	50	150	30	20	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	953	0	307	297	120	50	150	30	20	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.18	0.08	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:	****				****			****			****	
Green Time:	24.1	32.6	0.0	27.2	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	0.77	0.00	0.65	0.22	0.13	0.19	0.26	0.04	0.04	0.19	0.00
Delay/Veh:	43.4	36.9	0.0	39.1	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	36.9	0.0	39.1	25.2	14.6	41.8	42.2	21.0	41.4	42.7	0.0
LOS by Move:	D	D+	A	D	C	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	14	0	9	3	2	2	2	1	0	2	0

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

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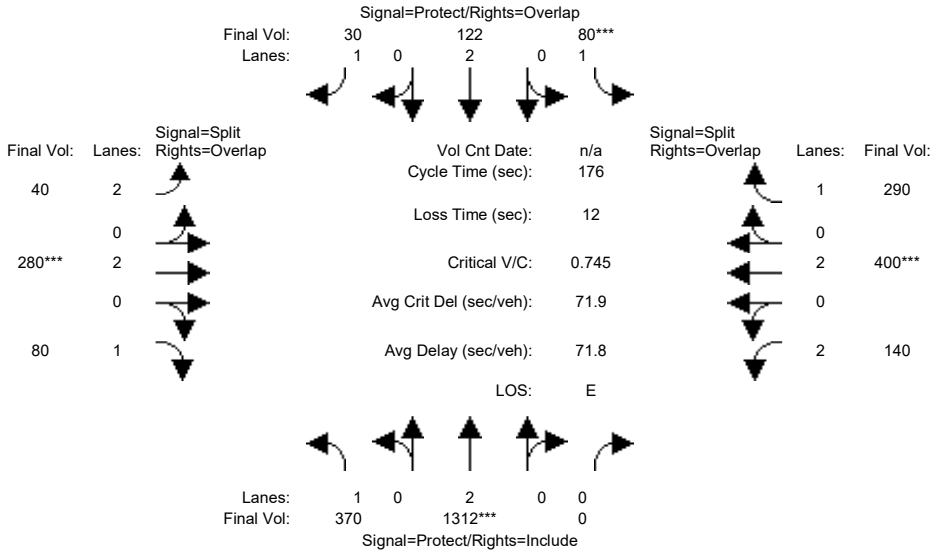
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1312	0	80	122	30	40	280	80	140	400	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1312	0	80	122	30	40	280	80	140	400	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1312	0	80	122	30	40	280	80	140	400	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1312	0	80	122	30	40	280	80	140	400	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.00	0.05	0.03	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.93	0.00	0.39	0.12	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	67.3	0.0	78.0	51.6	22.4	54.7	62.2	28.5	64.3	92.6	53.1
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2kAvgQ:	25	37	0	4	2	1	1	7	3	4	12	14

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

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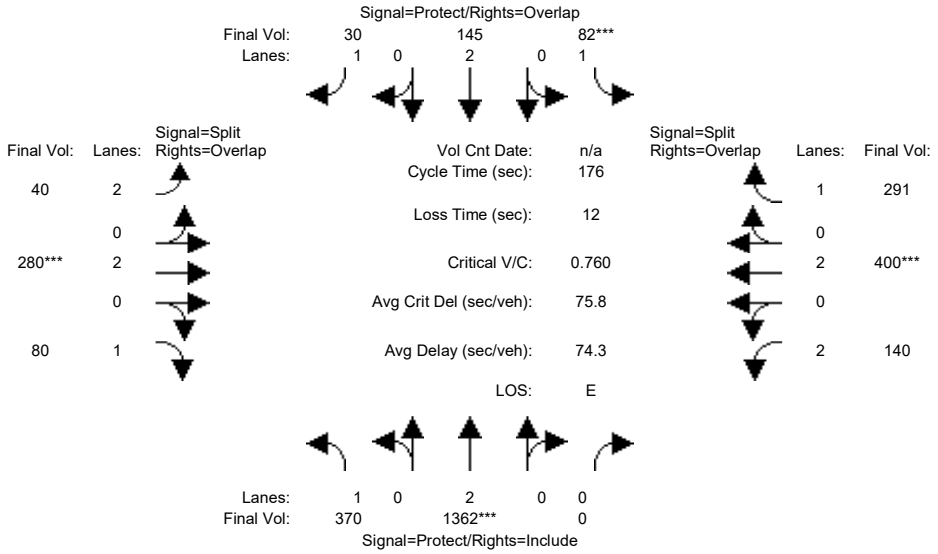
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	72	0	2	35	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1362	0	82	145	30	40	280	80	140	400	291
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1362	0	82	145	30	40	280	80	140	400	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1362	0	82	145	30	40	280	80	140	400	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1362	0	82	145	30	40	280	80	140	400	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.00	0.05	0.04	0.02	0.02	0.13	0.05	0.06	0.18	0.17
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.97	0.96	0.00	0.40	0.14	0.03	0.07	0.52	0.10	0.31	0.89	0.52
Delay/Veh:	110.8	73.6	0.0	78.2	52.0	22.4	54.7	62.2	28.5	64.3	92.6	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	73.6	0.0	78.2	52.0	22.4	54.7	62.2	28.5	64.3	92.6	53.2
LOS by Move:	F	E	A	E-	D-	C+	D-	E	C	E	F	D-
HCM2kAvgQ:	25	40	0	5	3	1	1	7	3	4	12	14

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

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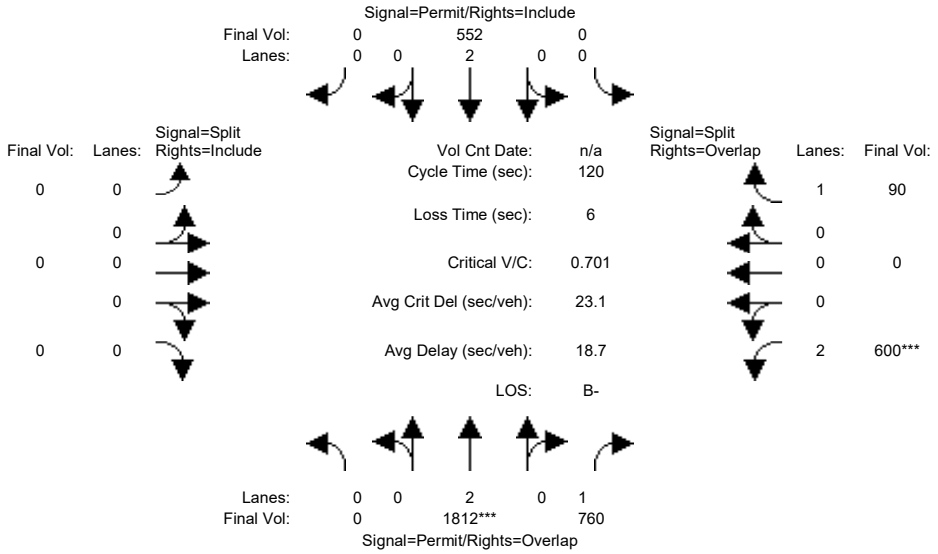
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1790	760	0	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	0	540	0	0	0	0	600	0	90
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1812	760	0	552	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1812	760	0	552	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1812	760	0	552	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1812	760	0	552	0	0	0	0	600	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.77	0.53	0.00	0.23	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.1	0.7	0.0	22.3	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	0.7	0.0	22.3	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	23	3	0	8	0	0	0	0	11	0	2

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

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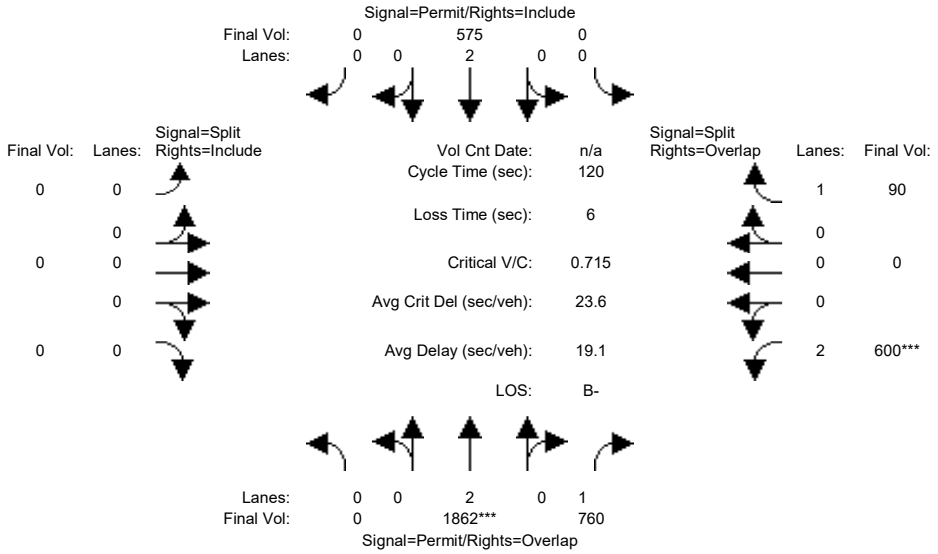
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1790	760	0	540	0	0	0	0	600	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1790	760	0	540	0	0	0	0	600	0	90
Added Vol:	0	72	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1862	760	0	575	0	0	0	0	600	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1862	760	0	575	0	0	0	0	600	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1862	760	0	575	0	0	0	0	600	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1862	760	0	575	0	0	0	0	600	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.50	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	0.79	0.53	0.00	0.24	0.00	0.00	0.00	0.00	0.57	0.00	0.15
Delay/Veh:	0.0	19.8	0.7	0.0	22.5	0.0	0.0	0.0	0.0	35.3	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	0.7	0.0	22.5	0.0	0.0	0.0	0.0	35.3	0.0	29.6
LOS by Move:	A	B-	A	A	C+	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	25	3	0	9	0	0	0	0	11	0	2

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

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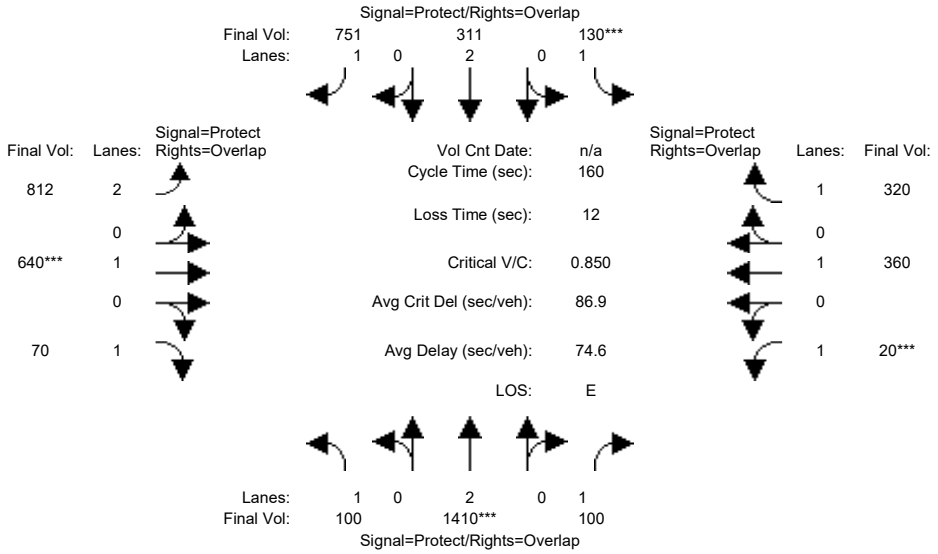
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	20	0	0	11	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1410	100	130	311	751	812	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1410	100	130	311	751	812	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1410	100	130	311	751	812	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1410	100	130	311	751	812	640	70	20	360	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.08	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.3	44.4	65.4	82.2	12.4	33.3	49.3
Volume/Cap:	0.54	1.07	0.13	0.75	0.24	0.69	0.93	0.82	0.08	0.15	0.91	0.59
Delay/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	100	27.5	101.3	57.5	49.7	79.4	54.8	22.3	78.4	94.3	54.9
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2kAvgQ:	5	43	3	8	7	40	30	33	2	1	23	16

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

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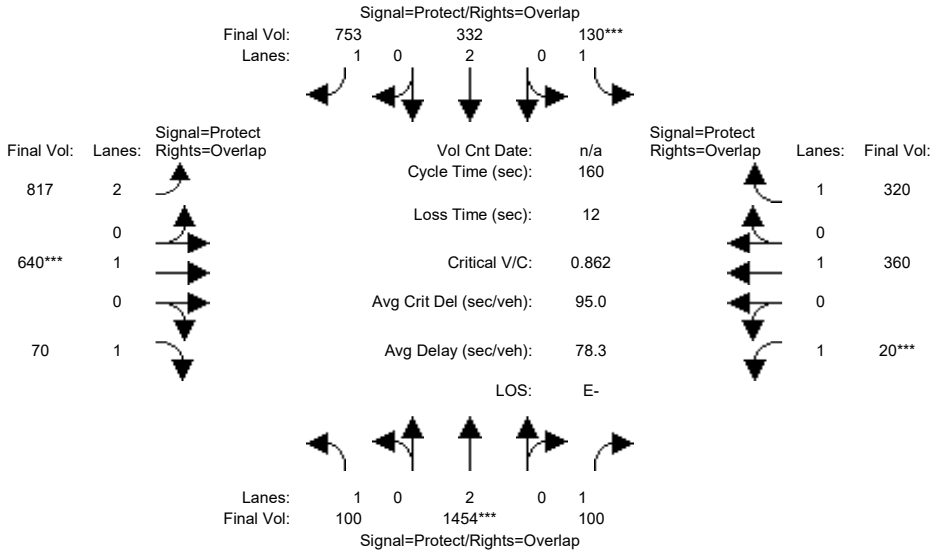
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1390	100	130	300	750	810	640	70	20	360	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1390	100	130	300	750	810	640	70	20	360	320
Added Vol:	0	64	0	0	32	3	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1454	100	130	332	753	817	640	70	20	360	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1454	100	130	332	753	817	640	70	20	360	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1454	100	130	332	753	817	640	70	20	360	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1454	100	130	332	753	817	640	70	20	360	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.06	0.07	0.09	0.43	0.26	0.34	0.04	0.01	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.4	44.6	65.4	82.2	12.4	33.2	49.1
Volume/Cap:	0.54	1.10	0.13	0.75	0.26	0.69	0.93	0.82	0.08	0.15	0.91	0.60
Delay/Veh:	80.2	112	27.5	101.3	57.9	49.7	79.8	54.8	22.3	78.4	95.1	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	112	27.5	101.3	57.9	49.7	79.8	54.8	22.3	78.4	95.1	55.0
LOS by Move:	F	F	C	F	E+	D	E-	D-	C+	E-	F	D-
HCM2kAvgQ:	5	47	3	8	8	40	30	33	2	1	23	16

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

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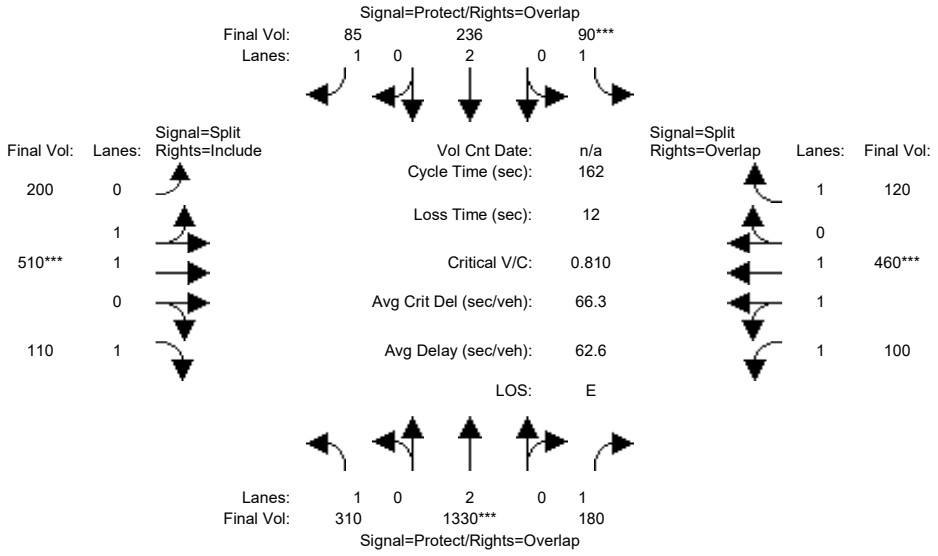
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	10	0	0	6	5	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1330	180	90	236	85	200	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1330	180	90	236	85	200	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1330	180	90	236	85	200	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	1330	180	90	236	85	200	510	110	100	460	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	1.42	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1042	2657	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.10	0.05	0.06	0.05	0.19	0.19	0.06	0.06	0.16	0.07
Crit Moves:		****		****				****			****	
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.91	0.17	0.45	0.21	0.09	0.84	0.84	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	60.5	16.6	74.0	45.4	20.2	72.0	72.0	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2kAvgQ:	21	37	5	5	4	2	21	21	5	5	13	5

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

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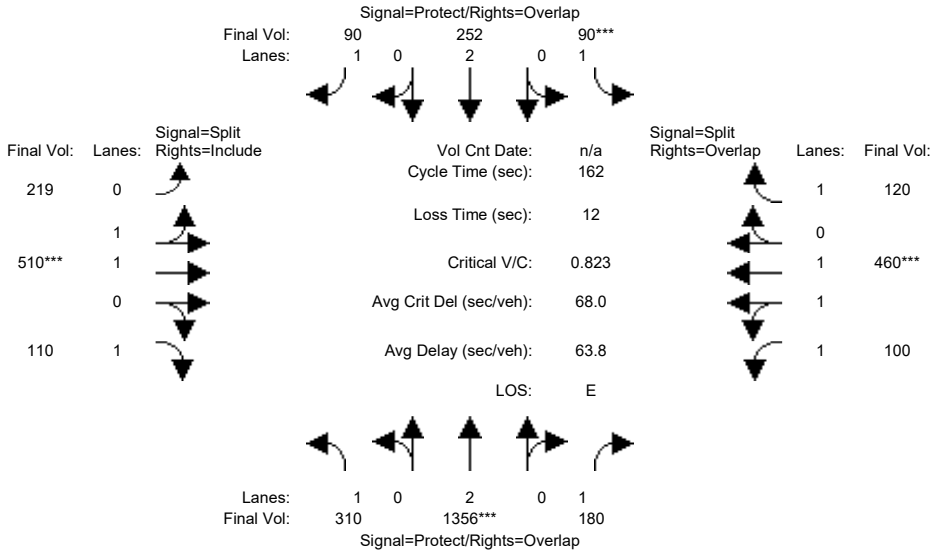
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1320	180	90	230	80	190	510	110	100	460	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1320	180	90	230	80	190	510	110	100	460	120
Added Vol:	0	36	0	0	22	10	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1356	180	90	252	90	219	510	110	100	460	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1356	180	90	252	90	219	510	110	100	460	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1356	180	90	252	90	219	510	110	100	460	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	1356	180	90	252	90	219	510	110	100	460	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	1.38	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1111	2588	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.10	0.05	0.07	0.05	0.20	0.20	0.06	0.06	0.16	0.07
Crit Moves:		****		****				****			****	
Green Time:	31.5	62.0	95.3	18.5	49.1	86.1	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	0.91	0.93	0.17	0.45	0.22	0.10	0.86	0.86	0.27	0.28	0.78	0.21
Delay/Veh:	96.7	62.9	16.6	74.0	45.6	20.3	73.9	73.9	55.9	58.6	71.5	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	62.9	16.6	74.0	45.6	20.3	73.9	73.9	55.9	58.6	71.5	43.6
LOS by Move:	F	E	B	E	D	C+	E	E	E+	E+	E	D
HCM2kAvgQ:	21	38	5	5	5	2	22	22	5	5	13	5

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

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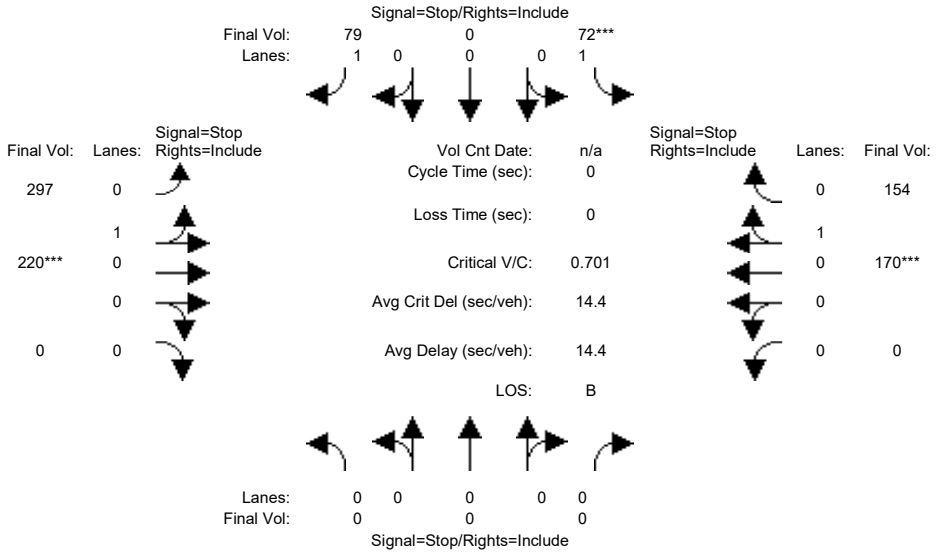
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	2	0	9	17	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	79	297	220	0	0	170	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	79	297	220	0	0	170	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	79	297	220	0	0	170	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	79	297	220	0	0	170	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.57	0.43	0.00	0.00	0.52	0.48
Final Sat.:	0	0	0	493	0	588	424	314	0	0	394	357
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.13	0.70	0.70	xxxx	xxxx	0.43	0.43
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	9.1	18.0	18.0	0.0	0.0	11.0	11.0
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.8			18.0			11.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.8			18.0			11.0		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	2.1	2.1	2.1	0.7	0.7	0.7

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

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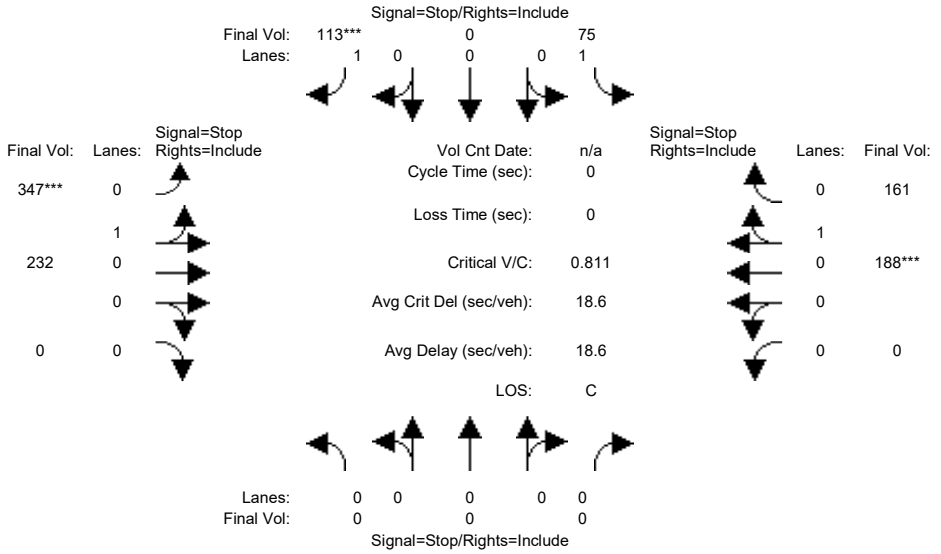
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	70	0	70	280	220	0	0	170	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	70	280	220	0	0	170	150
Added Vol:	0	0	0	5	0	43	67	12	0	0	18	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	113	347	232	0	0	188	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	113	347	232	0	0	188	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	113	347	232	0	0	188	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	113	347	232	0	0	188	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.60	0.40	0.00	0.00	0.54	0.46
Final Sat.:	0	0	0	483	0	573	428	286	0	0	385	330
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.16	xxxx	0.20	0.81	0.81	xxxx	xxxx	0.49	0.49
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	9.8	25.1	25.1	0.0	0.0	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	9.8	25.1	25.1	0.0	0.0	12.2	12.2
LOS by Move:	*	*	*	B	*	A	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.2			25.1			12.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.2			25.1			12.2		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.2	3.4	3.4	3.4	0.9	0.9	0.9

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

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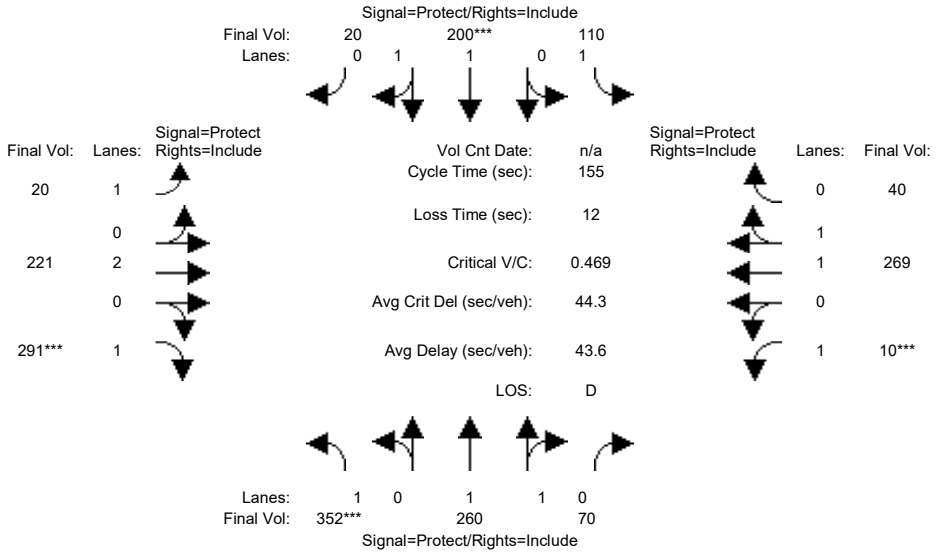
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	11	1	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	260	70	110	200	20	20	221	291	10	269	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	260	70	110	200	20	20	221	291	10	269	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	260	70	110	200	20	20	221	291	10	269	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	260	70	110	200	20	20	221	291	10	269	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.56	0.44	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2915	785	1750	3363	336	1750	3800	1750	1750	3221	479
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.09	0.06	0.06	0.06	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	64.1	48.7	48.7	34.3	18.9	18.9	21.0	53.0	53.0	7.0	38.9	38.9
Volume/Cap:	0.49	0.28	0.28	0.28	0.49	0.49	0.08	0.17	0.49	0.13	0.33	0.33
Delay/Veh:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	40.2	40.2	50.5	64.3	64.3	58.7	35.7	40.9	71.8	47.6	47.6
LOS by Move:	C-	D	D	D	E	E	E+	D+	D	E	D	D
HCM2kAvgQ:	13	6	6	4	5	5	1	3	11	0	6	6

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

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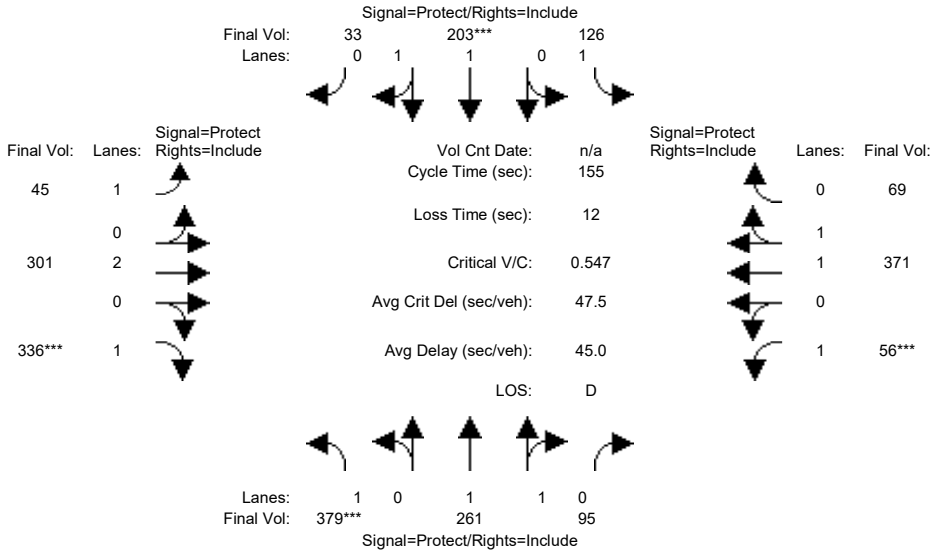
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	260	70	110	200	20	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	260	70	110	200	20	20	210	290	10	250	40
Added Vol:	29	1	25	16	3	13	25	91	46	46	121	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	261	95	126	203	33	45	301	336	56	371	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	261	95	126	203	33	45	301	336	56	371	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	261	95	126	203	33	45	301	336	56	371	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	261	95	126	203	33	45	301	336	56	371	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.45	0.55	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1750	2712	987	1750	3182	517	1750	3800	1750	1750	3119	580
Capacity Analysis Module:												
Vol/Sat:	0.22	0.10	0.10	0.07	0.06	0.06	0.03	0.08	0.19	0.03	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	61.4	45.5	45.5	34.0	18.1	18.1	17.5	54.4	54.4	9.1	46.0	46.0
Volume/Cap:	0.55	0.33	0.33	0.33	0.55	0.55	0.23	0.23	0.55	0.55	0.40	0.40
Delay/Veh:	37.0	43.0	43.0	51.4	66.1	66.1	63.2	35.5	41.4	77.0	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	43.0	43.0	51.4	66.1	66.1	63.2	35.5	41.4	77.0	43.7	43.7
LOS by Move:	D+	D	D	D-	E	E	E	D+	D	E-	D	D
HCM2kAvgQ:	14	6	6	5	5	5	2	5	13	3	8	8

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

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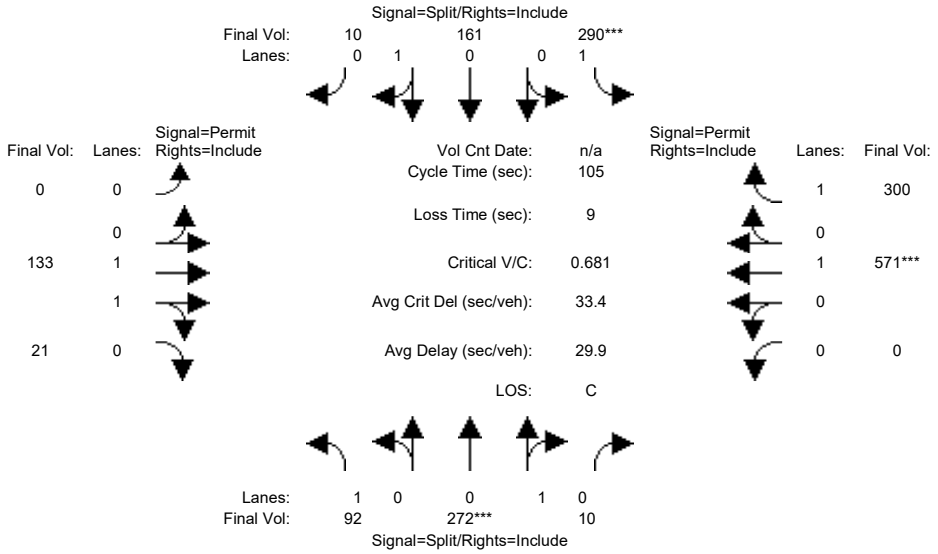
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	2	2	0	0	1	0	0	23	1	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	272	10	290	161	10	0	133	21	0	571	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	272	10	290	161	10	0	133	21	0	571	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	272	10	290	161	10	0	133	21	0	571	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	272	10	290	161	10	0	133	21	0	571	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.94	0.06	0.00	1.72	0.28	0.00	1.00	1.00
Final Sat.:	1750	1736	64	1750	1695	105	0	3195	504	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.17	0.10	0.10	0.00	0.04	0.04	0.00	0.30	0.17
Crit Moves:		****		****							****	
Green Time:	24.1	24.1	24.1	25.5	25.5	25.5	0.0	46.3	46.3	0.0	46.3	46.3
Volume/Cap:	0.23	0.68	0.68	0.68	0.39	0.39	0.00	0.09	0.09	0.00	0.68	0.39
Delay/Veh:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	41.5	41.5	40.5	33.8	33.8	0.0	17.1	17.1	0.0	25.7	20.1
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	C+
HCM2kAvgQ:	3	9	9	9	5	5	0	1	1	0	15	7

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

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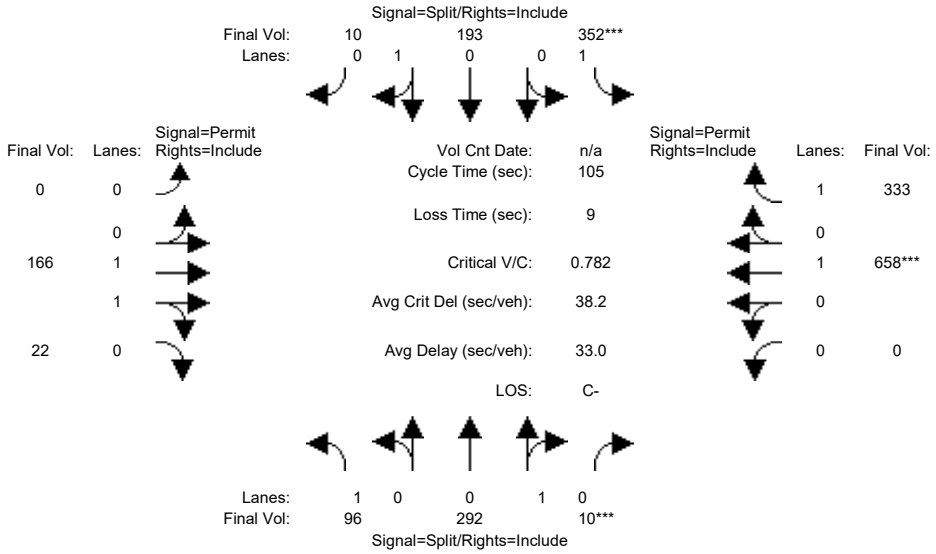
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	270	10	290	160	10	0	110	20	0	530	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	270	10	290	160	10	0	110	20	0	530	300
Added Vol:	6	22	0	62	33	0	0	56	2	0	128	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	292	10	352	193	10	0	166	22	0	658	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	292	10	352	193	10	0	166	22	0	658	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	292	10	352	193	10	0	166	22	0	658	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	292	10	352	193	10	0	166	22	0	658	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.97	0.03	1.00	0.95	0.05	0.00	1.76	0.24	0.00	1.00	1.00
Final Sat.:	1750	1740	60	1750	1711	89	0	3267	433	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.20	0.11	0.11	0.00	0.05	0.05	0.00	0.35	0.19
Crit Moves:			****	****							****	
Green Time:	22.5	22.5	22.5	27.0	27.0	27.0	0.0	46.5	46.5	0.0	46.5	46.5
Volume/Cap:	0.26	0.78	0.78	0.78	0.44	0.44	0.00	0.11	0.11	0.00	0.78	0.43
Delay/Veh:	34.6	48.9	48.9	44.9	33.3	33.3	0.0	17.2	17.2	0.0	29.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	48.9	48.9	44.9	33.3	33.3	0.0	17.2	17.2	0.0	29.7	20.5
LOS by Move:	C-	D	D	D	C-	C-	A	B	B	A	C	C+
HCM2kAvgQ:	3	10	10	12	6	6	0	2	2	0	18	8

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

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Stanford GUP EIR
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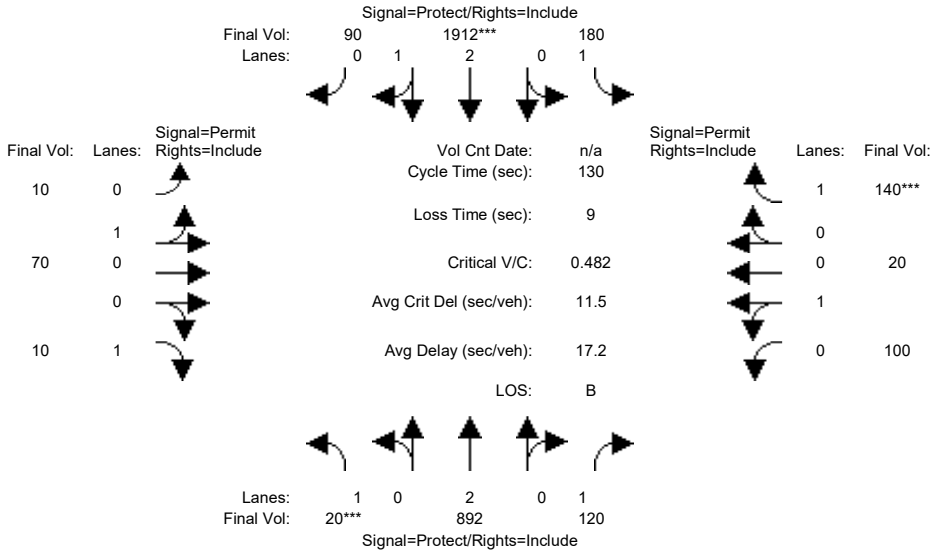
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	12	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	892	120	180	1912	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	892	120	180	1912	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	892	120	180	1912	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	892	120	180	1912	90	10	70	10	100	20	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5348	252	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.10	0.36	0.36	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	****				****							****
Green Time:	7.0	69.6	69.6	30.5	93.2	93.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.21	0.44	0.13	0.44	0.50	0.50	0.28	0.28	0.04	0.42	0.42	0.50
Delay/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.5	15.1	43.2	8.2	8.2	48.5	48.5	46.1	50.1	50.1	51.2
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	10	2	7	12	12	3	3	0	5	5	6

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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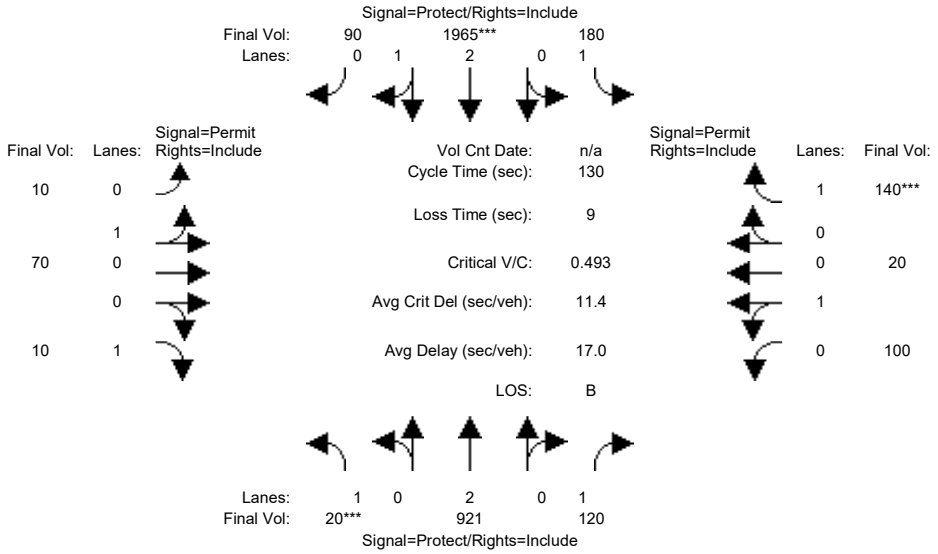
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	880	120	180	1890	90	10	70	10	100	20	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	120	180	1890	90	10	70	10	100	20	140
Added Vol:	0	41	0	0	75	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	921	120	180	1965	90	10	70	10	100	20	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	921	120	180	1965	90	10	70	10	100	20	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	921	120	180	1965	90	10	70	10	100	20	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	921	120	180	1965	90	10	70	10	100	20	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5354	245	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.07	0.10	0.37	0.37	0.04	0.04	0.01	0.07	0.07	0.08
Crit Moves:	****				****							****
Green Time:	7.0	70.6	70.6	30.0	93.6	93.6	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.21	0.45	0.13	0.45	0.51	0.51	0.28	0.28	0.04	0.42	0.42	0.51
Delay/Veh:	60.0	18.1	14.6	43.7	8.2	8.2	48.9	48.9	46.5	50.5	50.5	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	18.1	14.6	43.7	8.2	8.2	48.9	48.9	46.5	50.5	50.5	51.8
LOS by Move:	E+	B-	B	D	A	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	11	2	7	12	12	3	3	0	5	5	6

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

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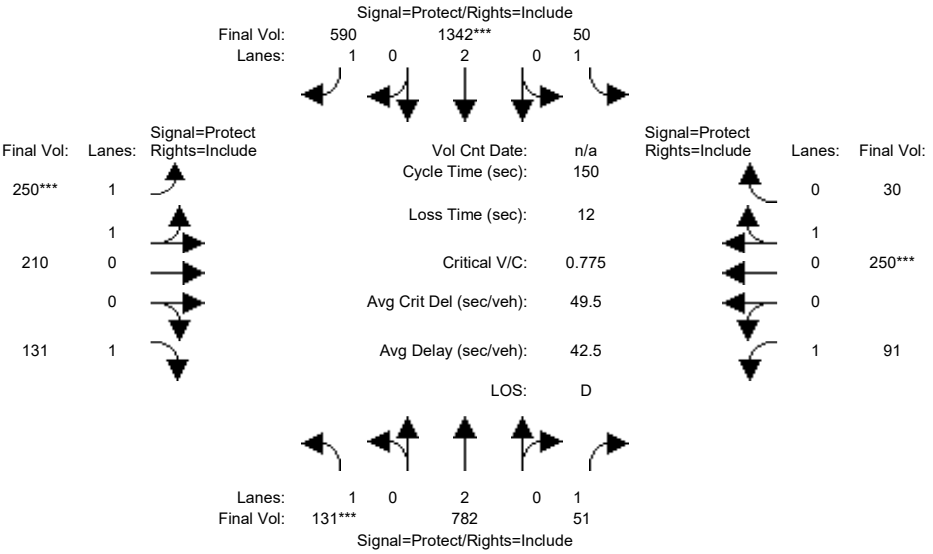
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	1	12	1	0	22	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	782	51	50	1342	590	250	210	131	91	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	782	51	50	1342	590	250	210	131	91	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	782	51	50	1342	590	250	210	131	91	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	782	51	50	1342	590	250	210	131	91	250	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.03	0.03	0.35	0.34	0.13	0.13	0.07	0.05	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	14.5	67.5	67.5	15.3	68.3	68.3	25.1	39.4	39.4	15.8	30.1	30.1
Volume/Cap:	0.78	0.46	0.06	0.28	0.78	0.74	0.78	0.49	0.29	0.49	0.78	0.78
Delay/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	28.8	23.4	63.1	36.6	37.2	66.1	47.3	44.4	65.4	66.8	66.8
LOS by Move:	F	C	C	E	D+	D+	E	D	D	E	E	E
HCM2kAvgQ:	7	12	1	2	26	24	12	10	5	5	14	14

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

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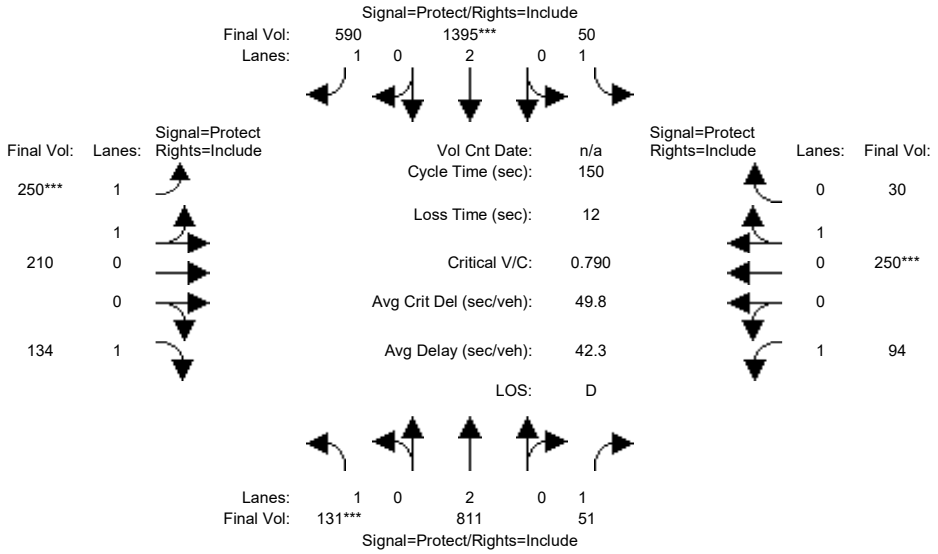
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	770	50	50	1320	590	250	210	130	90	250	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	770	50	50	1320	590	250	210	130	90	250	30
Added Vol:	1	41	1	0	75	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	811	51	50	1395	590	250	210	134	94	250	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	811	51	50	1395	590	250	210	134	94	250	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	811	51	50	1395	590	250	210	134	94	250	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	811	51	50	1395	590	250	210	134	94	250	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3800	1750	1929	1620	1750	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.03	0.03	0.37	0.34	0.13	0.13	0.08	0.05	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	14.2	68.8	68.8	15.1	69.7	69.7	24.6	38.3	38.3	15.9	29.5	29.5
Volume/Cap:	0.79	0.47	0.06	0.28	0.79	0.73	0.79	0.51	0.30	0.51	0.79	0.79
Delay/Veh:	88.5	28.1	22.7	63.4	36.5	35.7	67.4	48.3	45.4	65.7	68.7	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	28.1	22.7	63.4	36.5	35.7	67.4	48.3	45.4	65.7	68.7	68.7
LOS by Move:	F	C	C+	E	D+	D+	E	D	D	E	E	E
HCM2kAvgQ:	7	12	1	2	27	23	13	10	5	5	15	15

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

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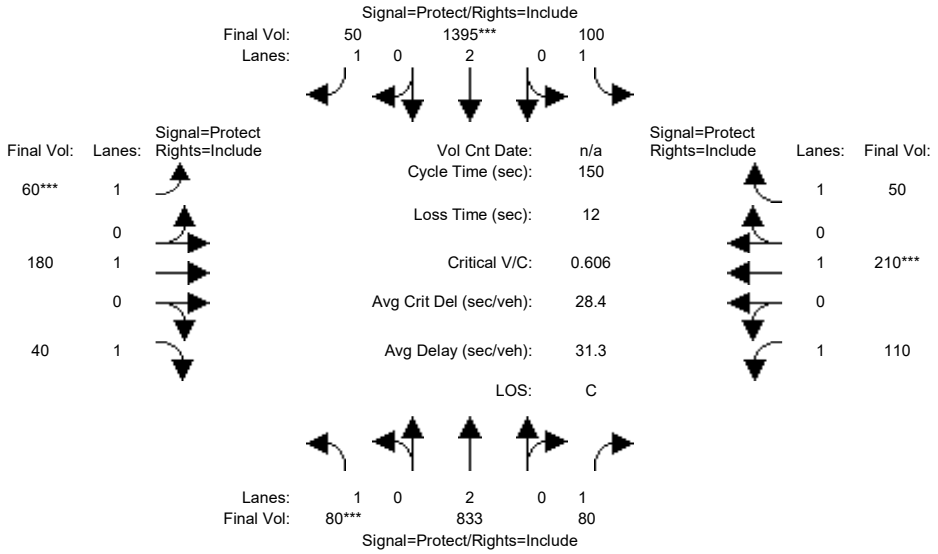
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	833	80	100	1395	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	833	80	100	1395	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	833	80	100	1395	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	833	80	100	1395	50	60	180	40	110	210	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.05	0.06	0.37	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.3	81.0	81.0	21.1	90.8	90.8	8.5	21.5	21.5	14.3	27.4	27.4
Volume/Cap:	0.61	0.41	0.08	0.41	0.61	0.05	0.61	0.66	0.16	0.66	0.61	0.16
Delay/Veh:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	20.4	16.7	59.8	18.9	12.0	79.4	66.6	56.6	74.9	59.4	51.8
LOS by Move:	E-	C+	B	E+	B-	B	E-	E	E+	E	E+	D-
HCM2kAvgQ:	4	11	2	4	19	1	4	9	2	6	9	2

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

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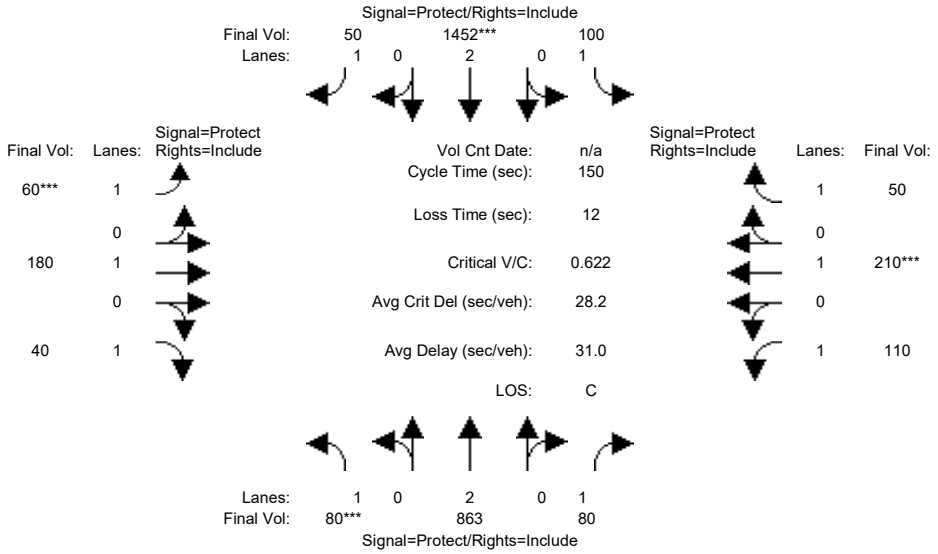
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	820	80	100	1370	50	60	180	40	110	210	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	820	80	100	1370	50	60	180	40	110	210	50
Added Vol:	0	43	0	0	82	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	863	80	100	1452	50	60	180	40	110	210	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	863	80	100	1452	50	60	180	40	110	210	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	863	80	100	1452	50	60	180	40	110	210	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	863	80	100	1452	50	60	180	40	110	210	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.05	0.06	0.38	0.03	0.03	0.09	0.02	0.06	0.11	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.0	82.4	82.4	20.7	92.1	92.1	8.3	21.0	21.0	13.9	26.6	26.6
Volume/Cap:	0.62	0.41	0.08	0.41	0.62	0.05	0.62	0.68	0.16	0.68	0.62	0.16
Delay/Veh:	76.6	19.9	16.0	60.2	18.6	11.5	81.3	68.1	57.1	76.8	60.6	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	19.9	16.0	60.2	18.6	11.5	81.3	68.1	57.1	76.8	60.6	52.5
LOS by Move:	E-	B-	B	E	B-	B+	F	E	E+	E-	E	D-
HCM2kAvgQ:	4	11	2	4	20	1	4	9	2	7	10	2

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

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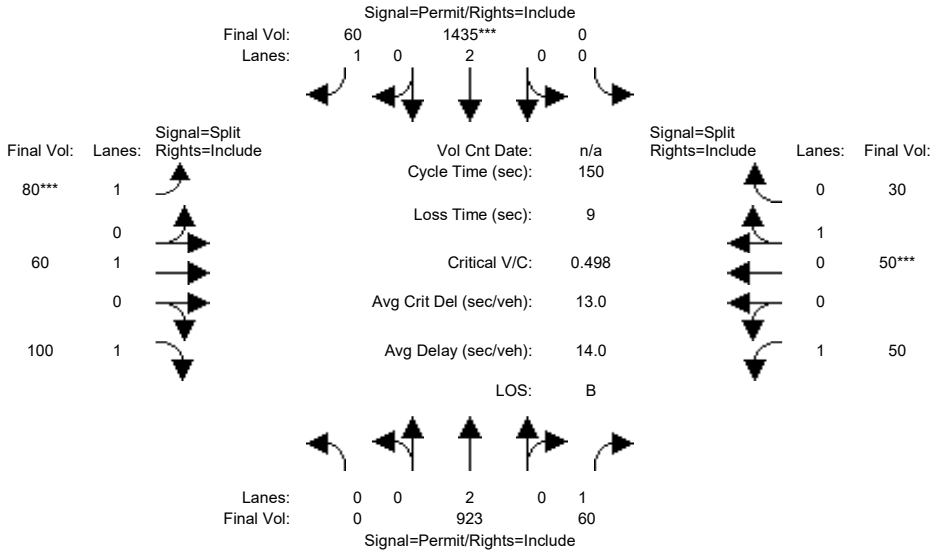
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	923	60	0	1435	60	80	60	100	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	923	60	0	1435	60	80	60	100	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	60	0	1435	60	80	60	100	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	923	60	0	1435	60	80	60	100	50	50	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1125	675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.03	0.00	0.38	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	0.0	114	113.8	0.0	114	113.8	17.2	17.2	17.2	13.4	13.4	13.4
Volume/Cap:	0.00	0.32	0.05	0.00	0.50	0.05	0.40	0.28	0.50	0.32	0.50	0.50
Delay/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	4.5	0.0	7.1	4.5	62.9	61.4	64.3	65.2	67.5	67.5
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	7	1	0	12	1	4	2	5	3	4	4

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

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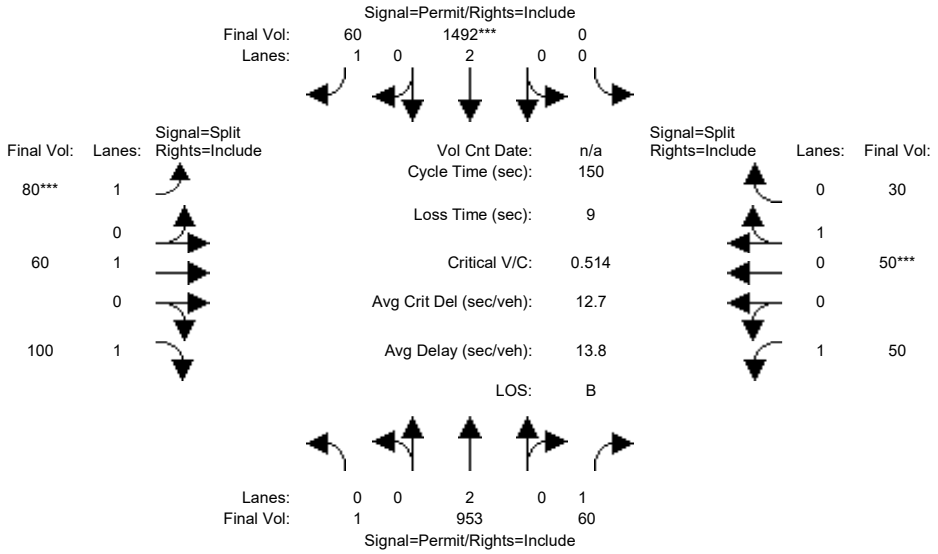
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	910	60	0	1410	60	80	60	100	50	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	60	0	1410	60	80	60	100	50	50	30
Added Vol:	1	43	0	0	82	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	953	60	0	1492	60	80	60	100	50	50	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	953	60	0	1492	60	80	60	100	50	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	953	60	0	1492	60	80	60	100	50	50	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	953	60	0	1492	60	80	60	100	50	50	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	4	3696	1750	0	3800	1750	1750	1900	1750	1750	1125	675
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.03	0.00	0.39	0.03	0.05	0.03	0.06	0.03	0.04	0.04
Crit Moves:					****		****				****	
Green Time:	114.7	115	114.7	0.0	115	114.7	16.7	16.7	16.7	13.0	13.0	13.0
Volume/Cap:	0.34	0.34	0.04	0.00	0.51	0.04	0.41	0.28	0.51	0.33	0.51	0.51
Delay/Veh:	5.7	5.7	4.3	0.0	7.0	4.3	63.5	61.9	65.2	65.7	68.4	68.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	4.3	0.0	7.0	4.3	63.5	61.9	65.2	65.7	68.4	68.4
LOS by Move:	A	A	A	A	A	A	E	E	E	E	E	E
HCM2kAvgQ:	7	7	1	0	13	1	4	2	5	3	4	4

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

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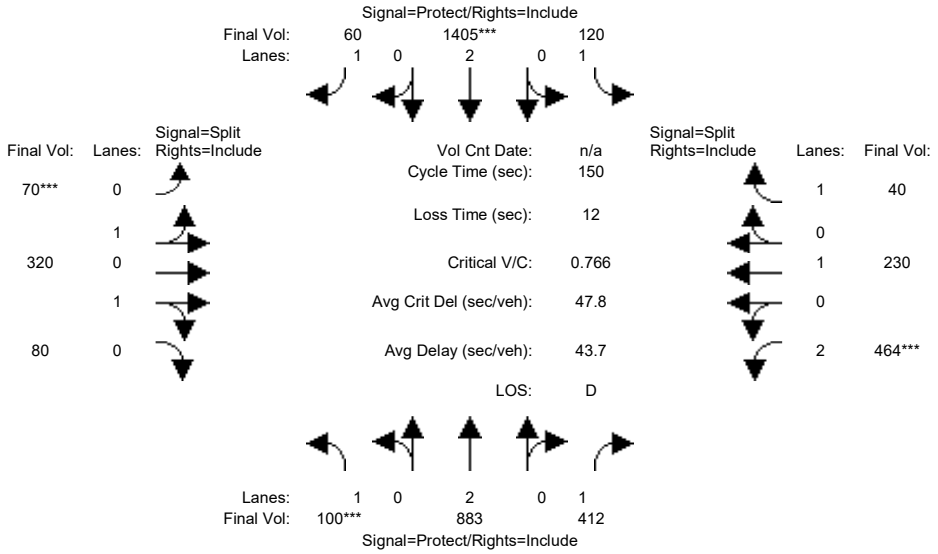
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	13	2	0	25	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	883	412	120	1405	60	70	320	80	464	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	883	412	120	1405	60	70	320	80	464	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	883	412	120	1405	60	70	320	80	464	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	883	412	120	1405	60	70	320	80	464	230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.24	0.07	0.37	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	****				****		****			****		
Green Time:	11.2	64.7	64.7	18.9	72.4	72.4	25.6	25.6	25.6	28.8	28.8	28.8
Volume/Cap:	0.77	0.54	0.55	0.55	0.77	0.07	0.77	0.77	0.77	0.77	0.63	0.12
Delay/Veh:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	31.9	32.5	64.4	33.8	20.8	65.1	65.1	65.1	63.2	59.2	50.2
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2kAvgQ:	5	15	15	5	26	2	12	12	12	13	10	2

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

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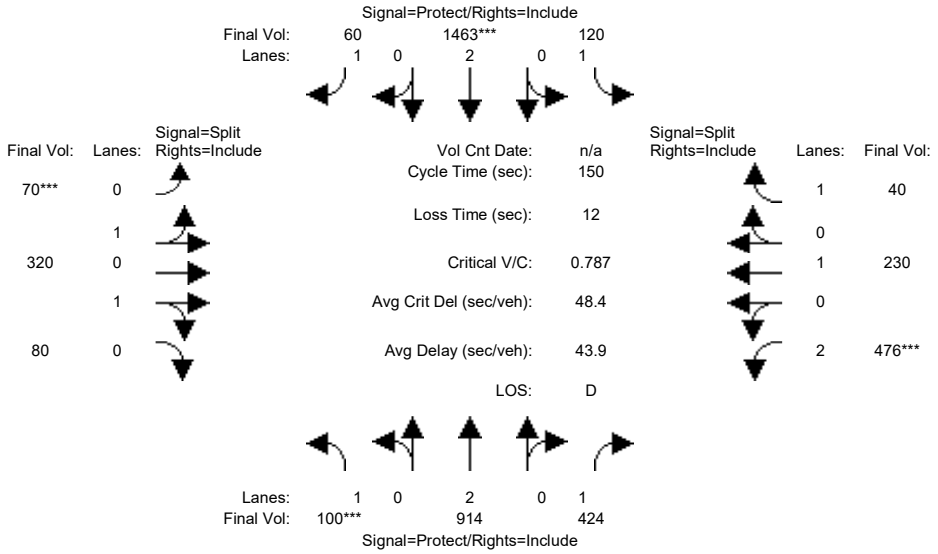
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	870	410	120	1380	60	70	320	80	460	230	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	870	410	120	1380	60	70	320	80	460	230	40
Added Vol:	0	44	14	0	83	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	914	424	120	1463	60	70	320	80	476	230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	914	424	120	1463	60	70	320	80	476	230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	914	424	120	1463	60	70	320	80	476	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	914	424	120	1463	60	70	320	80	476	230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	1.36	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	536	2451	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.07	0.39	0.03	0.13	0.13	0.13	0.15	0.12	0.02
Crit Moves:	****				****		****			****		
Green Time:	10.9	65.7	65.7	18.6	73.4	73.4	24.9	24.9	24.9	28.8	28.8	28.8
Volume/Cap:	0.79	0.55	0.55	0.55	0.79	0.07	0.79	0.79	0.79	0.79	0.63	0.12
Delay/Veh:	95.4	31.6	32.1	64.9	34.1	20.3	66.9	66.9	66.9	64.5	59.2	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	31.6	32.1	64.9	34.1	20.3	66.9	66.9	66.9	64.5	59.2	50.3
LOS by Move:	F	C	C-	E	C-	C+	E	E	E	E	E+	D
HCM2kAvgQ:	5	15	15	6	28	1	13	13	13	13	10	2

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

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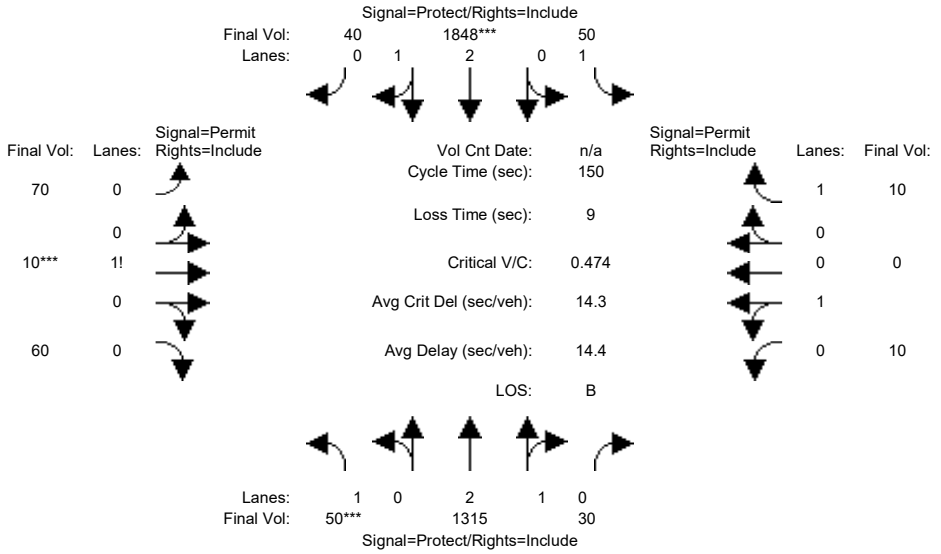
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1315	30	50	1848	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1315	30	50	1848	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1315	30	50	1848	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1315	30	50	1848	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.93	0.07	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5475	125	1750	5481	119	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.34	0.34	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	96.9	96.9	18.8	107	106.7	25.3	25.3	25.3	25.3	0.0	25.3
Volume/Cap:	0.47	0.37	0.37	0.23	0.47	0.47	0.47	0.47	0.47	0.03	0.00	0.03
Delay/Veh:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	12.4	12.4	59.6	9.5	9.5	57.5	57.5	57.5	52.2	0.0	52.2
LOS by Move:	E	B	B	E+	A	A	E+	E+	E+	D-	A	D-
HCM2kAvgQ:	2	9	9	2	12	12	7	7	7	0	0	0

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

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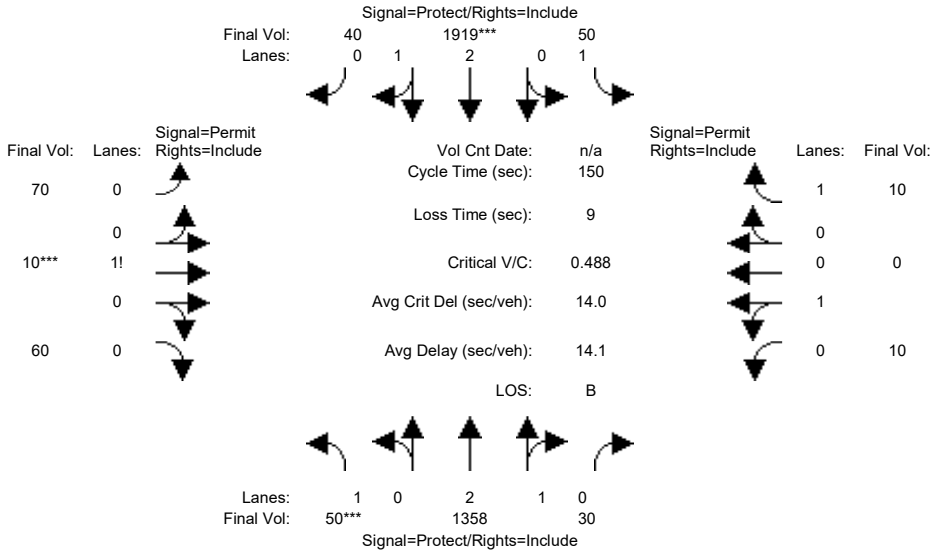
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1300	30	50	1820	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1300	30	50	1820	40	70	10	60	10	0	10
Added Vol:	0	58	0	0	99	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1358	30	50	1919	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1358	30	50	1919	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1358	30	50	1919	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1358	30	50	1919	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5479	121	1750	5486	114	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.35	0.35	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	8.8	98.0	98.0	18.4	108	107.6	24.6	24.6	24.6	24.6	0.0	24.6
Volume/Cap:	0.49	0.38	0.38	0.23	0.49	0.49	0.49	0.49	0.49	0.03	0.00	0.03
Delay/Veh:	72.0	12.1	12.1	59.9	9.3	9.3	58.3	58.3	58.3	52.8	0.0	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	12.1	12.1	59.9	9.3	9.3	58.3	58.3	58.3	52.8	0.0	52.8
LOS by Move:	E	B	B	E+	A	A	E+	E+	E+	D-	A	D-
HCM2kAvgQ:	2	10	10	2	13	13	7	7	7	0	0	0

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

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Stanford GUP EIR
SJ15-1585
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2000 HCM Operations (Future Volume Alternative)
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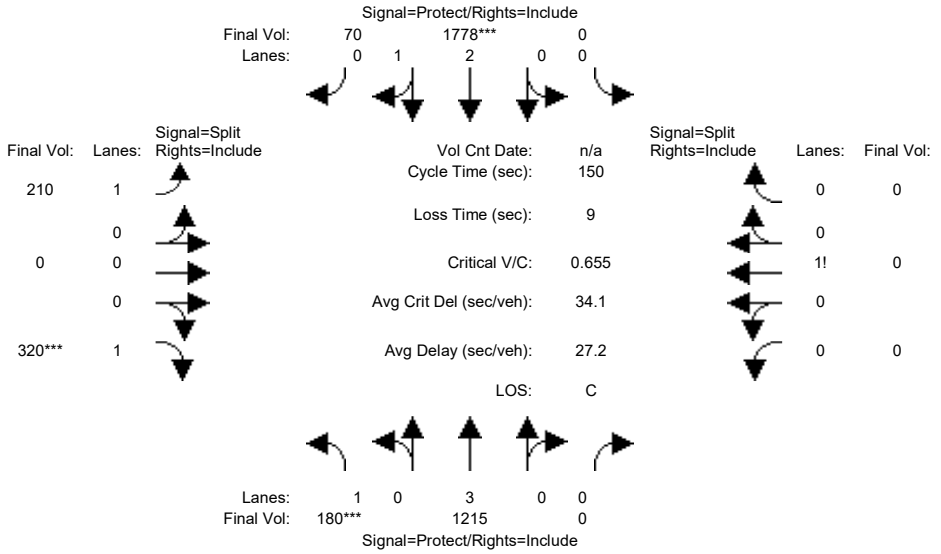
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1215	0	0	1778	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1215	0	0	1778	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1215	0	0	1778	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1215	0	0	1778	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5388	212	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.33	0.33	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.6	99.1	0.0	0.0	75.6	75.6	41.9	0.0	41.9	0.0	0.0	0.0
Volume/Cap:	0.66	0.32	0.00	0.00	0.66	0.66	0.43	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	11.0	0.0	0.0	28.1	28.1	44.9	0.0	50.9	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	8	8	0	0	21	21	9	0	15	0	0	0

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

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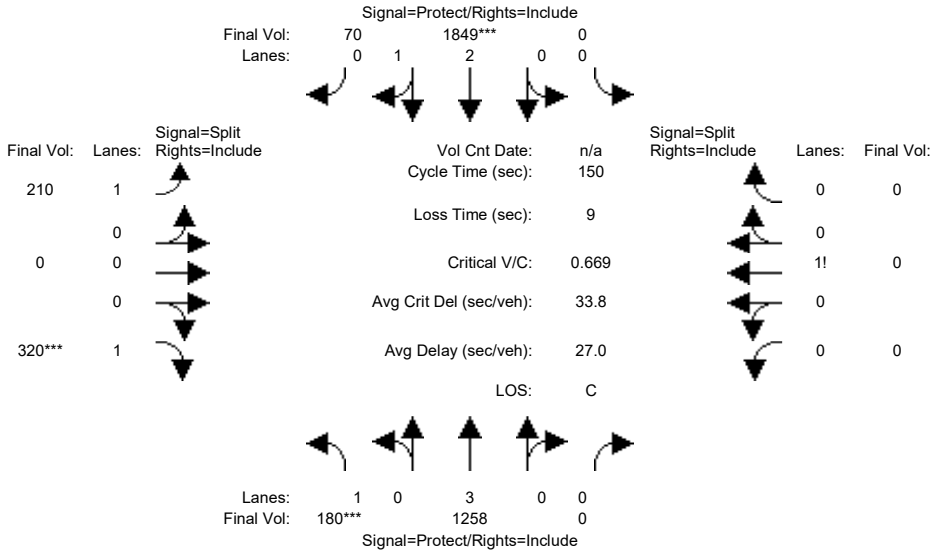
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	1200	0	0	1750	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1200	0	0	1750	70	210	0	320	0	0	0
Added Vol:	0	58	0	0	99	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1258	0	0	1849	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1258	0	0	1849	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1258	0	0	1849	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1258	0	0	1849	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5395	204	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.00	0.00	0.34	0.34	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.1	xxxx	0.0	0.0	76.9	76.9	41.0	0.0	41.0	0.0	0.0	0.0
Volume/Cap:	0.67	0.33	0.00	0.00	0.67	0.67	0.44	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	66.2	10.8	0.0	0.0	27.7	27.7	45.6	0.0	52.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	10.8	0.0	0.0	27.7	27.7	45.6	0.0	52.1	0.0	0.0	0.0
LOS by Move:	E	B+	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	8	8	0	0	22	22	9	0	15	0	0	0

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

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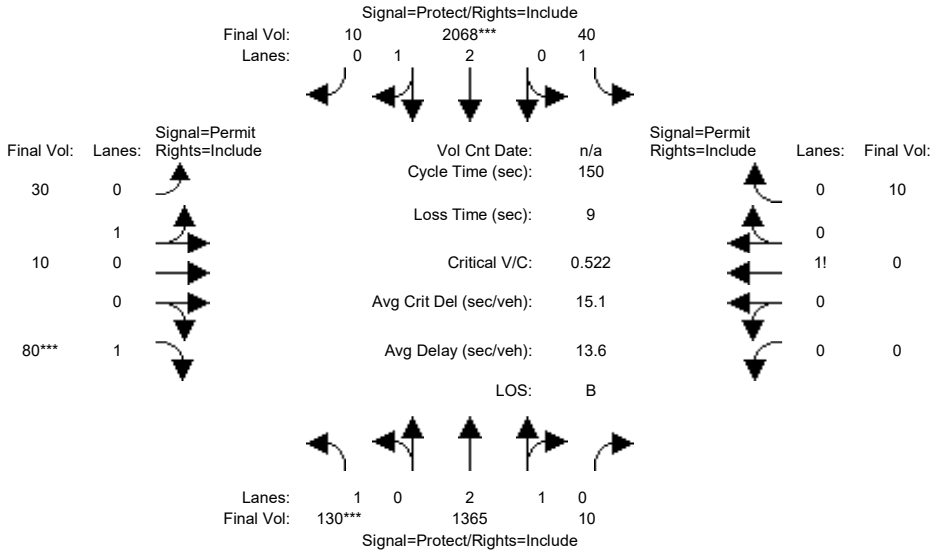
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1365	10	40	2068	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1365	10	40	2068	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1365	10	40	2068	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1365	10	40	2068	10	30	10	80	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5559	41	1750	5573	27	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.02	0.37	0.37	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	21.3	107	107.5	20.4	107	106.5	13.1	13.1	13.1	0.0	0.0	13.1
Volume/Cap:	0.52	0.34	0.34	0.17	0.52	0.52	0.25	0.25	0.52	0.00	0.00	0.07
Delay/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	8.0	8.0	57.6	10.1	10.1	64.7	64.7	68.7	0.0	0.0	63.0
LOS by Move:	E	A	A	E+	B+	B+	E	E	E	A	A	E
HCM2kAvgQ:	6	8	8	2	14	14	2	2	4	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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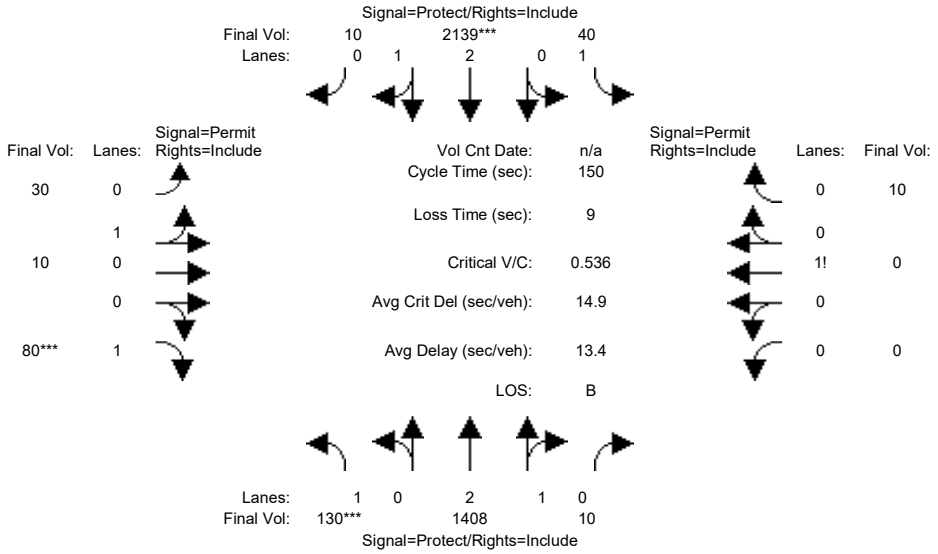
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1350	10	40	2040	10	30	10	80	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1350	10	40	2040	10	30	10	80	0	0	10
Added Vol:	0	58	0	0	99	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1408	10	40	2139	10	30	10	80	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1408	10	40	2139	10	30	10	80	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1408	10	40	2139	10	30	10	80	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1408	10	40	2139	10	30	10	80	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5560	39	1750	5574	26	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.02	0.38	0.38	0.02	0.02	0.05	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.8	108	108.3	20.0	107	107.4	12.8	12.8	12.8	0.0	0.0	12.8
Volume/Cap:	0.54	0.35	0.35	0.17	0.54	0.54	0.26	0.26	0.54	0.00	0.00	0.07
Delay/Veh:	62.5	7.8	7.8	58.0	10.0	10.0	65.1	65.1	69.6	0.0	0.0	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	7.8	7.8	58.0	10.0	10.0	65.1	65.1	69.6	0.0	0.0	63.3
LOS by Move:	E	A	A	E+	A	A	E	E	E	A	A	E
HCM2kAvgQ:	6	8	8	2	15	15	2	2	5	0	0	0

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

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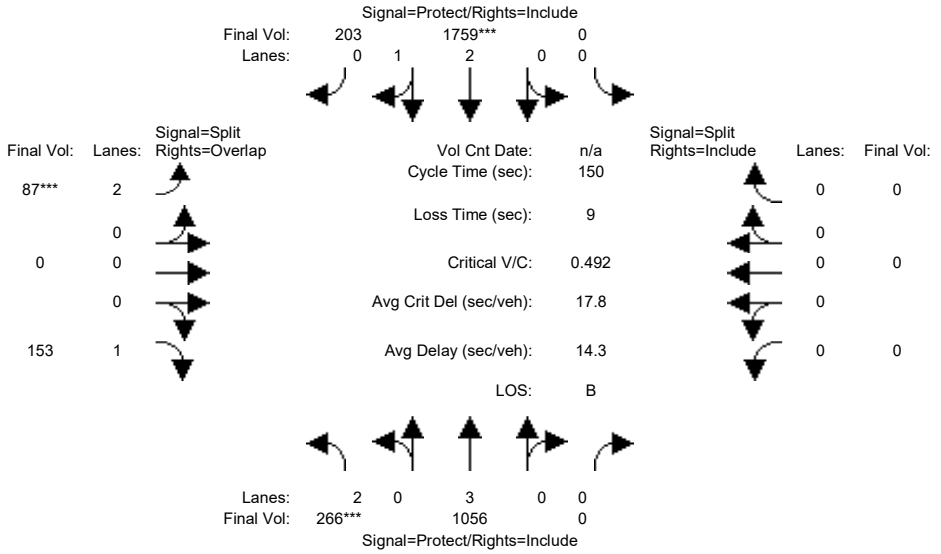
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	6	6	0	0	9	13	7	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1056	0	0	1759	203	87	0	153	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1056	0	0	1759	203	87	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1056	0	0	1759	203	87	0	153	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1056	0	0	1759	203	87	0	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.68	0.32	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5020	579	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.00	0.00	0.35	0.35	0.03	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	25.4	131	0.0	0.0	106	105.6	10.0	0.0	35.4	0.0	0.0	0.0
Volume/Cap:	0.50	0.21	0.00	0.00	0.50	0.50	0.41	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	1.5	0.0	0.0	10.2	10.2	68.5	0.0	48.5	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D	A	A	A
HCM2kAvgQ:	6	3	0	0	14	14	2	0	6	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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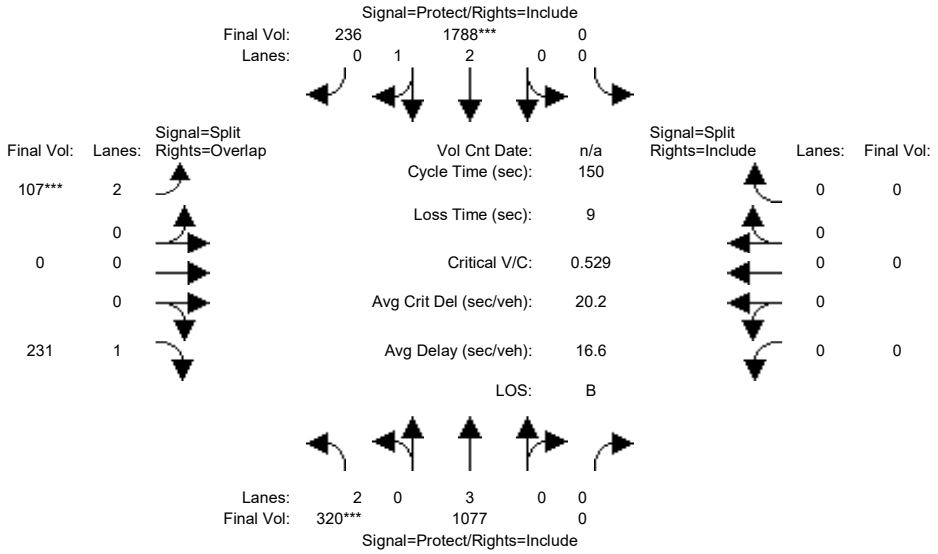
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1050	0	0	1750	190	80	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1050	0	0	1750	190	80	0	150	0	0	0
Added Vol:	60	27	0	0	38	46	27	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1077	0	0	1788	236	107	0	231	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1077	0	0	1788	236	107	0	231	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1077	0	0	1788	236	107	0	231	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1077	0	0	1788	236	107	0	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.64	0.36	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	4946	653	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.36	0.36	0.03	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.7	131	0.0	0.0	102	102.3	10.0	0.0	38.7	0.0	0.0	0.0
Volume/Cap:	0.53	0.22	0.00	0.00	0.53	0.53	0.51	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	55.5	1.5	0.0	0.0	12.0	12.0	69.7	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	1.5	0.0	0.0	12.0	12.0	69.7	0.0	48.5	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	8	3	0	0	15	15	3	0	10	0	0	0

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

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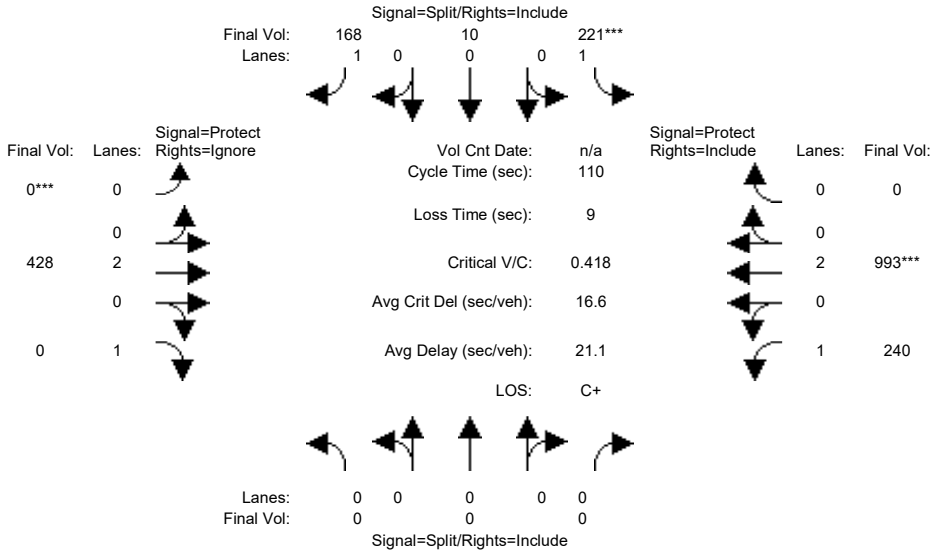
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	160	0	410	40	240	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	160	0	410	40	240	960	0
Added Vol:	0	0	0	1	0	8	0	18	5	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	168	0	428	45	240	993	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	168	0	428	0	240	993	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	168	0	428	0	240	993	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	168	0	428	0	240	993	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.06	0.94	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	101	1699	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.10	0.10	0.00	0.11	0.00	0.14	0.26	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.3	32.3	32.3	0.0	31.0	0.0	37.7	68.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.34	0.34	0.00	0.40	0.00	0.40	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	30.6	30.6	0.0	32.2	0.0	28.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	30.6	30.6	0.0	32.2	0.0	28.0	10.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C-	A	C	B+	A
HCM2kAvgQ:	0	0	0	6	5	5	0	6	0	6	8	0

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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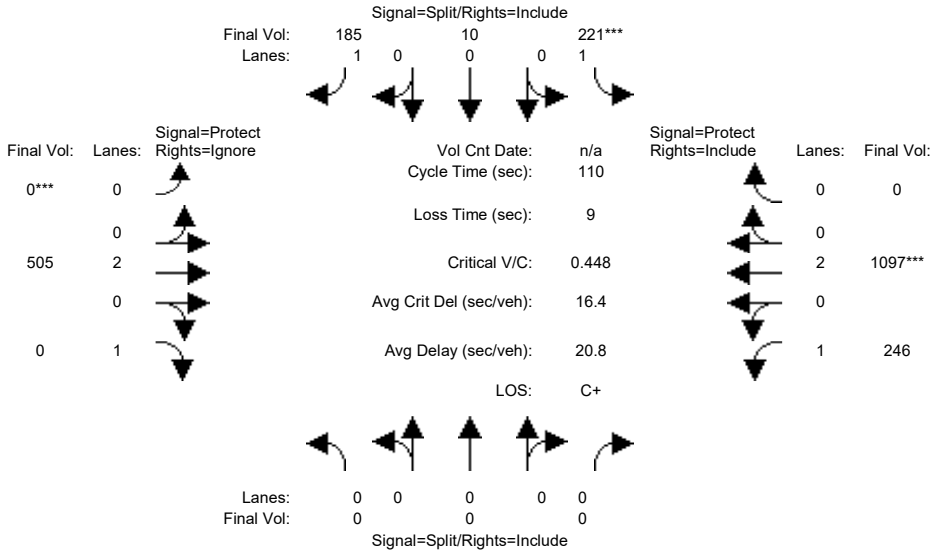
Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	160	0	410	40	240	960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	160	0	410	40	240	960	0
Added Vol:	0	0	0	1	0	25	0	95	23	6	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	185	0	505	63	246	1097	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	185	0	505	0	246	1097	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	185	0	505	0	246	1097	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	185	0	505	0	246	1097	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.05	0.95	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	92	1708	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.11	0.11	0.00	0.13	0.00	0.14	0.29	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	30.1	30.1	30.1	0.0	34.4	0.0	36.4	70.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.40	0.40	0.00	0.42	0.00	0.42	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	33.4	32.8	32.8	0.0	30.2	0.0	29.1	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	32.8	32.8	0.0	30.2	0.0	29.1	9.9	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	7	6	6	0	7	0	7	9	0

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

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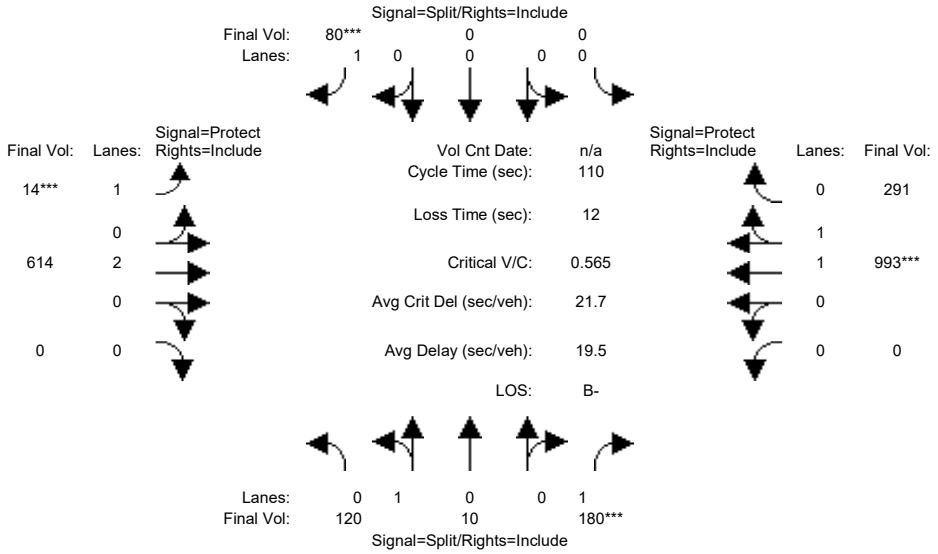
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	10	0	0	0	0	0	4	14	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	180	0	0	80	14	614	0	0	993	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	180	0	0	80	14	614	0	0	993	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	180	0	0	80	14	614	0	0	993	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	10	180	0	0	80	14	614	0	0	993	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.92	0.08	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.53	0.47
Final Sat.:	1662	138	1750	0	0	1750	1750	3800	0	0	2861	838
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.35	0.35
Crit Moves:			****			****	****				****	
Green Time:	18.5	18.5	18.5	0.0	0.0	10.0	7.0	69.5	0.0	0.0	62.5	62.5
Volume/Cap:	0.43	0.43	0.61	0.00	0.00	0.50	0.13	0.26	0.00	0.00	0.61	0.61
Delay/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	42.0	46.1	0.0	0.0	50.2	49.1	9.0	0.0	0.0	16.3	16.3
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2kAvgQ:	4	4	7	0	0	3	0	4	0	0	14	14

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

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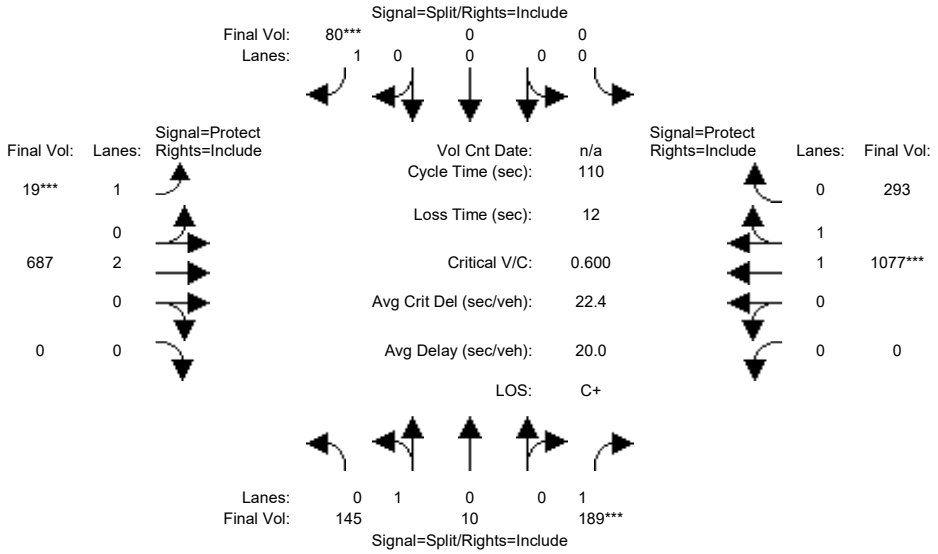
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	10	180	0	0	80	10	600	0	0	970	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	0	0	80	10	600	0	0	970	290
Added Vol:	35	0	9	0	0	0	9	87	0	0	107	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	10	189	0	0	80	19	687	0	0	1077	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	10	189	0	0	80	19	687	0	0	1077	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	10	189	0	0	80	19	687	0	0	1077	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	10	189	0	0	80	19	687	0	0	1077	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	1684	116	1750	0	0	1750	1750	3800	0	0	2908	791
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.00	0.00	0.05	0.01	0.18	0.00	0.00	0.37	0.37
Crit Moves:			****			****	****				****	
Green Time:	18.3	18.3	18.3	0.0	0.0	10.0	7.0	69.7	0.0	0.0	62.7	62.7
Volume/Cap:	0.52	0.52	0.65	0.00	0.00	0.50	0.17	0.29	0.00	0.00	0.65	0.65
Delay/Veh:	43.4	43.4	48.0	0.0	0.0	50.2	49.5	9.1	0.0	0.0	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	43.4	48.0	0.0	0.0	50.2	49.5	9.1	0.0	0.0	16.9	16.9
LOS by Move:	D	D	D	A	A	D	D	A	A	A	B	B
HCM2kAvgQ:	6	6	8	0	0	3	1	5	0	0	16	16

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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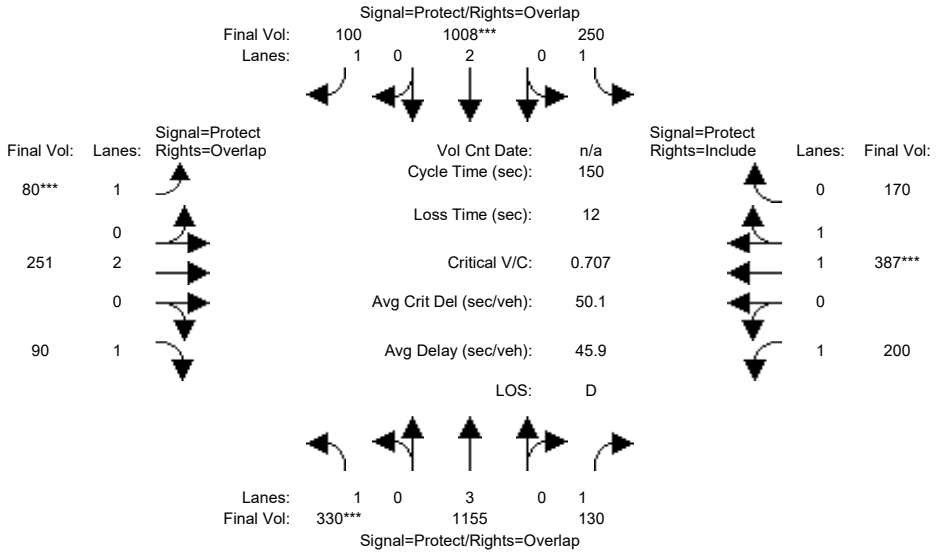
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	1140	130	250	1000	100	80	230	90	200	350	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1140	130	250	1000	100	80	230	90	200	350	170
Added Vol:	0	15	0	0	8	0	0	21	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1155	130	250	1008	100	80	251	90	200	387	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	1155	130	250	1008	100	80	251	90	200	387	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1155	130	250	1008	100	80	251	90	200	387	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	1155	130	250	1008	100	80	251	90	200	387	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2570	1129
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.07	0.14	0.27	0.06	0.05	0.07	0.05	0.11	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	39.9	56.4	82.8	39.7	56.2	66.2	10.0	15.4	55.4	26.5	31.9	31.9
Volume/Cap:	0.71	0.54	0.13	0.54	0.71	0.13	0.69	0.64	0.14	0.65	0.71	0.71
Delay/Veh:	54.8	36.9	16.3	48.6	41.6	24.9	84.1	68.2	31.6	62.2	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	36.9	16.3	48.6	41.6	24.9	84.1	68.2	31.6	62.2	57.7	57.7
LOS by Move:	D-	D+	B	D	D	C	F	E	C	E	E+	E+
HCM2kAvgQ:	15	13	3	10	19	3	4	6	3	9	12	12

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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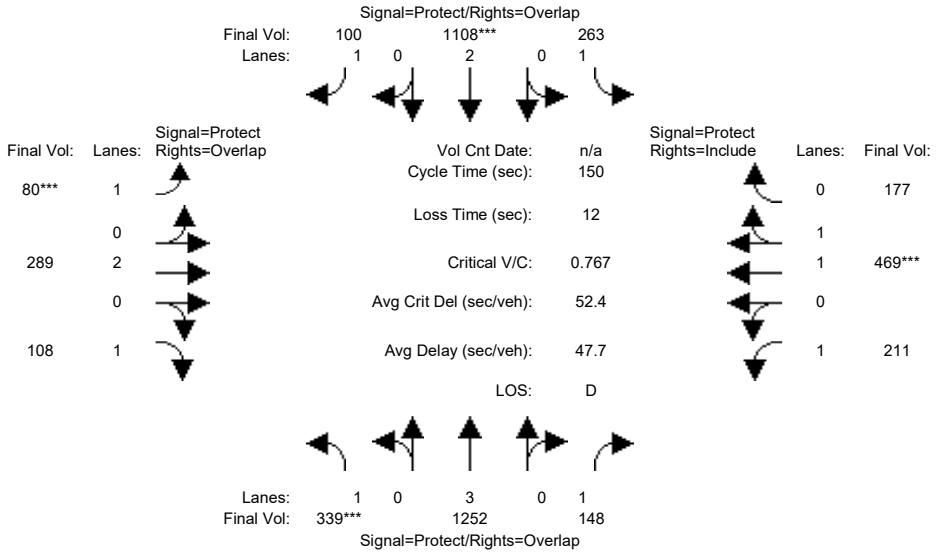
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	1140	130	250	1000	100	80	230	90	200	350	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1140	130	250	1000	100	80	230	90	200	350	170
Added Vol:	9	112	18	13	108	0	0	59	18	11	119	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1252	148	263	1108	100	80	289	108	211	469	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1252	148	263	1108	100	80	289	108	211	469	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1252	148	263	1108	100	80	289	108	211	469	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1252	148	263	1108	100	80	289	108	211	469	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2685	1013
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.08	0.15	0.29	0.06	0.05	0.08	0.06	0.12	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	37.6	55.9	82.8	38.2	56.6	66.6	10.0	17.0	54.5	26.9	33.9	33.9
Volume/Cap:	0.77	0.59	0.15	0.59	0.77	0.13	0.69	0.67	0.17	0.67	0.77	0.77
Delay/Veh:	60.6	38.3	16.5	51.1	43.8	24.7	84.1	68.0	32.5	63.0	59.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	38.3	16.5	51.1	43.8	24.7	84.1	68.0	32.5	63.0	59.0	59.0
LOS by Move:	E	D+	B	D-	D	C	F	E	C-	E	E+	E+
HCM2kAvgQ:	16	15	3	11	22	3	4	6	3	10	14	14

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

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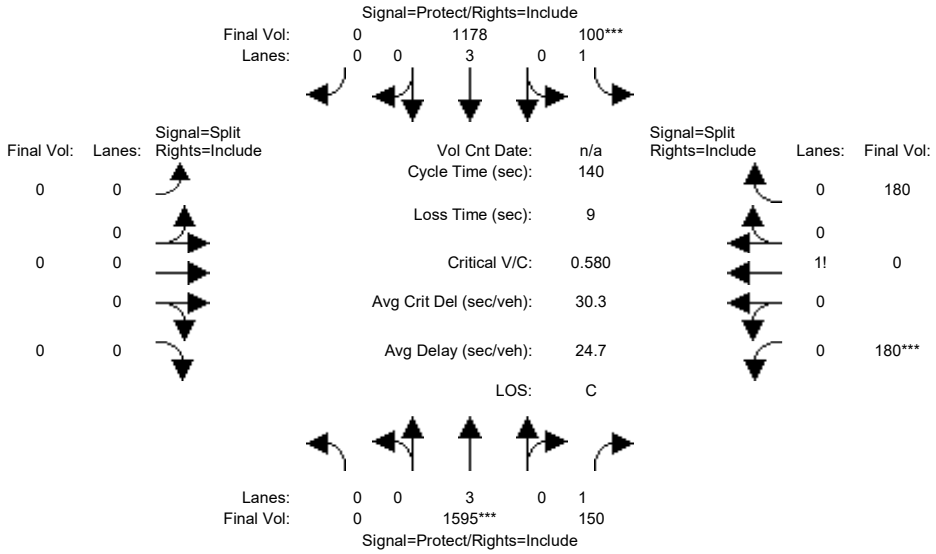
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1595	150	100	1178	0	0	0	0	180	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1595	150	100	1178	0	0	0	0	180	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1595	150	100	1178	0	0	0	0	180	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1595	150	100	1178	0	0	0	0	180	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.06	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****		****						****		
Green Time:	0.0	67.5	67.5	13.8	81.3	0.0	0.0	0.0	0.0	49.7	0.0	49.7
Volume/Cap:	0.00	0.58	0.18	0.58	0.36	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	20.6	65.2	15.6	0.0	0.0	0.0	0.0	38.1	0.0	38.1
LOS by Move:	A	C	C+	E	B	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	16	4	4	8	0	0	0	0	13	0	13

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

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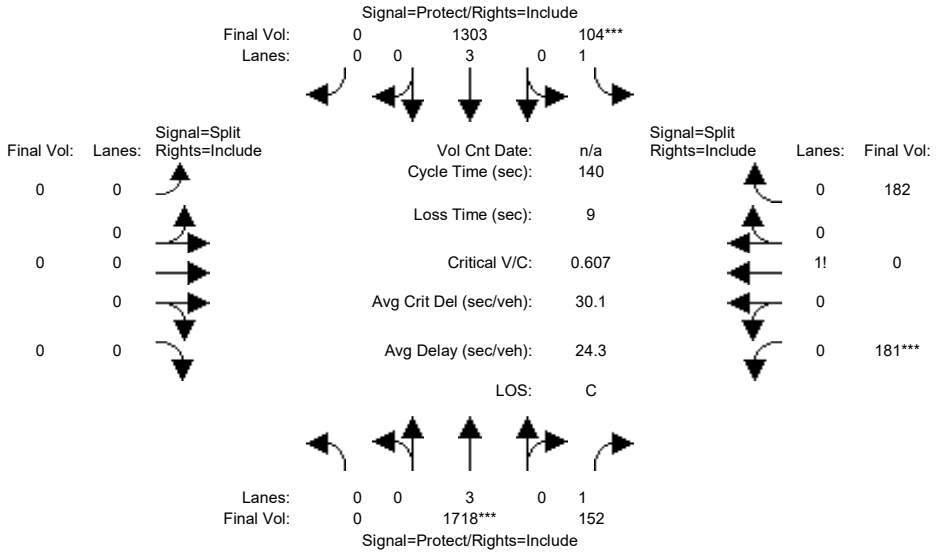
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1580	150	100	1170	0	0	0	0	180	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	150	100	1170	0	0	0	0	180	0	180
Added Vol:	0	138	2	4	133	0	0	0	0	1	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1718	152	104	1303	0	0	0	0	181	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1718	152	104	1303	0	0	0	0	181	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1718	152	104	1303	0	0	0	0	181	0	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1718	152	104	1303	0	0	0	0	181	0	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	873	0	877
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.06	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****		****						****		
Green Time:	0.0	69.5	69.5	13.7	83.2	0.0	0.0	0.0	0.0	47.8	0.0	47.8
Volume/Cap:	0.00	0.61	0.18	0.61	0.38	0.00	0.00	0.00	0.00	0.61	0.00	0.61
Delay/Veh:	0.0	25.8	19.5	66.7	15.0	0.0	0.0	0.0	0.0	40.1	0.0	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	19.5	66.7	15.0	0.0	0.0	0.0	0.0	40.1	0.0	40.1
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	17	4	4	9	0	0	0	0	14	0	14

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

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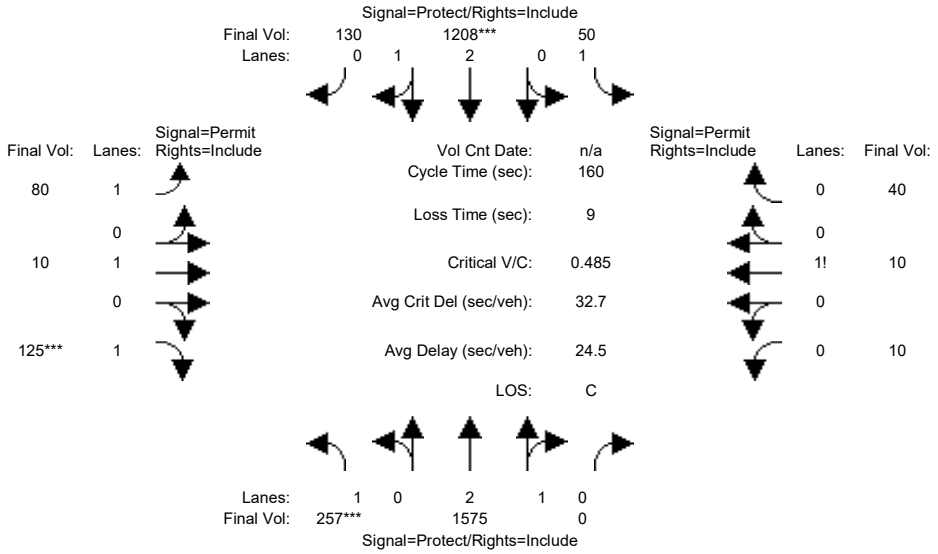
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	27	15	0	0	8	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1575	0	50	1208	130	80	10	125	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1575	0	50	1208	130	80	10	125	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1575	0	50	1208	130	80	10	125	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	1575	0	50	1208	130	80	10	125	10	10	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.70	0.30	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	5055	544	1750	1900	1750	292	292	1167
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.00	0.03	0.24	0.24	0.05	0.01	0.07	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	48.5	110	0.0	17.2	78.9	78.9	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.48	0.41	0.00	0.27	0.48	0.48	0.31	0.04	0.48	0.23	0.23	0.23
Delay/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	10.8	0.0	66.4	27.1	27.1	61.6	58.5	64.1	60.7	60.7	60.7
LOS by Move:	D	B+	A	E	C	C	E	E+	E	E	E	E
HCM2kAvgQ:	11	11	0	2	14	14	4	0	6	3	3	3

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

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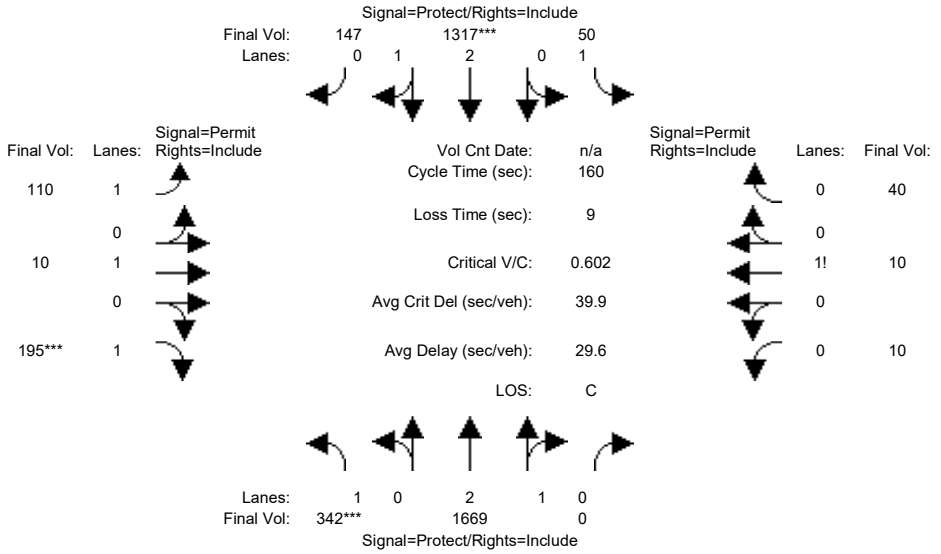
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	1560	0	50	1200	130	80	10	110	10	10	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1560	0	50	1200	130	80	10	110	10	10	40
Added Vol:	112	109	0	0	117	17	30	0	85	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1669	0	50	1317	147	110	10	195	10	10	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	1669	0	50	1317	147	110	10	195	10	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1669	0	50	1317	147	110	10	195	10	10	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1669	0	50	1317	147	110	10	195	10	10	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.69	0.31	1.00	1.00	1.00	0.16	0.17	0.67
Final Sat.:	1750	5600	0	1750	5037	562	1750	1900	1750	292	292	1167
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.00	0.03	0.26	0.26	0.06	0.01	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	51.9	106	0.0	15.5	69.5	69.5	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.60	0.45	0.00	0.29	0.60	0.60	0.34	0.03	0.60	0.19	0.19	0.19
Delay/Veh:	47.2	13.1	0.0	68.1	35.1	35.1	57.3	53.4	63.0	55.3	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	13.1	0.0	68.1	35.1	35.1	57.3	53.4	63.0	55.3	55.3	55.3
LOS by Move:	D	B	A	E	D+	D+	E+	D-	E	E+	E+	E+
HCM2kAvgQ:	15	13	0	2	18	18	5	0	9	3	3	3

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

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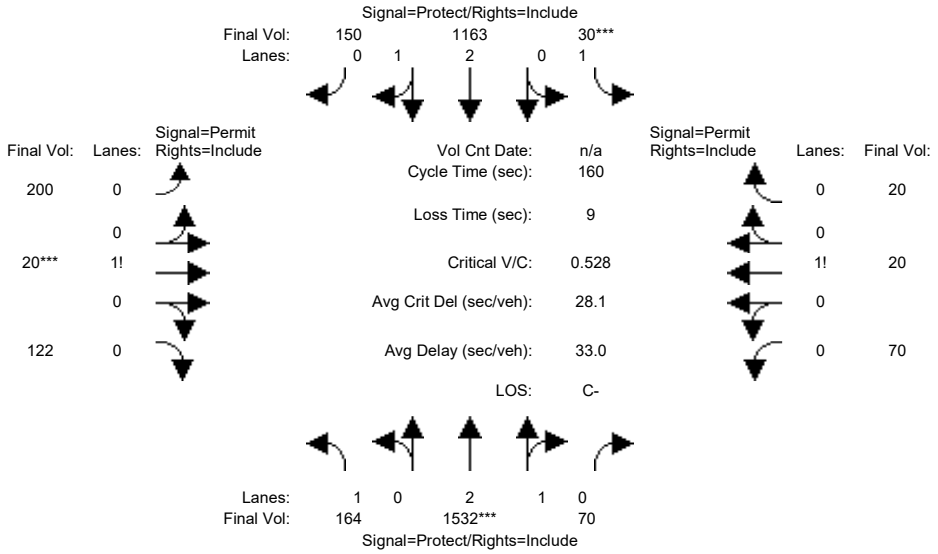
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	4	42	0	0	23	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1532	70	30	1163	150	200	20	122	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1532	70	30	1163	150	200	20	122	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1532	70	30	1163	150	200	20	122	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1532	70	30	1163	150	200	20	122	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.64	0.36	0.58	0.06	0.36	0.64	0.18	0.18
Final Sat.:	1750	5355	245	1750	4959	640	1023	102	624	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.02	0.23	0.23	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:		****			****			****				
Green Time:	26.4	85.6	85.6	7.0	66.1	66.1	58.4	58.4	58.4	58.4	58.4	58.4
Volume/Cap:	0.57	0.54	0.54	0.39	0.57	0.57	0.54	0.54	0.54	0.17	0.17	0.17
Delay/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	24.4	24.4	77.7	36.3	36.3	40.9	40.9	40.9	34.5	34.5	34.5
LOS by Move:	E	C	C	E-	D+	D+	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	17	17	2	16	16	14	14	14	4	4	4

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

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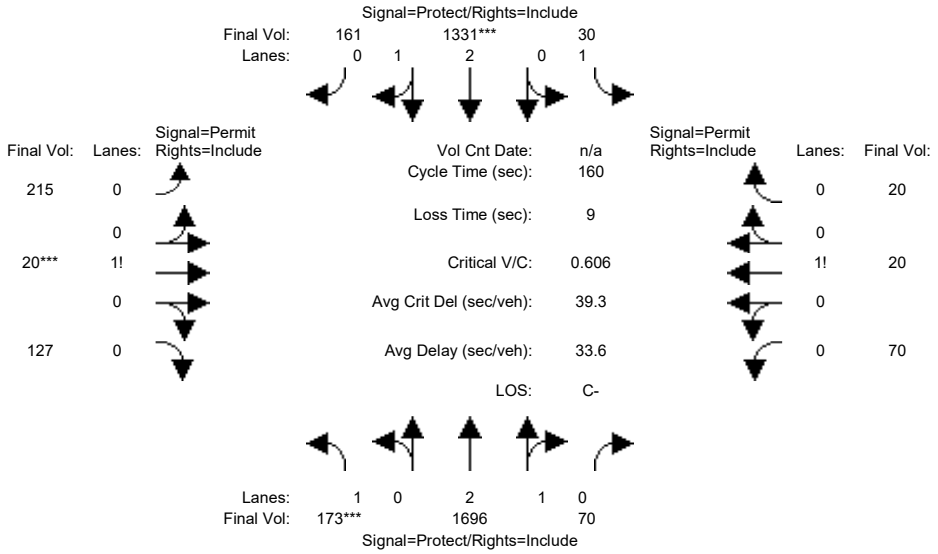
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1490	70	30	1140	150	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1490	70	30	1140	150	200	20	120	70	20	20
Added Vol:	13	206	0	0	191	11	15	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1696	70	30	1331	161	215	20	127	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1696	70	30	1331	161	215	20	127	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1696	70	30	1331	161	215	20	127	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1696	70	30	1331	161	215	20	127	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.88	0.12	1.00	2.66	0.34	0.59	0.06	0.35	0.64	0.18	0.18
Final Sat.:	1750	5378	222	1750	4995	604	1039	97	614	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.02	0.27	0.27	0.21	0.21	0.21	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	26.1	84.7	84.7	11.7	70.3	70.3	54.6	54.6	54.6	54.6	54.6	54.6
Volume/Cap:	0.61	0.60	0.60	0.23	0.61	0.61	0.61	0.61	0.61	0.18	0.18	0.18
Delay/Veh:	65.9	26.2	26.2	70.8	34.7	34.7	45.6	45.6	45.6	37.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	26.2	26.2	70.8	34.7	34.7	45.6	45.6	45.6	37.2	37.2	37.2
LOS by Move:	E	C	C	E	C-	C-	D	D	D	D+	D+	D+
HCM2kAvgQ:	8	20	20	1	18	18	16	16	16	4	4	4

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

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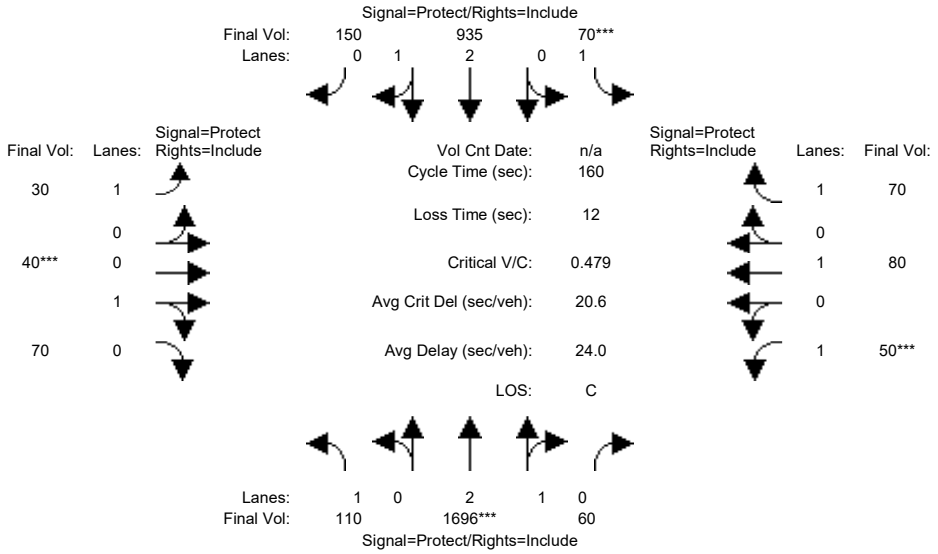
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1650	60	70	910	150	30	40	70	50	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	46	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1696	60	70	935	150	30	40	70	50	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1696	60	70	935	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1696	60	70	935	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1696	60	70	935	150	30	40	70	50	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	2.57	0.43	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5408	191	1750	4825	774	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.04	0.19	0.19	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	28.9	105	104.7	13.4	89.1	89.1	12.3	20.4	20.4	9.5	17.6	17.6
Volume/Cap:	0.35	0.48	0.48	0.48	0.35	0.35	0.22	0.48	0.48	0.48	0.38	0.36
Delay/Veh:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	14.0	14.0	72.5	19.5	19.5	70.2	66.4	66.4	76.3	67.3	67.2
LOS by Move:	E+	B	B	E	B-	B-	E	E	E	E-	E	E
HCM2kAvgQ:	5	14	14	3	9	9	2	6	6	3	4	4

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

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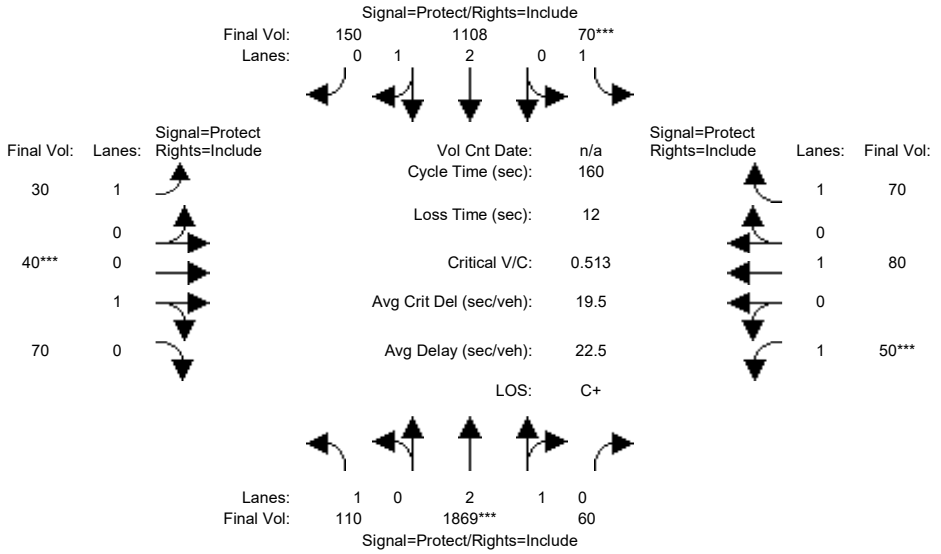
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1650	60	70	910	150	30	40	70	50	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1650	60	70	910	150	30	40	70	50	80	70
Added Vol:	0	219	0	0	198	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1869	60	70	1108	150	30	40	70	50	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1869	60	70	1108	150	30	40	70	50	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1869	60	70	1108	150	30	40	70	50	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1869	60	70	1108	150	30	40	70	50	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.63	0.37	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5426	174	1750	4931	668	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.04	0.22	0.22	0.02	0.06	0.06	0.03	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	26.2	108	107.5	12.5	93.8	93.8	11.5	19.1	19.1	8.9	16.5	16.5
Volume/Cap:	0.38	0.51	0.51	0.51	0.38	0.38	0.24	0.51	0.51	0.51	0.41	0.39
Delay/Veh:	60.5	13.2	13.2	74.1	17.8	17.8	71.1	68.2	68.2	78.0	68.6	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	13.2	13.2	74.1	17.8	17.8	71.1	68.2	68.2	78.0	68.6	68.5
LOS by Move:	E	B	B	E	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	15	15	3	11	11	2	6	6	3	4	4

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

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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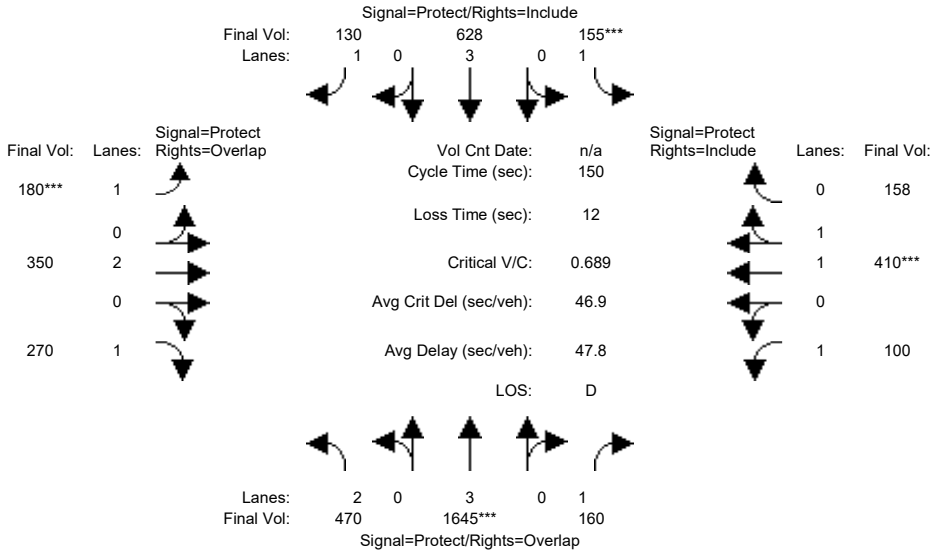
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	0	15	0	5	8	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1645	160	155	628	130	180	350	270	100	410	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1645	160	155	628	130	180	350	270	100	410	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1645	160	155	628	130	180	350	270	100	410	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	1645	160	155	628	130	180	350	270	100	410	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2670	1029
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.09	0.09	0.11	0.07	0.10	0.09	0.15	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	47.3	62.9	84.2	19.3	34.9	34.9	22.4	34.5	81.7	21.4	33.4	33.4
Volume/Cap:	0.47	0.69	0.16	0.69	0.47	0.32	0.69	0.40	0.28	0.40	0.69	0.69
Delay/Veh:	41.7	36.4	15.9	71.2	49.9	48.2	68.0	49.3	18.5	59.5	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	36.4	15.9	99.6	69.9	67.4	68.0	49.3	18.5	59.5	56.0	56.0
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2kAvgQ:	10	20	4	9	8	5	8	7	7	4	12	12

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

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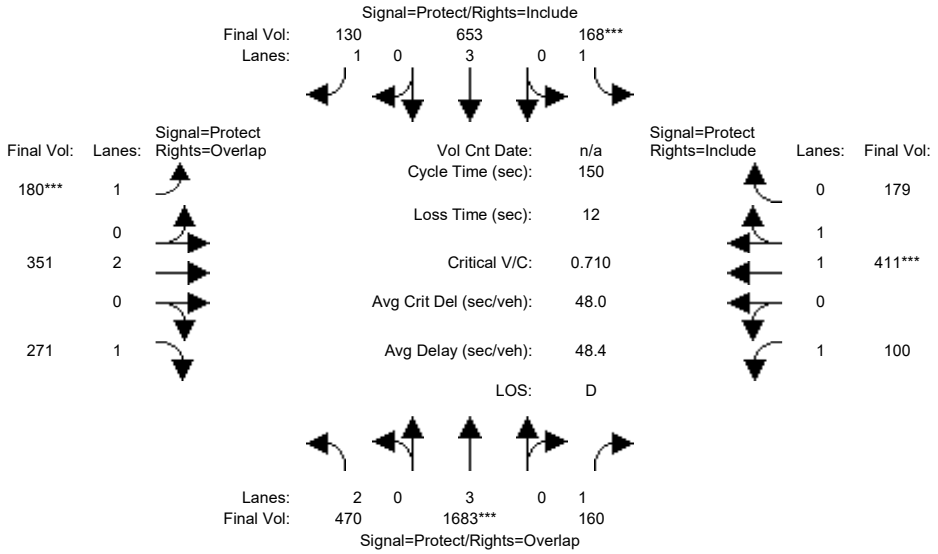
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	470	1630	160	150	620	130	180	350	270	100	410	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1630	160	150	620	130	180	350	270	100	410	150
Added Vol:	0	53	0	18	33	0	0	1	1	0	1	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1683	160	168	653	130	180	351	271	100	411	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	1683	160	168	653	130	180	351	271	100	411	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1683	160	168	653	130	180	351	271	100	411	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	1683	160	168	653	130	180	351	271	100	411	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2577	1122
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.09	0.10	0.11	0.07	0.10	0.09	0.15	0.06	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	46.7	62.3	83.5	20.3	35.9	35.9	21.7	34.2	81.0	21.2	33.7	33.7
Volume/Cap:	0.48	0.71	0.16	0.71	0.48	0.31	0.71	0.40	0.29	0.40	0.71	0.71
Delay/Veh:	42.2	37.4	16.3	71.7	49.3	47.3	70.2	49.5	19.0	59.8	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	37.4	16.3	100.4	69.0	66.3	70.2	49.5	19.0	59.8	56.5	56.5
LOS by Move:	D	D+	B	F	E	E	E	D	B-	E+	E+	E+
HCM2kAvgQ:	10	21	4	9	9	5	9	7	7	4	12	12

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

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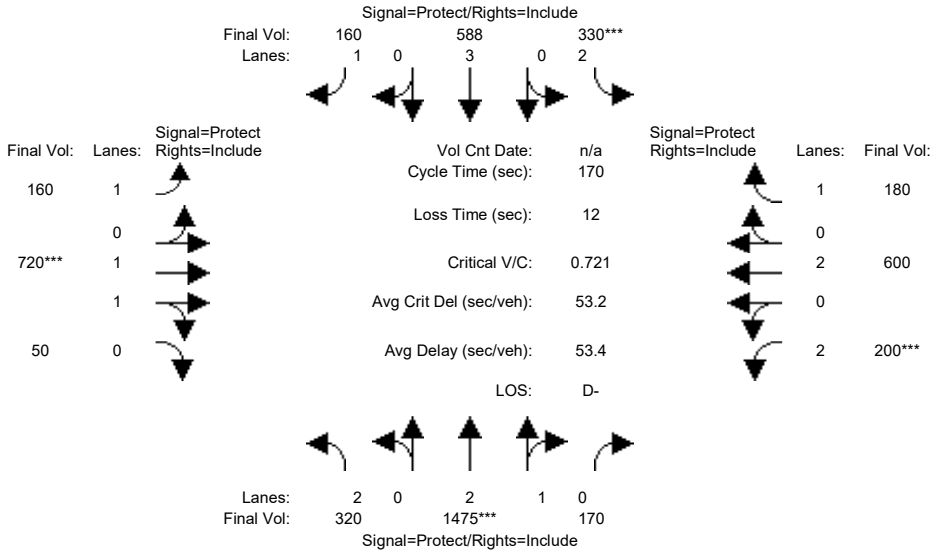
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	15	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1475	170	330	588	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1475	170	330	588	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1475	170	330	588	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1475	170	330	588	160	160	720	50	200	600	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5021	579	3150	5700	1750	1750	3460	240	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.10	0.10	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:		****		****				****		****		
Green Time:	35.8	69.3	69.3	24.7	58.1	58.1	21.9	49.1	49.1	15.0	42.2	42.2
Volume/Cap:	0.48	0.72	0.72	0.72	0.30	0.27	0.71	0.72	0.72	0.72	0.64	0.41
Delay/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	43.4	43.4	74.9	41.1	40.8	81.2	56.8	56.8	84.4	58.5	54.2
LOS by Move:	E+	D	D	E	D	D	F	E+	E+	F	E+	D-
HCM2kAvgQ:	9	24	24	10	7	6	9	18	18	7	14	8

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

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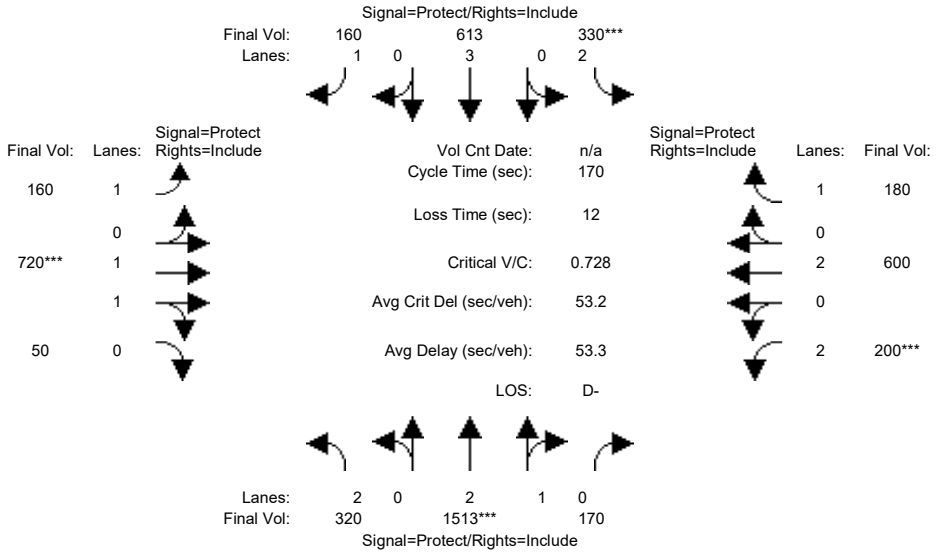
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1460	170	330	580	160	160	720	50	200	600	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1460	170	330	580	160	160	720	50	200	600	180
Added Vol:	0	53	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1513	170	330	613	160	160	720	50	200	600	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1513	170	330	613	160	160	720	50	200	600	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1513	170	330	613	160	160	720	50	200	600	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1513	170	330	613	160	160	720	50	200	600	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	1.00	1.87	0.13	2.00	2.00	1.00
Final Sat.:	3150	5034	566	3150	5700	1750	1750	3460	240	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.10	0.11	0.09	0.09	0.21	0.21	0.06	0.16	0.10
Crit Moves:		****		****				****		****		
Green Time:	36.1	70.2	70.2	24.5	58.5	58.5	21.6	48.6	48.6	14.8	41.8	41.8
Volume/Cap:	0.48	0.73	0.73	0.73	0.31	0.27	0.72	0.73	0.73	0.73	0.64	0.42
Delay/Veh:	59.2	43.1	43.1	75.5	41.1	40.5	82.0	57.4	57.4	85.1	59.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	43.1	43.1	75.5	41.1	40.5	82.0	57.4	57.4	85.1	59.0	54.6
LOS by Move:	E+	D	D	E-	D	D	F	E+	E+	F	E+	D-
HCM2kAvgQ:	9	25	25	10	7	6	9	19	19	8	14	8

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

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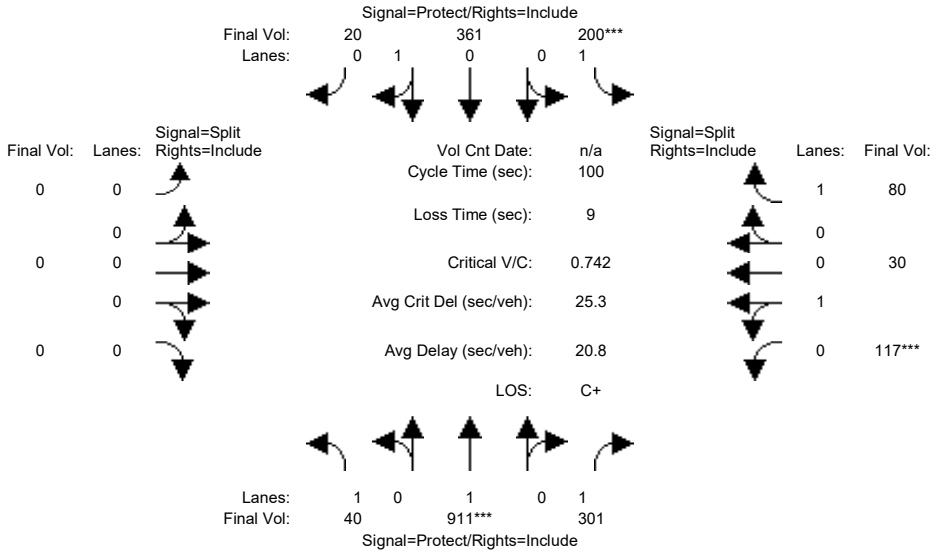
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	1	1	0	1	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	911	301	200	361	20	0	0	0	117	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	911	301	200	361	20	0	0	0	117	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	911	301	200	361	20	0	0	0	117	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	911	301	200	361	20	0	0	0	117	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.80	0.20	1.00
Final Sat.:	1750	1900	1750	1750	1706	94	0	0	0	1433	367	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.17	0.11	0.21	0.21	0.00	0.00	0.00	0.08	0.08	0.05
Crit Moves:		****		****						****		
Green Time:	19.9	64.6	64.6	15.4	60.1	60.1	0.0	0.0	0.0	11.0	11.0	11.0
Volume/Cap:	0.11	0.74	0.27	0.74	0.35	0.35	0.00	0.00	0.00	0.74	0.74	0.42
Delay/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	14.5	7.7	51.0	10.3	10.3	0.0	0.0	0.0	57.1	57.1	43.0
LOS by Move:	C-	B	A	D	B+	B+	A	A	A	E+	E+	D
HCM2kAvgQ:	1	20	4	8	6	6	0	0	0	5	5	2

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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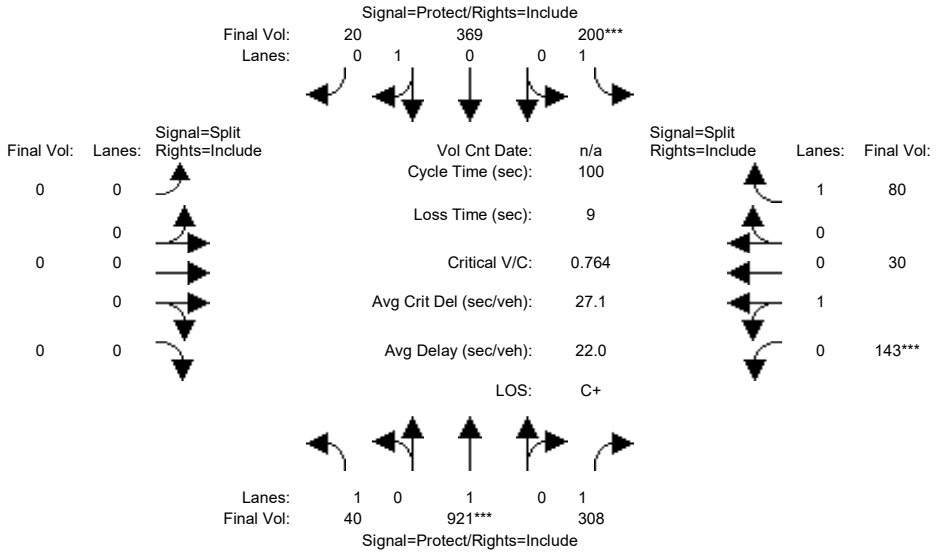
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	910	300	200	360	20	0	0	0	110	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	910	300	200	360	20	0	0	0	110	30	80
Added Vol:	0	11	8	0	9	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	921	308	200	369	20	0	0	0	143	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	921	308	200	369	20	0	0	0	143	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	921	308	200	369	20	0	0	0	143	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	921	308	200	369	20	0	0	0	143	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.83	0.17	1.00
Final Sat.:	1750	1900	1750	1750	1707	93	0	0	0	1488	312	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.18	0.11	0.22	0.22	0.00	0.00	0.00	0.10	0.10	0.05
Crit Moves:		****		****						****		
Green Time:	19.2	63.5	63.5	15.0	59.2	59.2	0.0	0.0	0.0	12.6	12.6	12.6
Volume/Cap:	0.12	0.76	0.28	0.76	0.36	0.36	0.00	0.00	0.00	0.76	0.76	0.36
Delay/Veh:	33.6	15.9	8.2	53.3	10.8	10.8	0.0	0.0	0.0	56.5	56.5	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	15.9	8.2	53.3	10.8	10.8	0.0	0.0	0.0	56.5	56.5	41.1
LOS by Move:	C-	B	A	D-	B+	B+	A	A	A	E+	E+	D
HCM2kAvgQ:	1	21	5	8	7	7	0	0	0	6	6	2

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

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Stanford GUP EIR
SJ15-1585
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2000 HCM Operations (Future Volume Alternative)
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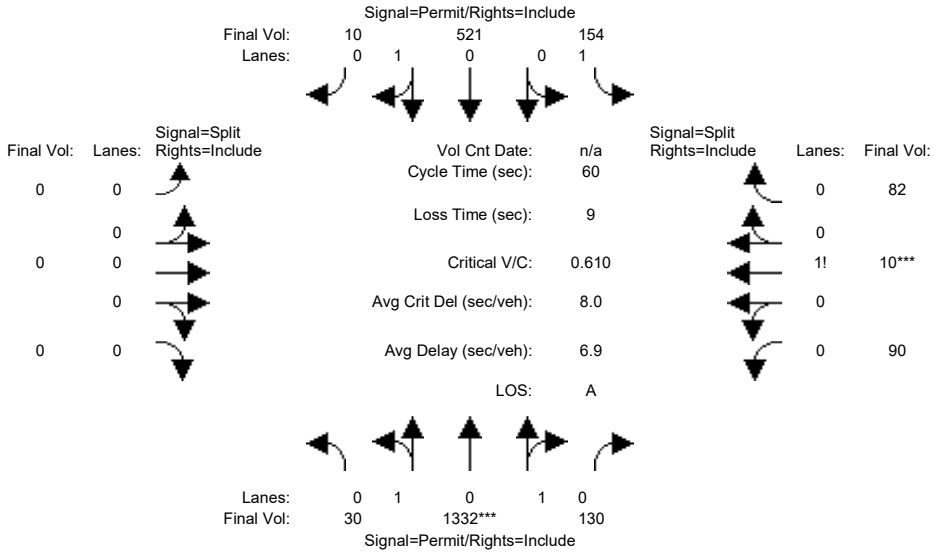
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1330	130	150	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1330	130	150	520	10	0	0	0	90	10	80
Added Vol:	0	2	0	4	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1332	130	154	521	10	0	0	0	90	10	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1332	130	154	521	10	0	0	0	90	10	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1332	130	154	521	10	0	0	0	90	10	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1332	130	154	521	10	0	0	0	90	10	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.79	0.17	1.00	0.98	0.02	0.00	0.00	0.00	0.50	0.05	0.45
Final Sat.:	72	3214	314	1750	1766	34	0	0	0	865	96	788
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.09	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	40.8	40.8	40.8	40.8	40.8	40.8	0.0	0.0	0.0	10.2	10.2	10.2
Volume/Cap:	0.61	0.61	0.61	0.13	0.43	0.43	0.00	0.00	0.00	0.61	0.61	0.61
Delay/Veh:	5.7	5.7	5.7	3.4	4.6	4.6	0.0	0.0	0.0	26.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	5.7	3.4	4.6	4.6	0.0	0.0	0.0	26.7	26.7	26.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	9	9	9	1	5	5	0	0	0	3	3	3

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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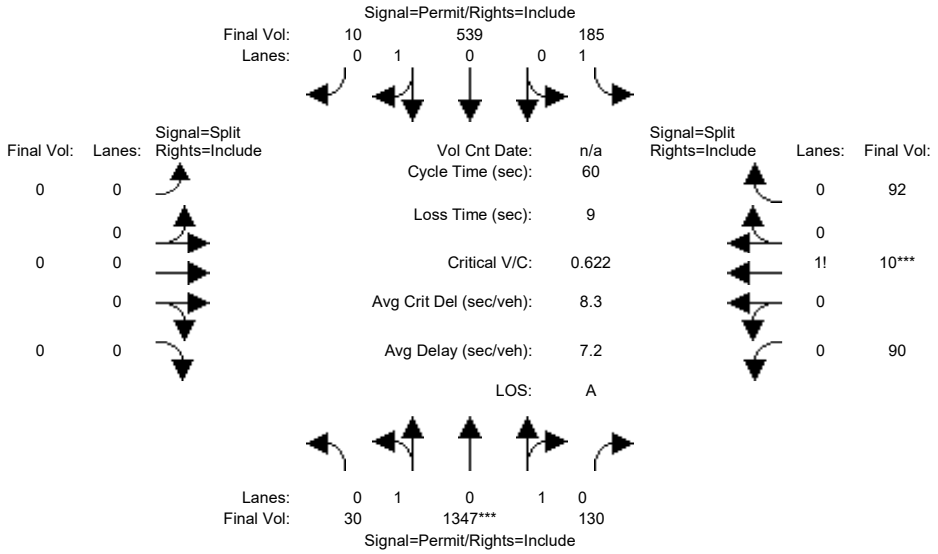
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1330	130	150	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1330	130	150	520	10	0	0	0	90	10	80
Added Vol:	0	17	0	35	19	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1347	130	185	539	10	0	0	0	90	10	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1347	130	185	539	10	0	0	0	90	10	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1347	130	185	539	10	0	0	0	90	10	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1347	130	185	539	10	0	0	0	90	10	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.79	0.17	1.00	0.98	0.02	0.00	0.00	0.00	0.47	0.05	0.48
Final Sat.:	72	3218	311	1750	1767	33	0	0	0	820	91	839
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.11	0.31	0.31	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	40.4	40.4	40.4	40.4	40.4	40.4	0.0	0.0	0.0	10.6	10.6	10.6
Volume/Cap:	0.62	0.62	0.62	0.16	0.45	0.45	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	6.0	6.0	6.0	3.6	4.9	4.9	0.0	0.0	0.0	26.7	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	3.6	4.9	4.9	0.0	0.0	0.0	26.7	26.7	26.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	9	9	9	1	5	5	0	0	0	4	4	4

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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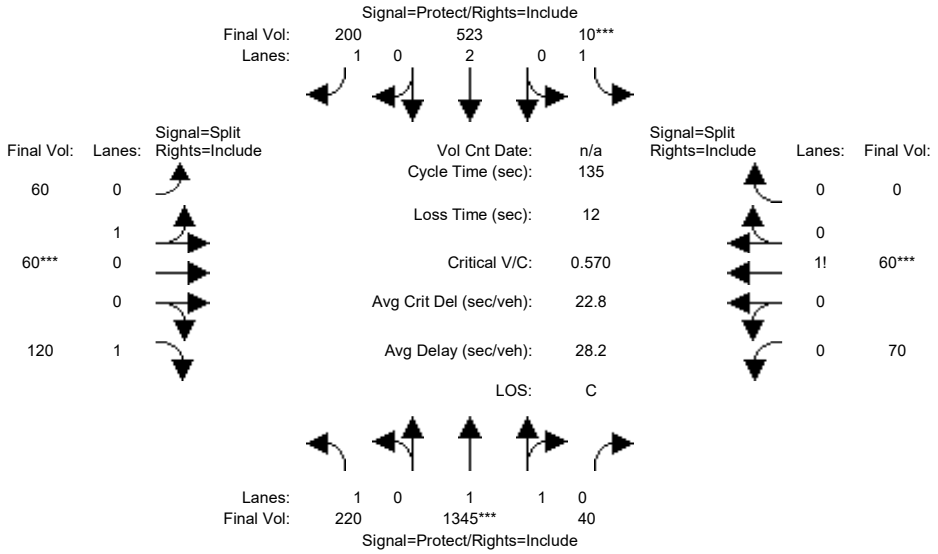
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1345	40	10	523	200	60	60	120	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1345	40	10	523	200	60	60	120	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1345	40	10	523	200	60	60	120	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1345	40	10	523	200	60	60	120	70	60	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.50	0.50	1.00	0.54	0.46	0.00
Final Sat.:	1750	3593	107	1750	3800	1750	900	900	1750	969	831	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.37	0.01	0.14	0.11	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:		****		****				****			****	
Green Time:	43.6	84.3	84.3	7.0	47.7	47.7	15.4	15.4	15.4	16.3	16.3	0.0
Volume/Cap:	0.39	0.60	0.60	0.11	0.39	0.32	0.58	0.58	0.60	0.60	0.60	0.00
Delay/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	15.7	15.7	61.6	32.9	32.2	60.9	60.9	61.8	60.9	60.9	0.0
LOS by Move:	D+	B	B	E	C-	C-	E	E	E	E	E	A
HCM2kAvgQ:	7	17	17	1	8	6	5	5	5	6	6	0

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

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Stanford GUP EIR
SJ15-1585
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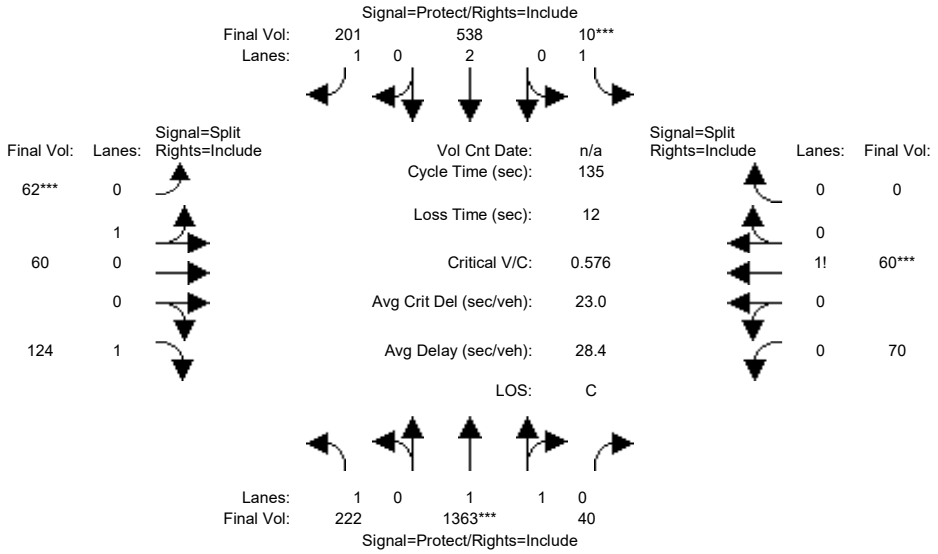
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1340	40	10	520	200	60	60	120	70	60	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1340	40	10	520	200	60	60	120	70	60	0
Added Vol:	2	23	0	0	18	1	2	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1363	40	10	538	201	62	60	124	70	60	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1363	40	10	538	201	62	60	124	70	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1363	40	10	538	201	62	60	124	70	60	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1363	40	10	538	201	62	60	124	70	60	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.51	0.49	1.00	0.54	0.46	0.00
Final Sat.:	1750	3594	105	1750	3800	1750	915	885	1750	969	831	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.01	0.14	0.11	0.07	0.07	0.07	0.07	0.07	0.00
Crit Moves:		****			****			****			****	
Green Time:	43.1	84.2	84.2	7.0	48.1	48.1	15.7	15.7	15.7	16.0	16.0	0.0
Volume/Cap:	0.40	0.61	0.61	0.11	0.40	0.32	0.58	0.58	0.61	0.61	0.61	0.00
Delay/Veh:	36.3	15.9	15.9	61.6	32.8	31.9	60.6	60.6	61.9	61.5	61.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	15.9	15.9	61.6	32.8	31.9	60.6	60.6	61.9	61.5	61.5	0.0
LOS by Move:	D+	B	B	E	C-	C	E	E	E	E	E	A
HCM2kAvgQ:	7	18	18	1	8	6	5	5	5	6	6	0

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

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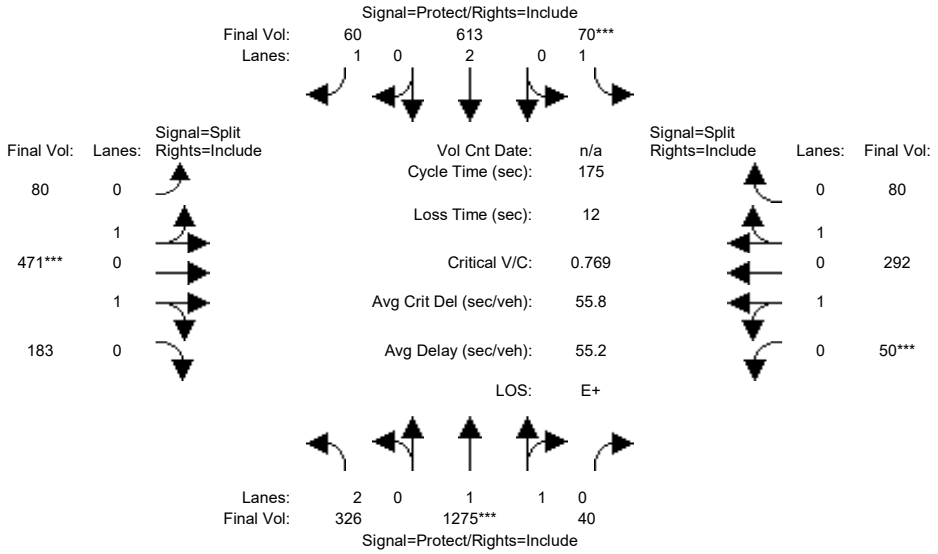
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	6	5	0	0	3	0	0	1	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1275	40	70	613	60	80	471	183	50	292	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1275	40	70	613	60	80	471	183	50	292	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1275	40	70	613	60	80	471	183	50	292	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1275	40	70	613	60	80	471	183	50	292	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.22	1.28	0.50	0.24	1.38	0.38
Final Sat.:	3150	3587	113	1750	3800	1750	392	2310	898	427	2491	682
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.04	0.16	0.03	0.20	0.20	0.20	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	35.2	80.9	80.9	9.1	54.8	54.8	46.4	46.4	46.4	26.7	26.7	26.7
Volume/Cap:	0.52	0.77	0.77	0.77	0.52	0.11	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	41.5	41.5	114.0	49.6	42.8	63.2	63.2	63.2	77.8	77.8	77.8
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2kAvgQ:	9	28	28	6	13	2	19	19	19	12	12	12

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

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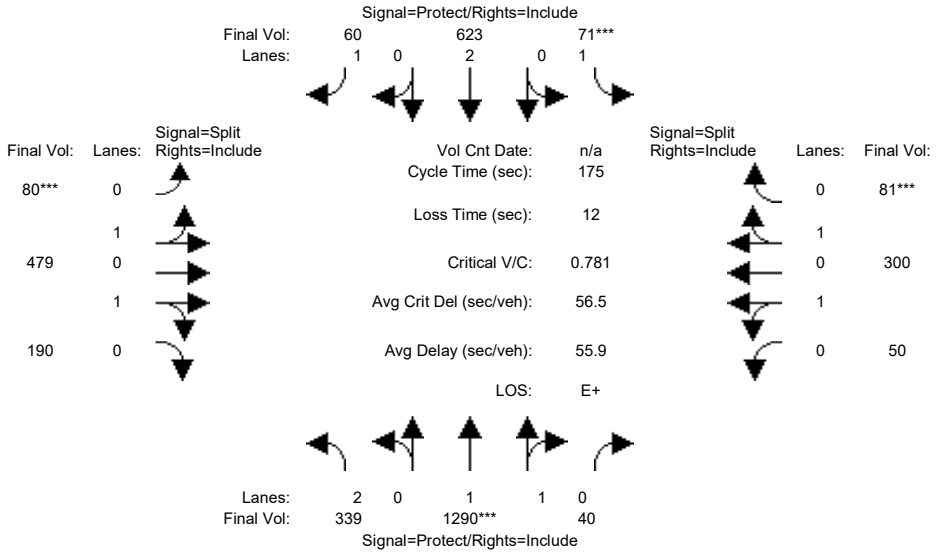
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	19	20	0	1	13	0	0	9	10	0	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1290	40	71	623	60	80	479	190	50	300	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1290	40	71	623	60	80	479	190	50	300	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1290	40	71	623	60	80	479	190	50	300	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1290	40	71	623	60	80	479	190	50	300	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.39	0.38
Final Sat.:	3150	3589	111	1750	3800	1750	385	2302	913	418	2506	677
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:		****		****			****					****
Green Time:	35.5	80.5	80.5	9.1	54.1	54.1	46.6	46.6	46.6	26.8	26.8	26.8
Volume/Cap:	0.53	0.78	0.78	0.78	0.53	0.11	0.78	0.78	0.78	0.78	0.78	0.78
Delay/Veh:	63.2	42.2	42.2	116.3	50.4	43.3	63.7	63.7	63.7	78.4	78.4	78.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	42.2	42.2	116.3	50.4	43.3	63.7	63.7	63.7	78.4	78.4	78.4
LOS by Move:	E	D	D	F	D	D	E	E	E	E-	E-	E-
HCM2kAvgQ:	9	28	28	6	14	2	20	20	20	12	12	12

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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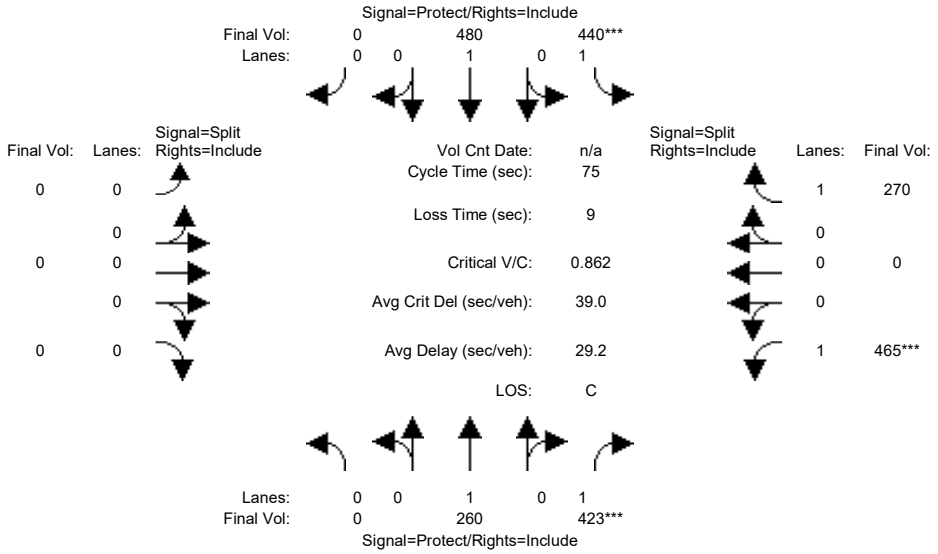
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	3	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	423	440	480	0	0	0	0	465	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	423	440	480	0	0	0	0	465	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	423	440	480	0	0	0	0	465	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	423	440	480	0	0	0	0	465	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.24	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.0	21.0	21.9	42.9	0.0	0.0	0.0	0.0	23.1	0.0	23.1
Volume/Cap:	0.00	0.49	0.86	0.86	0.44	0.00	0.00	0.00	0.00	0.86	0.00	0.50
Delay/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	40.1	39.2	9.5	0.0	0.0	0.0	0.0	37.9	0.0	22.0
LOS by Move:	A	C	D	D	A	A	A	A	A	D+	A	C+
HCM2kAvgQ:	0	5	11	14	7	0	0	0	0	12	0	5

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

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Stanford GUP EIR
SJ15-1585
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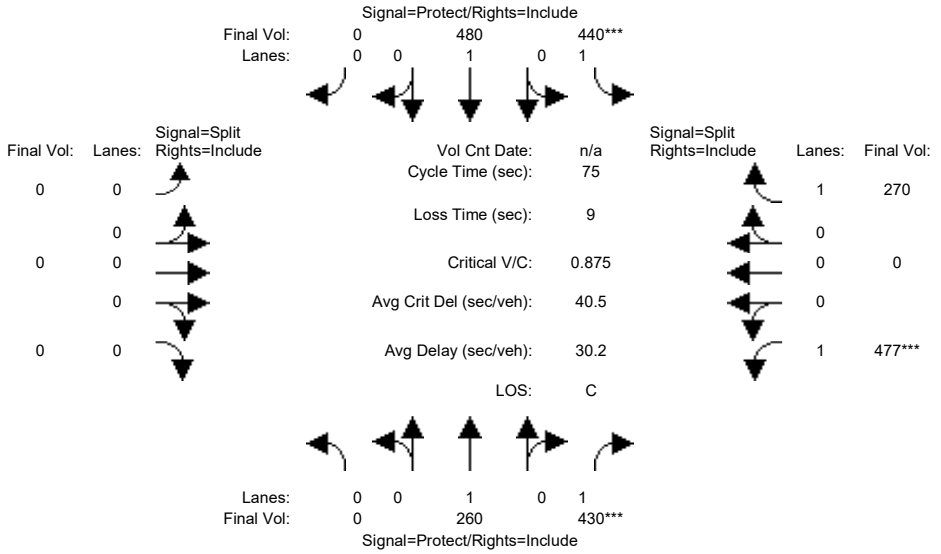
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	260	420	440	480	0	0	0	0	460	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	420	440	480	0	0	0	0	460	0	270
Added Vol:	0	0	10	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	430	440	480	0	0	0	0	477	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	430	440	480	0	0	0	0	477	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	430	440	480	0	0	0	0	477	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	430	440	480	0	0	0	0	477	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.25	0.25	0.25	0.00	0.00	0.00	0.00	0.27	0.00	0.15
Crit Moves:			****	****						****		
Green Time:	0.0	21.1	21.1	21.6	42.6	0.0	0.0	0.0	0.0	23.4	0.0	23.4
Volume/Cap:	0.00	0.49	0.87	0.87	0.44	0.00	0.00	0.00	0.00	0.87	0.00	0.50
Delay/Veh:	0.0	23.2	41.6	41.1	9.6	0.0	0.0	0.0	0.0	39.1	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	41.6	41.1	9.6	0.0	0.0	0.0	0.0	39.1	0.0	21.7
LOS by Move:	A	C	D	D	A	A	A	A	A	D	A	C+
HCM2kAvgQ:	0	5	12	14	7	0	0	0	0	13	0	5

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
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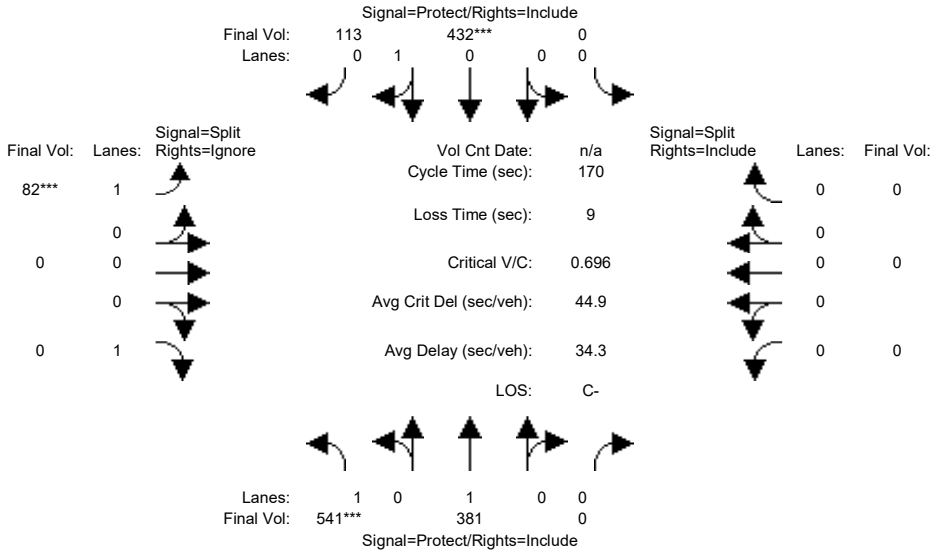
2018 AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	1	1	0	0	2	3	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	381	0	0	432	113	82	0	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	541	381	0	0	432	113	82	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	381	0	0	432	113	82	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	541	381	0	0	432	113	82	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1427	373	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.00	0.00	0.30	0.30	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	75.6	150	0.0	0.0	74.0	74.0	11.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.23	0.00	0.00	0.70	0.70	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	1.6	0.0	0.0	41.6	41.6	94.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2kAvgQ:	24	3	0	0	24	24	4	0	0	0	0	0

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

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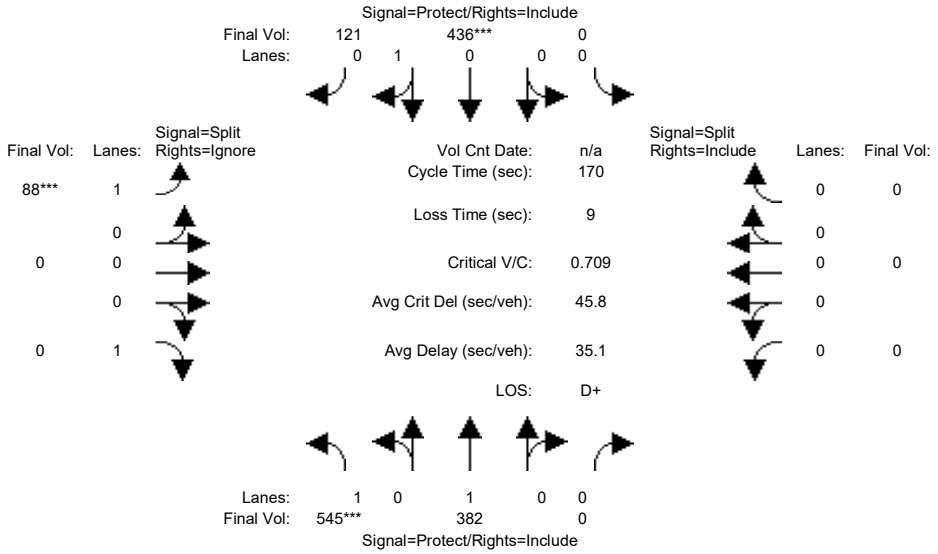
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	380	0	0	430	110	80	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	380	0	0	430	110	80	0	490	0	0	0
Added Vol:	5	2	0	0	6	11	8	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	545	382	0	0	436	121	88	0	497	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	545	382	0	0	436	121	88	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	382	0	0	436	121	88	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	545	382	0	0	436	121	88	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1409	391	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.00	0.00	0.31	0.31	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	74.7	149	0.0	0.0	74.2	74.2	12.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.23	0.00	0.00	0.71	0.71	0.71	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	41.9	1.7	0.0	0.0	42.1	42.1	94.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	1.7	0.0	0.0	42.1	42.1	94.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	F	A	A	A	A	A
HCM2kAvgQ:	25	3	0	0	25	25	5	0	0	0	0	0

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

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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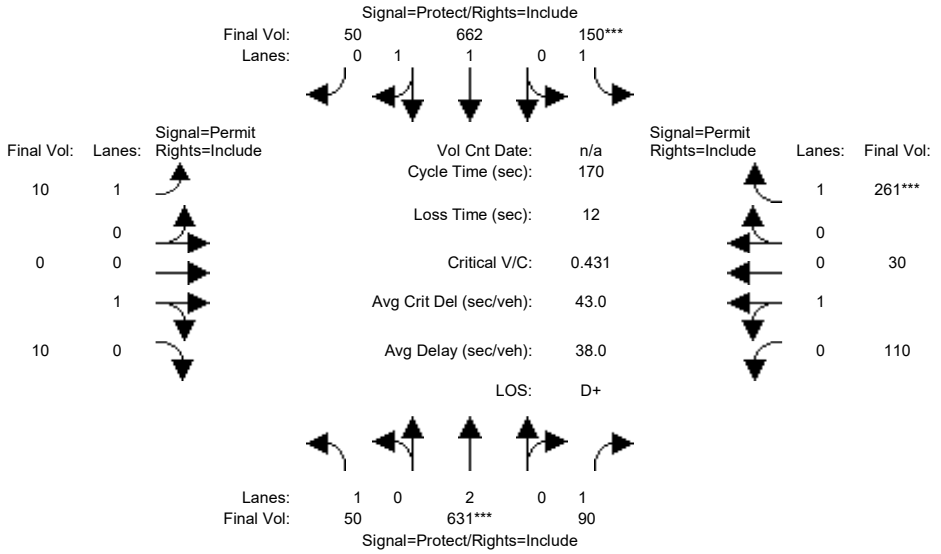
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	631	90	150	662	50	10	0	10	110	30	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	631	90	150	662	50	10	0	10	110	30	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	631	90	150	662	50	10	0	10	110	30	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	631	90	150	662	50	10	0	10	110	30	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3440	260	1750	0	1800	1414	386	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:		****		****								****
Green Time:	17.5	65.4	65.4	33.8	81.7	81.7	58.8	0.0	58.8	58.8	58.8	58.8
Volume/Cap:	0.28	0.43	0.13	0.43	0.40	0.40	0.02	0.00	0.02	0.22	0.22	0.43
Delay/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	38.8	34.0	60.6	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.3
LOS by Move:	E	D+	C-	E	C	C	D+	A	D+	D	D	D
HCM2kAvgQ:	2	12	3	7	12	12	0	0	0	5	5	11

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

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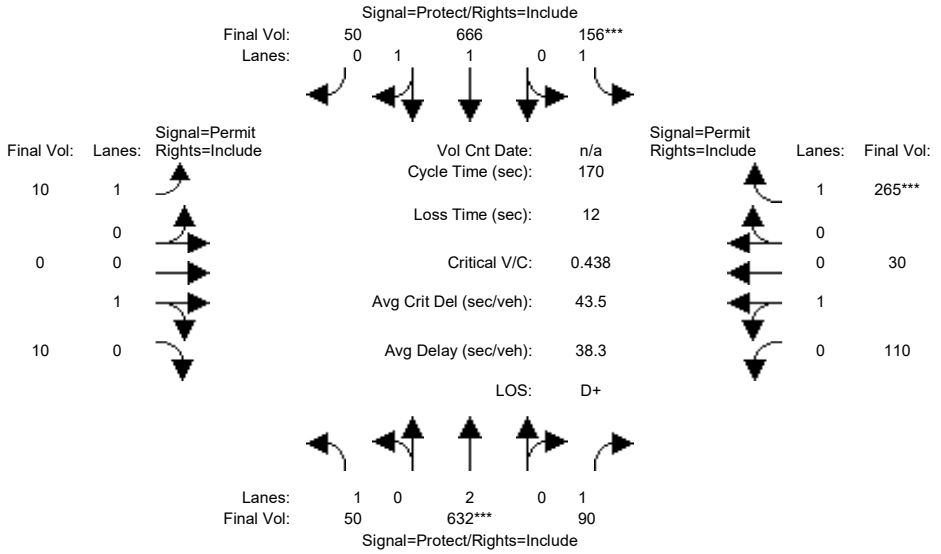
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	630	90	150	660	50	10	0	10	110	30	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	630	90	150	660	50	10	0	10	110	30	260
Added Vol:	0	2	0	6	6	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	632	90	156	666	50	10	0	10	110	30	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	632	90	156	666	50	10	0	10	110	30	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	632	90	156	666	50	10	0	10	110	30	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	632	90	156	666	50	10	0	10	110	30	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.86	0.14	1.00	0.00	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3441	258	1750	0	1800	1414	386	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.05	0.09	0.19	0.19	0.01	0.00	0.01	0.08	0.08	0.15
Crit Moves:		****		****								****
Green Time:	17.4	64.6	64.6	34.6	81.8	81.8	58.8	0.0	58.8	58.8	58.8	58.8
Volume/Cap:	0.28	0.44	0.14	0.44	0.40	0.40	0.02	0.00	0.02	0.22	0.22	0.44
Delay/Veh:	71.4	39.4	34.5	60.0	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	39.4	34.5	60.0	28.5	28.5	36.6	0.0	36.6	39.6	39.6	43.4
LOS by Move:	E	D	C-	E	C	C	D+	A	D+	D	D	D
HCM2kAvgQ:	2	12	3	7	12	12	0	0	0	5	5	11

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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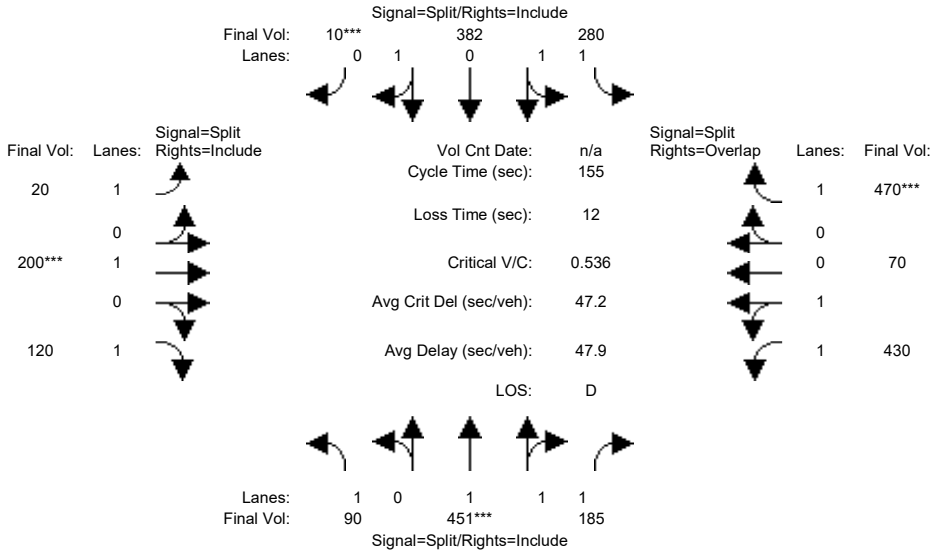
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	1	5	0	2	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	451	185	280	382	10	20	200	120	430	70	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	451	185	280	382	10	20	200	120	430	70	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	451	185	280	382	10	20	200	120	430	70	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	451	185	280	382	10	20	200	120	430	70	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.27	1.69	0.04	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3741	1800	2229	3041	80	1750	1900	1750	3053	497	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.10	0.13	0.13	0.13	0.01	0.11	0.07	0.14	0.14	0.27
Crit Moves:		****				****		****				****
Green Time:	34.9	34.9	34.9	36.3	36.3	36.3	30.4	30.4	30.4	41.3	41.3	77.7
Volume/Cap:	0.23	0.54	0.46	0.54	0.54	0.54	0.06	0.54	0.35	0.53	0.53	0.54
Delay/Veh:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	53.4	52.1	52.4	52.4	52.4	50.7	57.5	54.3	49.1	49.1	27.0
LOS by Move:	D	D-	D-	D-	D-	D-	D	E+	D-	D	D	C
HCM2kAvgQ:	4	9	8	10	10	10	1	9	5	10	10	16

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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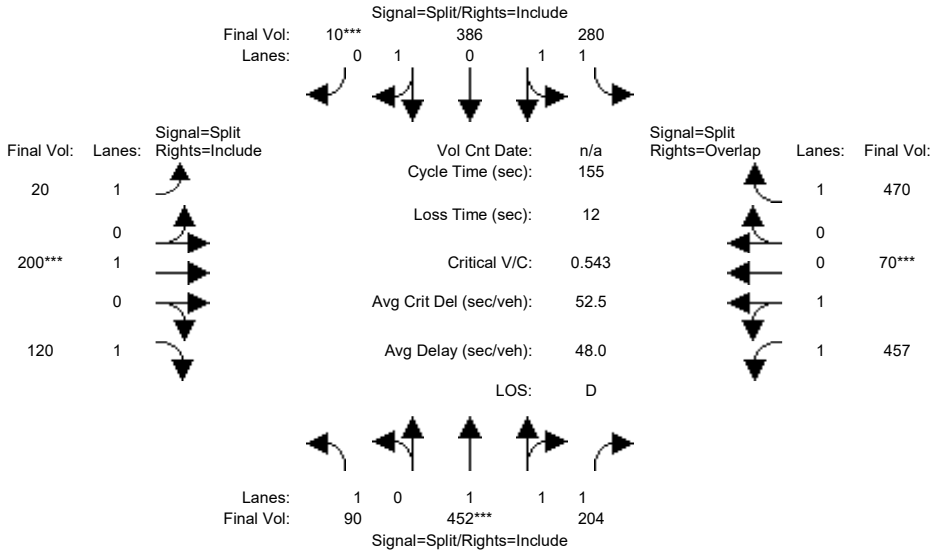
Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	450	180	280	380	10	20	200	120	420	70	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	450	180	280	380	10	20	200	120	420	70	470
Added Vol:	0	2	24	0	6	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	452	204	280	386	10	20	200	120	457	70	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	452	204	280	386	10	20	200	120	457	70	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	452	204	280	386	10	20	200	120	457	70	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	452	204	280	386	10	20	200	120	457	70	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.26	1.70	0.04	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3745	1800	2216	3055	79	1750	1900	1750	3078	472	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.13	0.13	0.13	0.01	0.11	0.07	0.15	0.15	0.27
Crit Moves:		****				****		****			****	
Green Time:	34.5	34.5	34.5	36.1	36.1	36.1	30.1	30.1	30.1	42.4	42.4	78.5
Volume/Cap:	0.23	0.54	0.51	0.54	0.54	0.54	0.06	0.54	0.35	0.54	0.54	0.53
Delay/Veh:	49.7	53.8	53.2	52.7	52.7	52.7	51.0	57.9	54.7	48.7	48.7	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	53.8	53.2	52.7	52.7	52.7	51.0	57.9	54.7	48.7	48.7	26.4
LOS by Move:	D	D-	D-	D-	D-	D-	D-	E+	D-	D	D	C
HCM2kAvgQ:	4	9	9	10	10	10	1	9	5	11	11	16

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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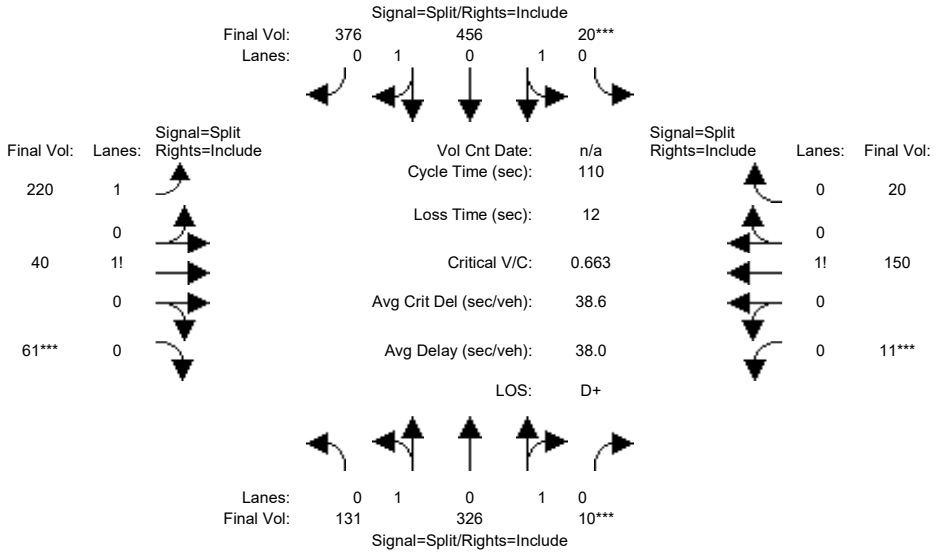
Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	6	0	0	6	6	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	326	10	20	456	376	220	40	61	11	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	326	10	20	456	376	220	40	61	11	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	326	10	20	456	376	220	40	61	11	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	326	10	20	456	376	220	40	61	11	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.56	1.40	0.04	0.05	1.07	0.88	1.52	0.19	0.29	0.06	0.83	0.11
Final Sat.:	1010	2513	77	85	1927	1589	2662	332	506	106	1450	193
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:			****	****					****	****		
Green Time:	21.5	21.5	21.5	39.3	39.3	39.3	20.0	20.0	20.0	17.2	17.2	17.2
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.45	0.66	0.66	0.66	0.66	0.66
Delay/Veh:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	43.3	31.1	31.1	31.1	40.6	45.3	45.3	49.7	49.7	49.7
LOS by Move:	D	D	D	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	8	8	8	13	13	13	5	7	7	7	7	7

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

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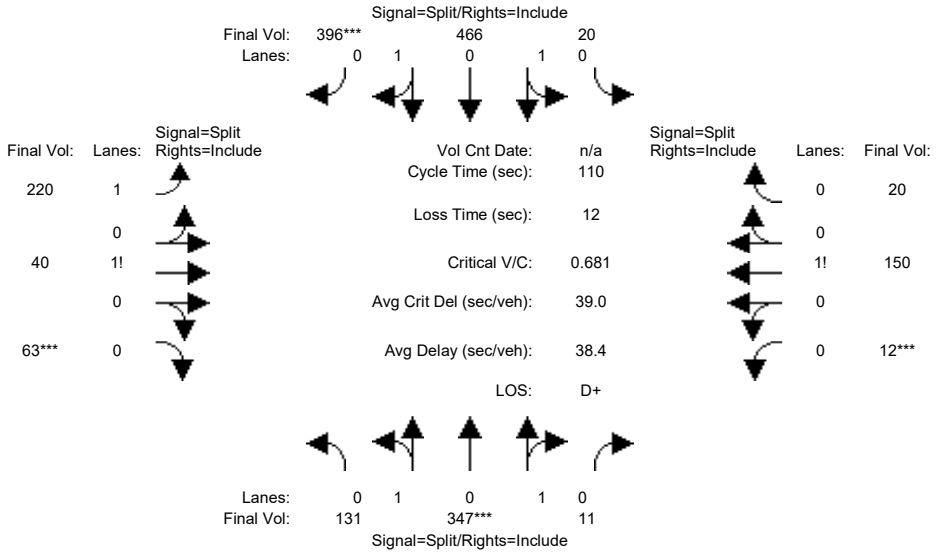
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	320	10	20	450	370	220	40	60	10	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	320	10	20	450	370	220	40	60	10	150	20
Added Vol:	1	27	1	0	16	26	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	347	11	20	466	396	220	40	63	12	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	347	11	20	466	396	220	40	63	12	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	347	11	20	466	396	220	40	63	12	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	347	11	20	466	396	220	40	63	12	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.54	1.42	0.04	0.04	1.06	0.90	1.52	0.19	0.29	0.07	0.82	0.11
Final Sat.:	964	2555	81	82	1902	1616	2654	329	518	115	1442	192
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.25	0.25	0.25	0.08	0.12	0.12	0.10	0.10	0.10
Crit Moves:		****				****			****	****		
Green Time:	21.9	21.9	21.9	39.6	39.6	39.6	19.7	19.7	19.7	16.8	16.8	16.8
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.46	0.68	0.68	0.68	0.68	0.68
Delay/Veh:	43.5	43.5	43.5	31.3	31.3	31.3	40.9	46.2	46.2	51.0	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	43.5	31.3	31.3	31.3	40.9	46.2	46.2	51.0	51.0	51.0
LOS by Move:	D	D	D	C	C	C	D	D	D	D-	D-	D-
HCM2kAvgQ:	8	8	8	13	13	13	5	7	7	8	8	8

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

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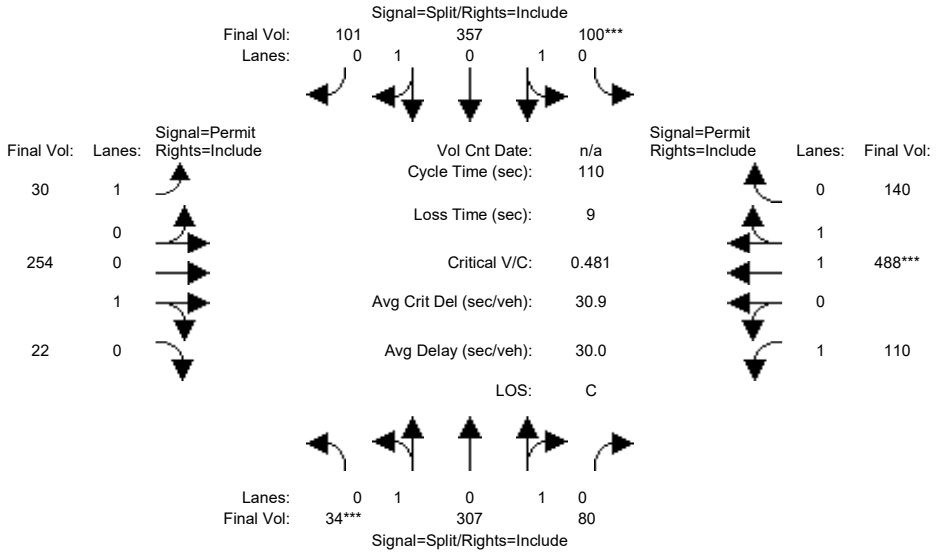
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	4	7	0	0	7	1	0	4	2	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	307	80	100	357	101	30	254	22	110	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	307	80	100	357	101	30	254	22	110	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	307	80	100	357	101	30	254	22	110	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	307	80	100	357	101	30	254	22	110	488	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	1.46	0.38	0.36	1.28	0.36	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	291	2625	684	645	2303	652	1750	1657	143	1750	2875	825
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.02	0.15	0.15	0.06	0.17	0.17
Crit Moves:	****			****							****	
Green Time:	26.7	26.7	26.7	35.4	35.4	35.4	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.05	0.43	0.43	0.18	0.48	0.48
Delay/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	36.1	36.1	30.2	30.2	30.2	23.5	27.7	27.7	24.7	28.0	28.0
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	8	8	8	1	7	7	3	8	8

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

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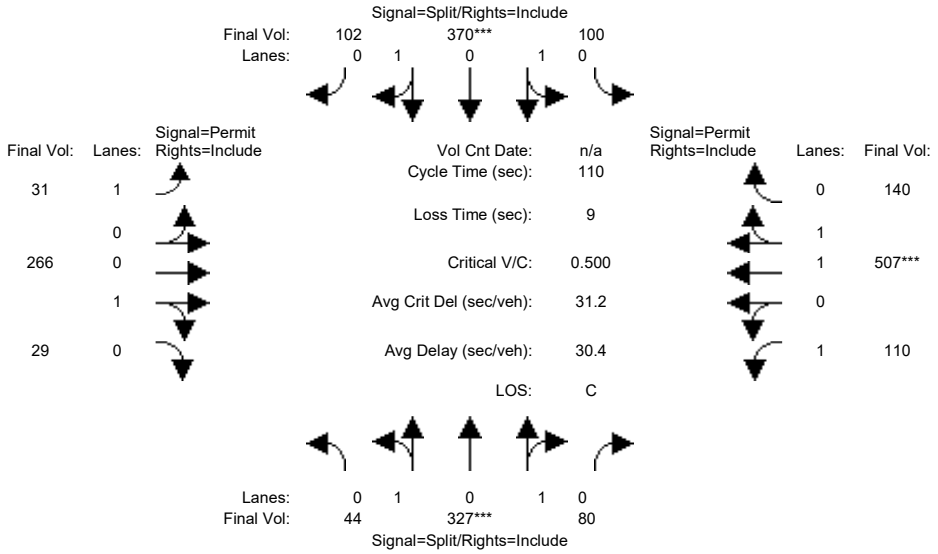
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	300	80	100	350	100	30	250	20	110	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	80	100	350	100	30	250	20	110	480	140
Added Vol:	14	27	0	0	20	2	1	16	9	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	327	80	100	370	102	31	266	29	110	507	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	327	80	100	370	102	31	266	29	110	507	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	327	80	100	370	102	31	266	29	110	507	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	327	80	100	370	102	31	266	29	110	507	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.20	1.45	0.35	0.35	1.29	0.36	1.00	0.90	0.10	1.00	1.56	0.44
Final Sat.:	351	2610	639	629	2329	642	1750	1623	177	1750	2899	800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.16	0.16	0.16	0.02	0.16	0.16	0.06	0.17	0.17
Crit Moves:		****			****						****	
Green Time:	27.6	27.6	27.6	35.0	35.0	35.0	38.5	38.5	38.5	38.5	38.5	38.5
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.47	0.47	0.18	0.50	0.50
Delay/Veh:	35.8	35.8	35.8	30.8	30.8	30.8	23.7	28.4	28.4	25.0	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	35.8	35.8	30.8	30.8	30.8	23.7	28.4	28.4	25.0	28.5	28.5
LOS by Move:	D+	D+	D+	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	8	8	8	1	8	8	3	8	8

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

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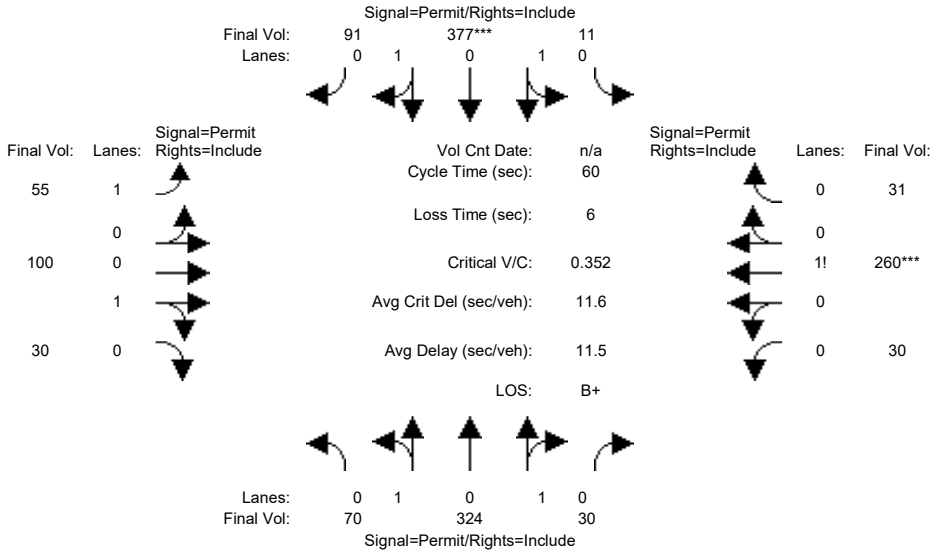
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	0	4	0	1	7	1	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	324	30	11	377	91	55	100	30	30	260	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	324	30	11	377	91	55	100	30	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	324	30	11	377	91	55	100	30	30	260	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	324	30	11	377	91	55	100	30	30	260	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.33	1.53	0.14	0.05	1.57	0.38	1.00	0.77	0.23	0.09	0.81	0.10
Final Sat.:	594	2751	255	83	2833	684	1750	1385	415	164	1417	169
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.13	0.13	0.03	0.07	0.07	0.18	0.18	0.18
Crit Moves:					****						****	
Green Time:	22.7	22.7	22.7	22.7	22.7	22.7	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.31	0.31	0.31	0.35	0.35	0.35	0.06	0.14	0.14	0.35	0.35	0.35
Delay/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	13.5	13.5	13.5	7.1	7.5	7.5	8.6	8.6	8.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	1	1	1	4	4	4

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

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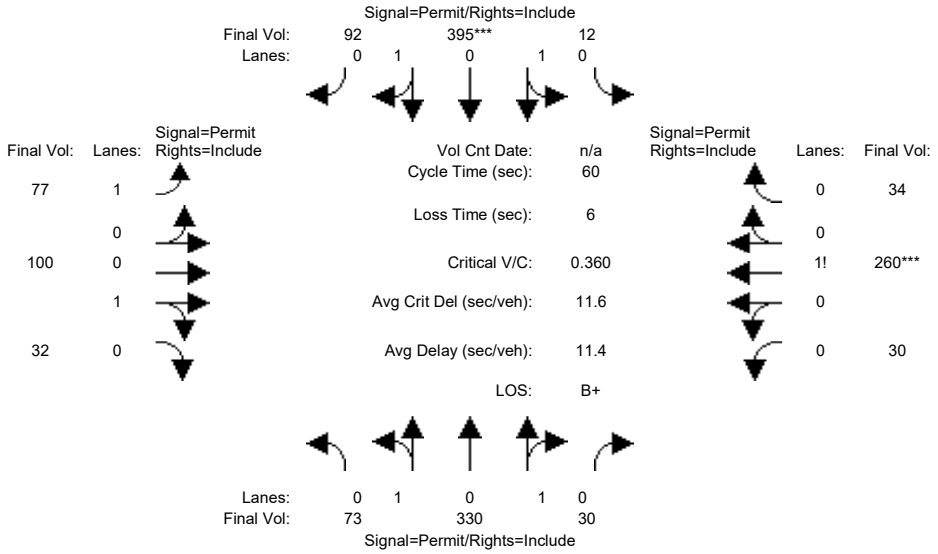
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	320	30	10	370	90	50	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	320	30	10	370	90	50	100	30	30	260	30
Added Vol:	3	10	0	2	25	2	27	0	2	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	330	30	12	395	92	77	100	32	30	260	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	330	30	12	395	92	77	100	32	30	260	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	330	30	12	395	92	77	100	32	30	260	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	330	30	12	395	92	77	100	32	30	260	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.34	1.52	0.14	0.05	1.58	0.37	1.00	0.76	0.24	0.09	0.81	0.10
Final Sat.:	607	2744	249	87	2850	664	1750	1364	436	162	1404	184
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.14	0.14	0.14	0.04	0.07	0.07	0.19	0.19	0.19
Crit Moves:					****						****	
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.31	0.31	0.31	0.36	0.36	0.36	0.09	0.14	0.14	0.36	0.36	0.36
Delay/Veh:	13.0	13.0	13.0	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	13.3	13.3	13.3	7.4	7.7	7.7	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	1	1	1	4	4	4

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

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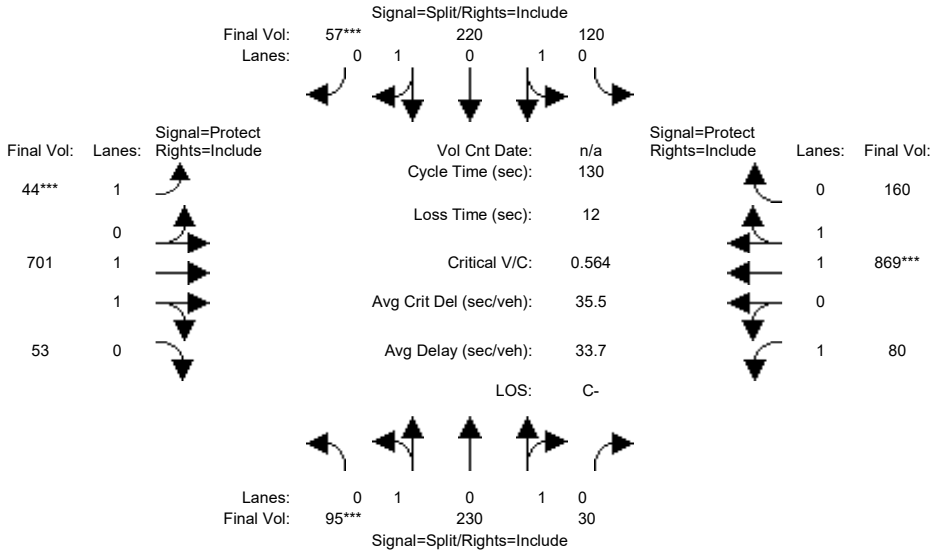
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	5	0	0	0	0	7	4	11	3	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	230	30	120	220	57	44	701	53	80	869	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	230	30	120	220	57	44	701	53	80	869	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	230	30	120	220	57	44	701	53	80	869	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	230	30	120	220	57	44	701	53	80	869	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.53	1.30	0.17	0.60	1.11	0.29	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	963	2332	304	1088	1995	517	1750	3440	260	1750	3124	575
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.03	0.20	0.20	0.05	0.28	0.28
Crit Moves:	****					****	****				****	
Green Time:	22.5	22.5	22.5	25.1	25.1	25.1	7.0	55.7	55.7	14.7	63.4	63.4
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.47	0.48	0.48	0.40	0.57	0.57
Delay/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	50.6	50.6	48.7	48.7	48.7	63.3	26.9	26.9	54.9	24.1	24.1
LOS by Move:	D	D	D	D	D	D	E	C	C	D-	C	C
HCM2kAvgQ:	7	7	7	7	7	7	2	11	11	3	14	14

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

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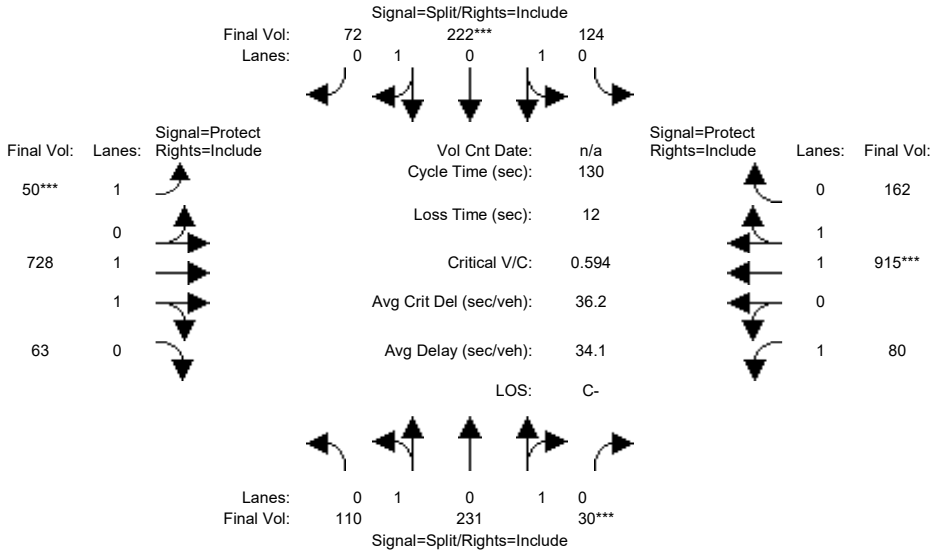
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	230	30	120	220	50	40	690	50	80	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	230	30	120	220	50	40	690	50	80	850	160
Added Vol:	20	1	0	4	2	22	10	38	13	0	65	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	231	30	124	222	72	50	728	63	80	915	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	231	30	124	222	72	50	728	63	80	915	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	231	30	124	222	72	50	728	63	80	915	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	231	30	124	222	72	50	728	63	80	915	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	1.25	0.16	0.59	1.07	0.34	1.00	1.84	0.16	1.00	1.69	0.31
Final Sat.:	1067	2242	291	1068	1912	620	1750	3405	295	1750	3143	556
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.03	0.21	0.21	0.05	0.29	0.29
Crit Moves:			****		****		****				****	
Green Time:	22.4	22.4	22.4	25.3	25.3	25.3	7.0	56.2	56.2	14.1	63.3	63.3
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.53	0.49	0.49	0.42	0.60	0.60
Delay/Veh:	51.2	51.2	51.2	49.2	49.2	49.2	65.6	26.9	26.9	55.6	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	49.2	49.2	49.2	65.6	26.9	26.9	55.6	24.7	24.7
LOS by Move:	D-	D-	D-	D	D	D	E	C	C	E+	C	C
HCM2kAvgQ:	7	7	7	8	8	8	2	11	11	3	15	15

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

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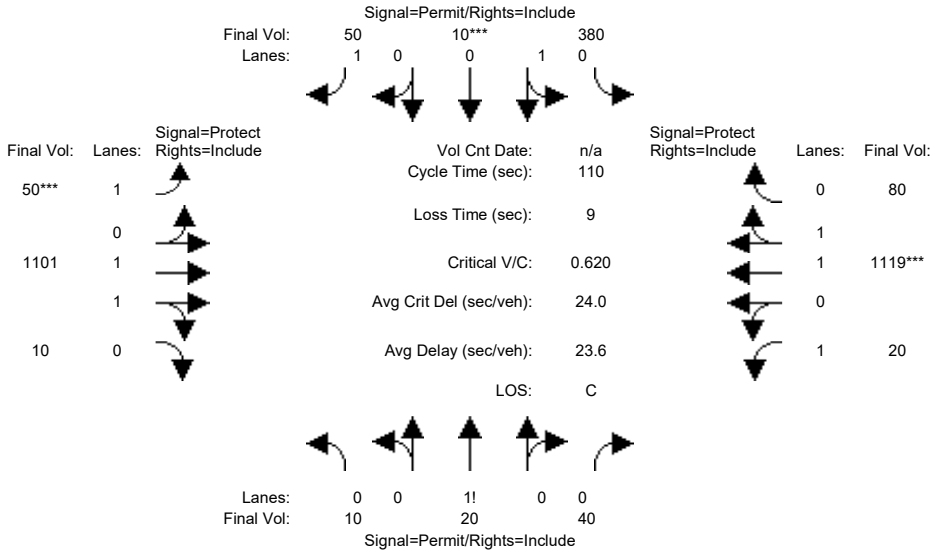
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	11	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1101	10	20	1119	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1101	10	20	1119	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1101	10	20	1119	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1101	10	20	1119	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3667	33	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.30	0.30	0.01	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	37.7	37.7	37.7	37.7	37.7	37.7	7.0	52.3	52.3	11.1	56.3	56.3
Volume/Cap:	0.12	0.12	0.12	0.63	0.63	0.08	0.45	0.63	0.63	0.11	0.63	0.63
Delay/Veh:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	24.9	24.9	32.5	32.5	24.5	52.5	22.4	22.4	45.3	20.1	20.1
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	C+	C+
HCM2kAvgQ:	2	2	2	12	12	1	2	14	14	1	15	15

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

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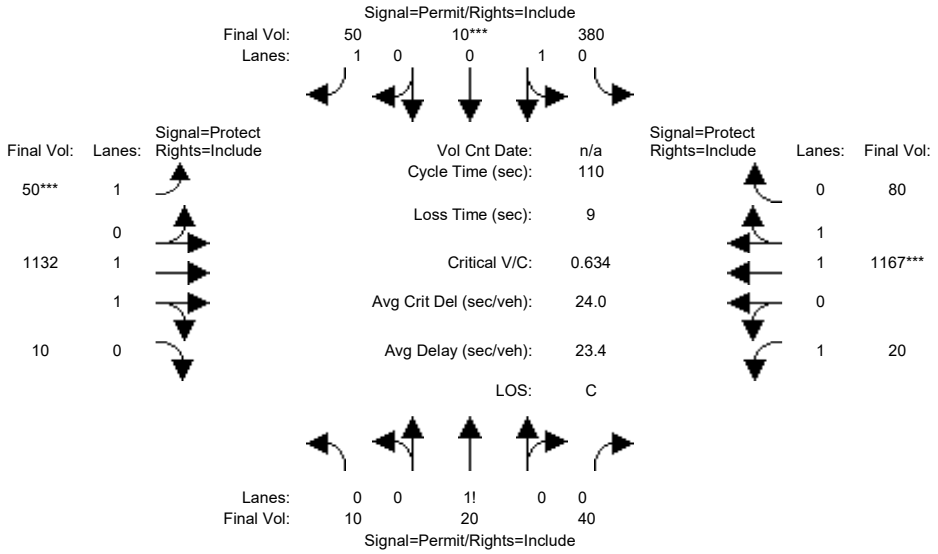
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1090	10	20	1100	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1090	10	20	1100	80
Added Vol:	0	0	0	0	0	0	0	42	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1132	10	20	1167	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1132	10	20	1167	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1132	10	20	1167	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1132	10	20	1167	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3668	32	1750	3462	237
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.31	0.31	0.01	0.34	0.34
Crit Moves:					****		****				****	
Green Time:	36.8	36.8	36.8	36.8	36.8	36.8	7.0	53.2	53.2	11.0	57.2	57.2
Volume/Cap:	0.12	0.12	0.12	0.65	0.65	0.09	0.45	0.64	0.64	0.11	0.65	0.65
Delay/Veh:	25.5	25.5	25.5	33.6	33.6	25.1	52.5	22.0	22.0	45.4	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	33.6	33.6	25.1	52.5	22.0	22.0	45.4	19.9	19.9
LOS by Move:	C	C	C	C-	C-	C	D-	C+	C+	D	B-	B-
HCM2kAvgQ:	2	2	2	12	12	1	2	14	14	1	16	16

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

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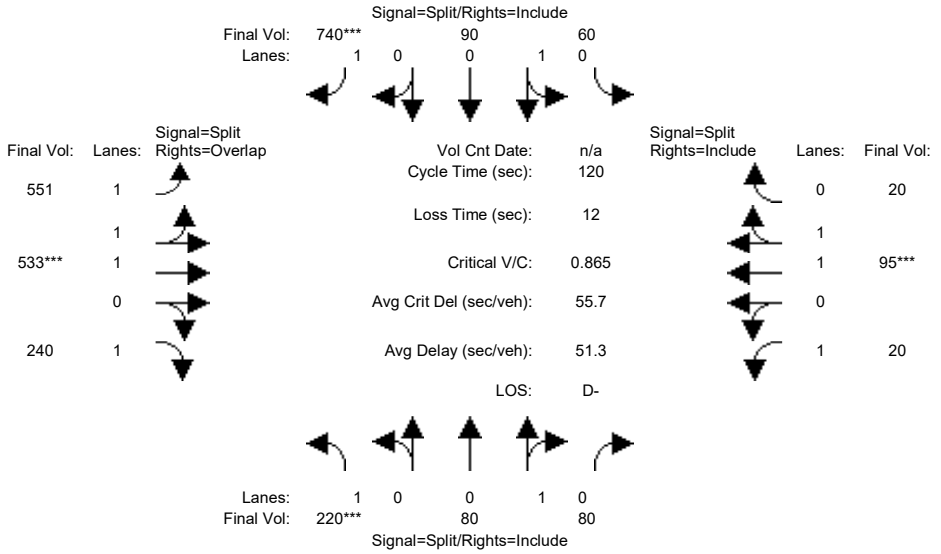
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	0	1	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	740	551	533	240	20	95	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	80	80	60	90	740	551	533	240	20	95	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	740	551	533	240	20	95	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	80	80	60	90	740	551	533	240	20	95	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.57	1.43	1.00	1.00	1.64	0.36
Final Sat.:	1750	900	900	720	1080	1750	2768	2678	1750	1750	3056	643
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	16.5	16.5	16.5	55.4	55.4	55.4	26.1	26.1	42.6	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.37	0.37
Delay/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	54.9	54.9	19.1	19.1	45.1	56.9	56.9	29.4	51.4	52.8	52.8
LOS by Move:	F	D-	D-	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2kAvgQ:	12	7	7	3	3	31	17	17	7	1	2	2

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

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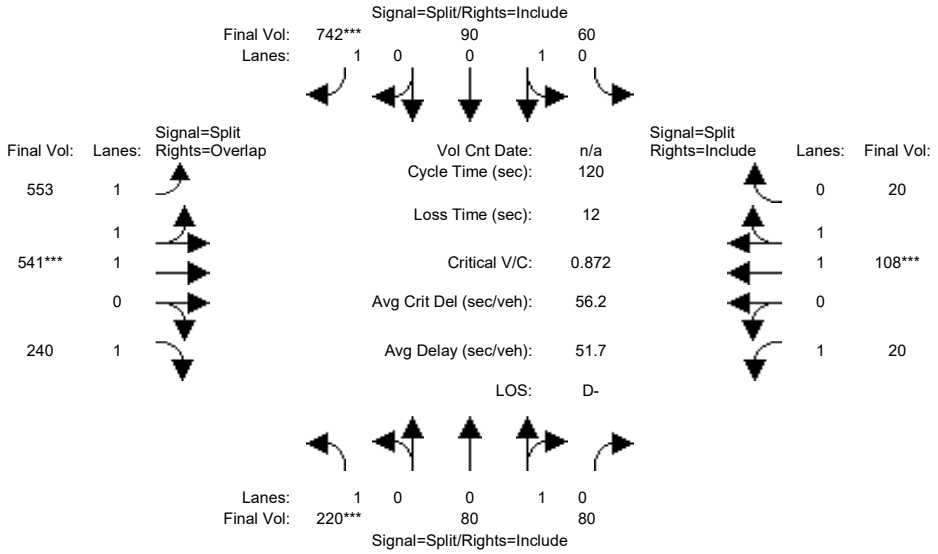
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	80	80	60	90	740	550	530	240	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	80	80	60	90	740	550	530	240	20	90	20
Added Vol:	0	0	0	0	0	2	3	11	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	80	80	60	90	742	553	541	240	20	108	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	80	80	60	90	742	553	541	240	20	108	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	80	80	60	90	742	553	541	240	20	108	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	80	80	60	90	742	553	541	240	20	108	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	0.40	0.60	1.00	1.56	1.44	1.00	1.00	1.68	0.32
Final Sat.:	1750	900	900	720	1080	1750	2753	2693	1750	1750	3121	578
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.42	0.20	0.20	0.14	0.01	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	16.4	16.4	16.4	55.4	55.4	55.4	26.2	26.2	42.6	10.0	10.0	10.0
Volume/Cap:	0.92	0.65	0.65	0.18	0.18	0.92	0.92	0.92	0.39	0.14	0.42	0.42
Delay/Veh:	88.1	55.1	55.1	19.1	19.1	45.7	57.2	57.2	29.3	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	55.1	55.1	19.1	19.1	45.7	57.2	57.2	29.3	51.4	53.1	53.1
LOS by Move:	F	E+	E+	B-	B-	D	E+	E+	C	D-	D-	D-
HCM2kAvgQ:	12	7	7	3	3	32	18	18	7	1	3	3

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

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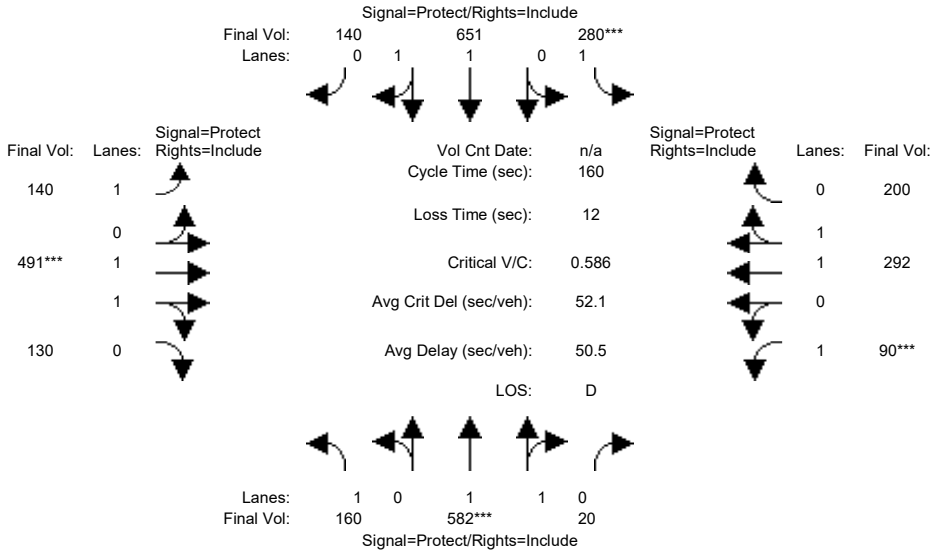
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	580	20	280	650	140	140	490	130	90	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	580	20	280	650	140	140	490	130	90	290	200
Added Vol:	0	2	0	0	1	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	582	20	280	651	140	140	491	130	90	292	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	582	20	280	651	140	140	491	130	90	292	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	582	20	280	651	140	140	491	130	90	292	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	582	20	280	651	140	140	491	130	90	292	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.64	0.36	1.00	1.57	0.43	1.00	1.16	0.84
Final Sat.:	1750	3577	123	1750	3045	655	1750	2925	774	1750	2195	1503
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.16	0.21	0.21	0.08	0.17	0.17	0.05	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	26.4	44.4	44.4	43.7	61.7	61.7	22.5	45.8	45.8	14.0	37.4	37.4
Volume/Cap:	0.55	0.59	0.59	0.59	0.55	0.55	0.57	0.59	0.59	0.59	0.57	0.57
Delay/Veh:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	50.7	50.7	52.2	38.9	38.9	67.4	49.8	49.8	75.9	55.1	55.1
LOS by Move:	E	D	D	D-	D+	D+	E	D	D	E-	E+	E+
HCM2kAvgQ:	8	13	13	13	15	15	7	13	13	5	11	11

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

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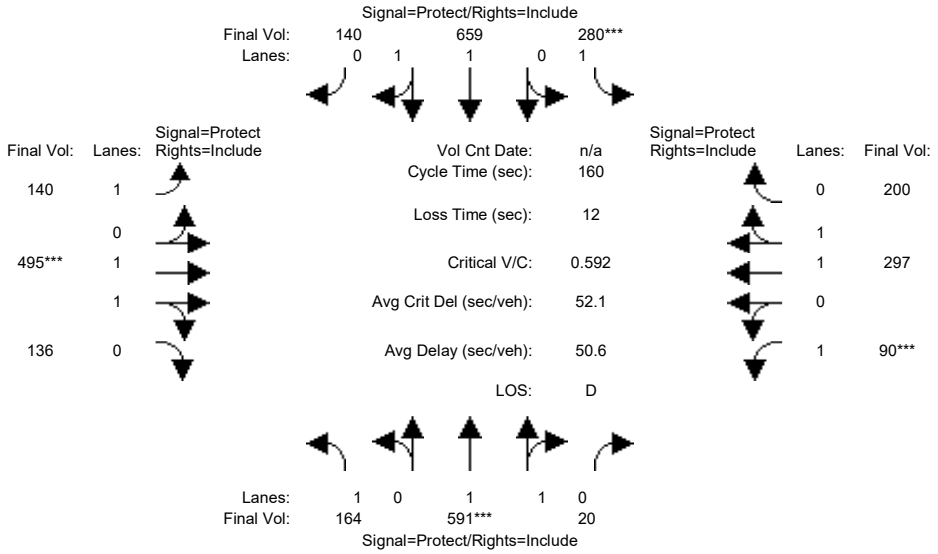
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	580	20	280	650	140	140	490	130	90	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	580	20	280	650	140	140	490	130	90	290	200
Added Vol:	4	11	0	0	9	0	0	5	6	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	591	20	280	659	140	140	495	136	90	297	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	591	20	280	659	140	140	495	136	90	297	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	591	20	280	659	140	140	495	136	90	297	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	591	20	280	659	140	140	495	136	90	297	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.93	0.07	1.00	1.64	0.36	1.00	1.56	0.44	1.00	1.17	0.83
Final Sat.:	1750	3579	121	1750	3051	648	1750	2902	797	1750	2210	1488
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.16	0.22	0.22	0.08	0.17	0.17	0.05	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	26.6	44.7	44.7	43.3	61.3	61.3	22.4	46.1	46.1	13.9	37.6	37.6
Volume/Cap:	0.56	0.59	0.59	0.59	0.56	0.56	0.57	0.59	0.59	0.59	0.57	0.57
Delay/Veh:	63.9	50.7	50.7	52.7	39.3	39.3	67.5	49.7	49.7	76.4	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	50.7	50.7	52.7	39.3	39.3	67.5	49.7	49.7	76.4	55.0	55.0
LOS by Move:	E	D	D	D-	D	D	E	D	D	E-	D-	D-
HCM2kAvgQ:	8	13	13	13	16	16	7	13	13	5	11	11

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

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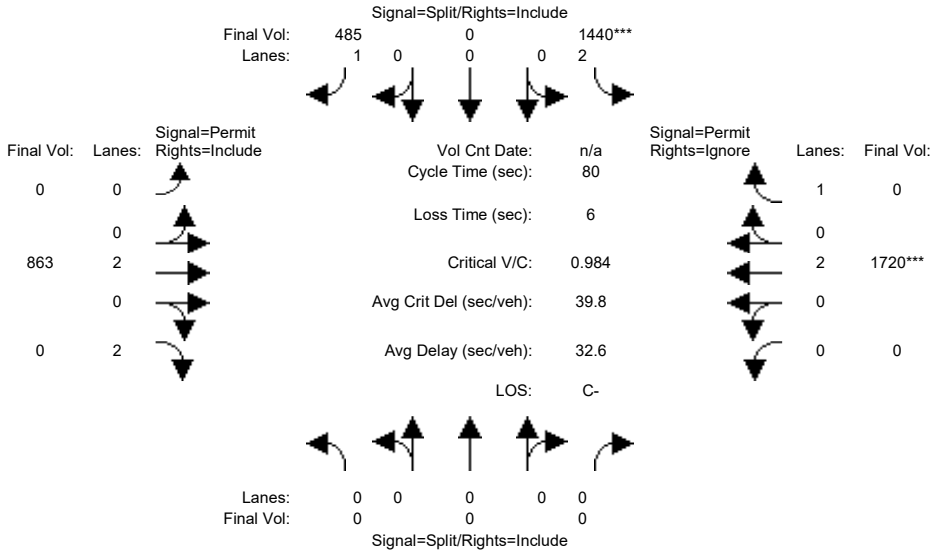
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	5	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	485	0	863	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	485	0	863	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	485	0	863	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1440	0	485	0	863	0	0	1720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.60	0.00	0.49	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.1	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2kAvgQ:	0	0	0	29	0	10	0	7	0	0	25	0

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

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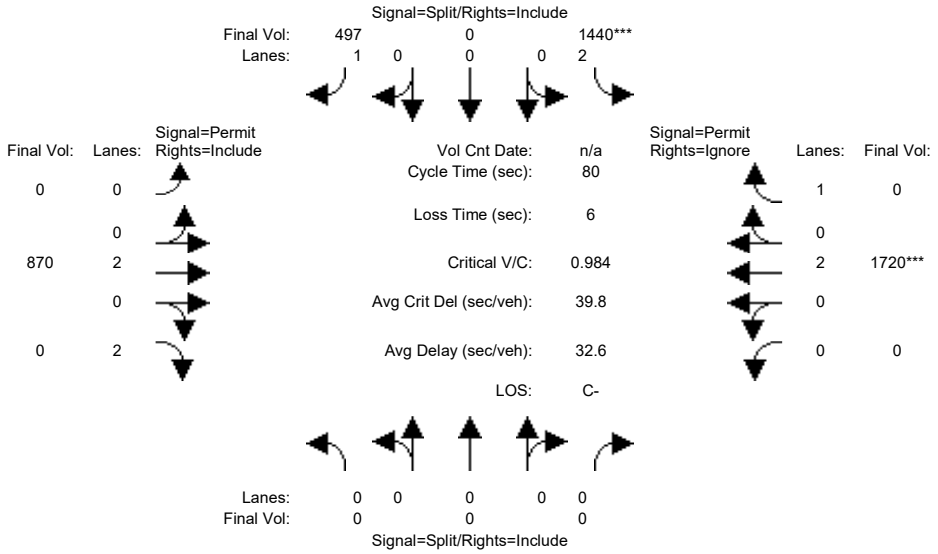
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1440	0	480	0	860	0	0	1720	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1440	0	480	0	860	0	0	1720	360
Added Vol:	0	0	0	0	0	17	0	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1440	0	497	0	870	0	0	1720	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1440	0	497	0	870	0	0	1720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1440	0	497	0	870	0	0	1720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1440	0	497	0	870	0	0	1720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.28	0.00	0.23	0.00	0.00	0.45	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.61	0.00	0.50	0.00	0.00	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	17.4	0.0	15.3	0.0	0.0	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	17.4	0.0	15.3	0.0	0.0	39.0	0.0
LOS by Move:	A	A	A	D	A	B	A	B	A	A	D+	A
HCM2kAvgQ:	0	0	0	29	0	10	0	7	0	0	25	0

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

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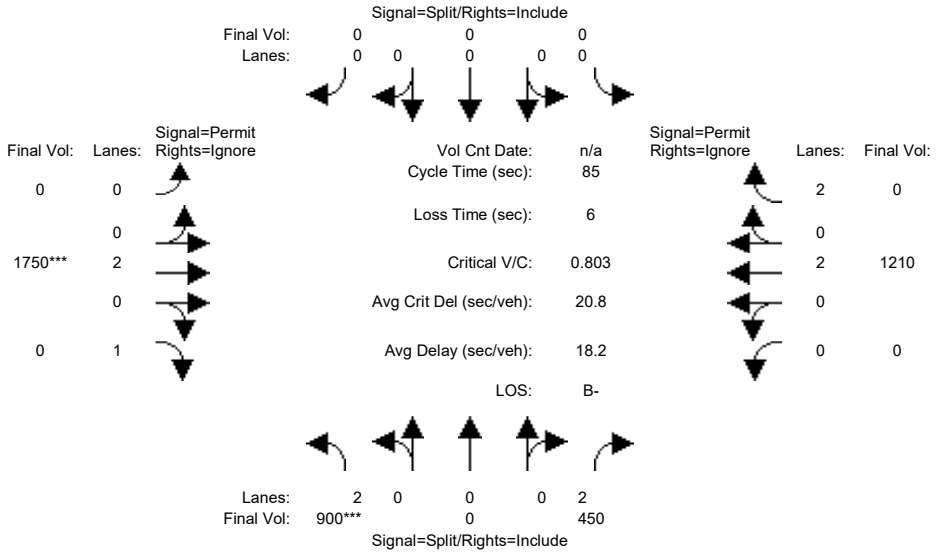
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	0	1750	513	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	0	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.32	0.00
Crit Moves:	****							****				
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8	0.0
Volume/Cap:	0.80	0.00	0.40	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.56	0.00
Delay/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	15	0	5	0	0	0	0	19	0	0	10	0

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

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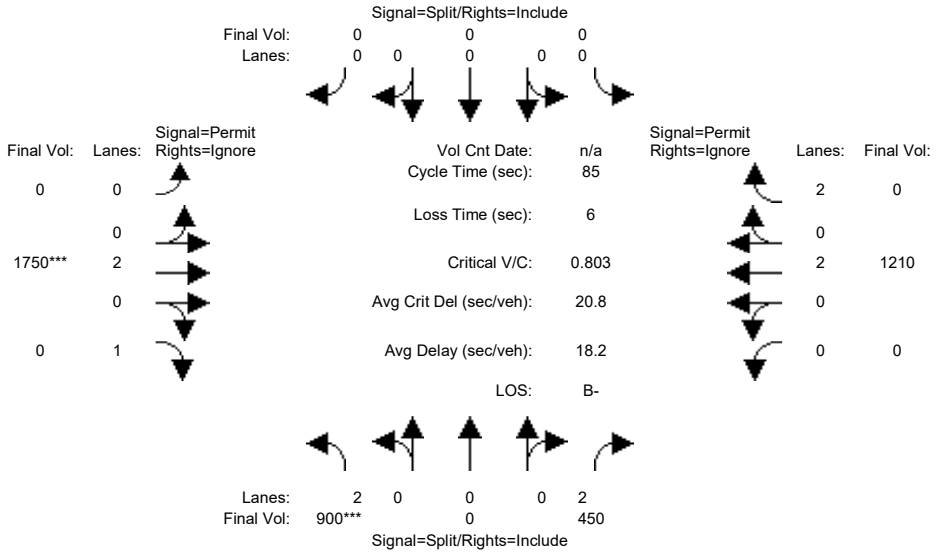
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	0	450	0	0	0	0	1750	510	0	1210	1750
Added Vol:	0	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	0	450	0	0	0	0	1750	519	0	1210	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	450	0	0	0	0	1750	0	0	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	900	0	450	0	0	0	0	1750	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.14	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.32	0.00
Crit Moves:	****							****				
Green Time:	30.2	0.0	30.2	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8	0.0
Volume/Cap:	0.80	0.00	0.40	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.56	0.00
Delay/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	20.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	11.7	0.0
LOS by Move:	C	A	C+	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	15	0	5	0	0	0	0	19	0	0	10	0

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

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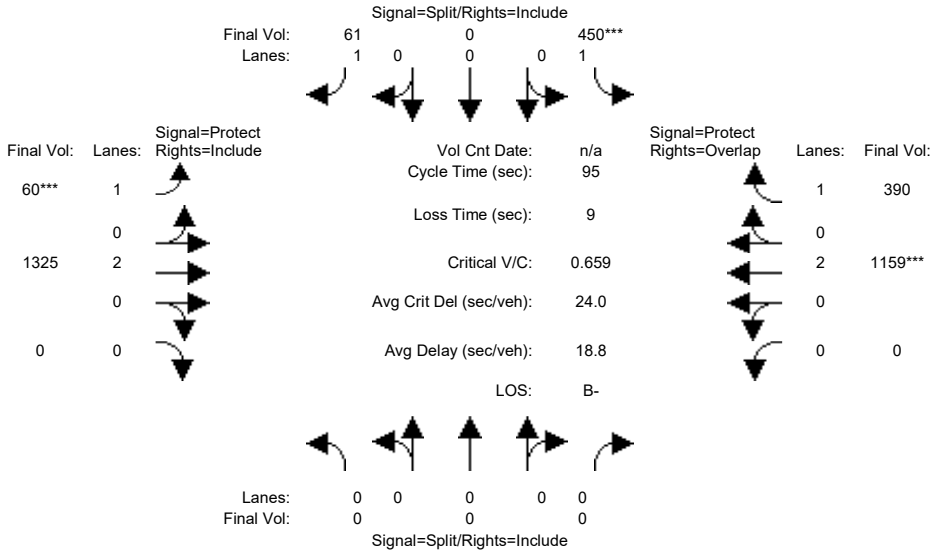
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	1	0	5	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	61	60	1325	0	0	1159	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	61	60	1325	0	0	1159	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	61	60	1325	0	0	1159	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	450	0	61	60	1325	0	0	1159	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.03	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.66	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	0.0	19.0	44.8	17.3	0.0	0.0	21.7	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	13	0	1	2	14	0	0	13	3

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

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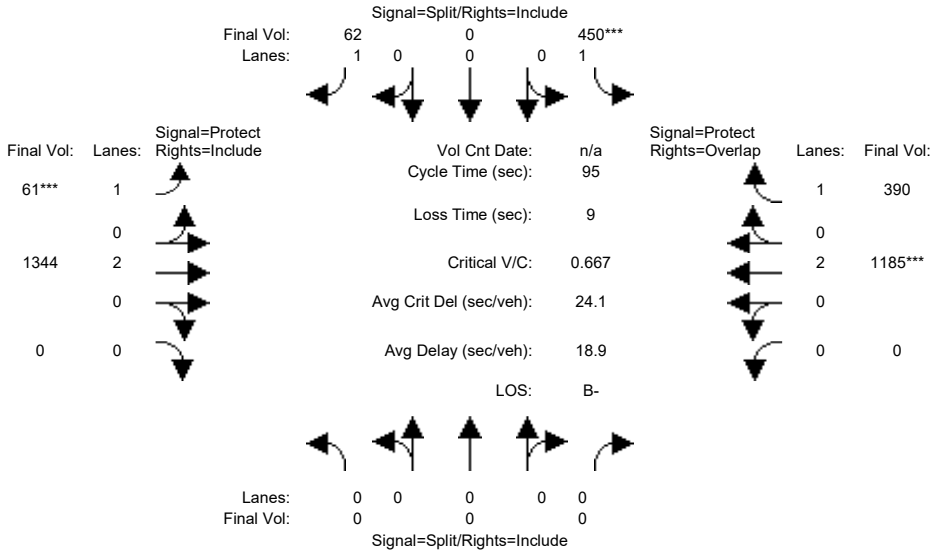
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	450	0	60	60	1320	0	0	1150	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	60	60	1320	0	0	1150	390
Added Vol:	0	0	0	0	0	2	1	24	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	62	61	1344	0	0	1185	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	450	0	62	61	1344	0	0	1185	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	450	0	62	61	1344	0	0	1185	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	450	0	62	61	1344	0	0	1185	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.04	0.03	0.35	0.00	0.00	0.31	0.22
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	35.7	0.0	35.7	7.0	50.3	0.0	0.0	43.3	79.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.09	0.47	0.67	0.00	0.00	0.68	0.27
Delay/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.1	0.0	0.0	21.6	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	0.0	19.2	45.0	17.1	0.0	0.0	21.6	1.8
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	13	0	1	2	14	0	0	14	3

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

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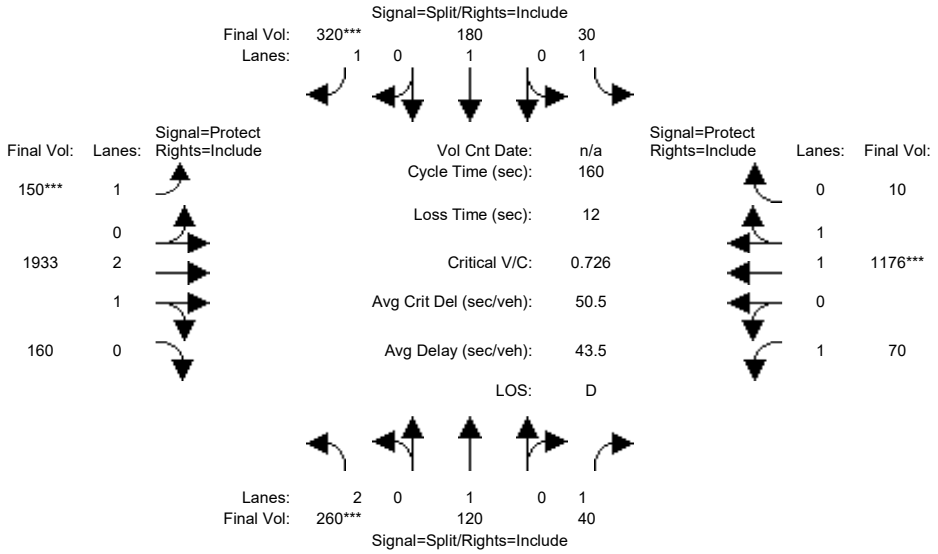
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1933	160	70	1176	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1933	160	70	1176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1933	160	70	1176	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	120	40	30	180	320	150	1933	160	70	1176	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5171	428	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.37	0.37	0.04	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	18.2	18.2	18.2	40.3	40.3	40.3	18.9	80.1	80.1	9.4	70.6	70.6
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	70.3	64.8	45.6	50.0	60.8	80.2	33.0	33.0	91.1	38.4	38.4
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2kAvgQ:	9	6	2	1	7	16	8	28	28	4	24	24

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

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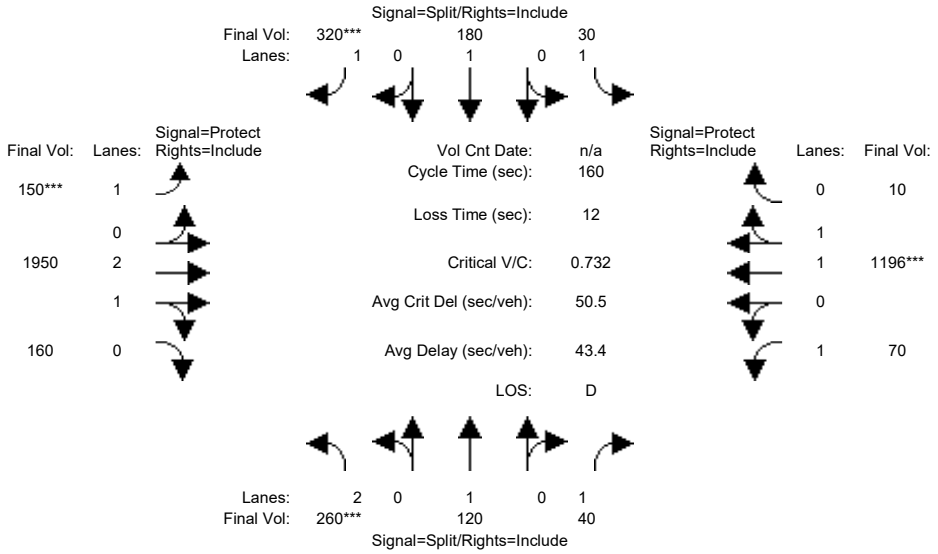
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	120	40	30	180	320	150	1930	160	70	1170	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	120	40	30	180	320	150	1930	160	70	1170	10
Added Vol:	0	0	0	0	0	0	0	20	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	120	40	30	180	320	150	1950	160	70	1196	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	120	40	30	180	320	150	1950	160	70	1196	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	120	40	30	180	320	150	1950	160	70	1196	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	120	40	30	180	320	150	1950	160	70	1196	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5175	425	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.02	0.02	0.09	0.18	0.09	0.38	0.38	0.04	0.33	0.33
Crit Moves:	****					****	****				****	
Green Time:	18.0	18.0	18.0	40.0	40.0	40.0	18.7	80.6	80.6	9.4	71.2	71.2
Volume/Cap:	0.73	0.56	0.20	0.07	0.38	0.73	0.73	0.75	0.75	0.68	0.73	0.73
Delay/Veh:	76.3	70.5	65.0	45.9	50.2	61.3	80.9	32.7	32.7	91.3	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	70.5	65.0	45.9	50.2	61.3	80.9	32.7	32.7	91.3	38.2	38.2
LOS by Move:	E-	E	E	D	D	E	F	C-	C-	F	D+	D+
HCM2kAvgQ:	9	6	2	1	7	17	8	28	28	4	25	25

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

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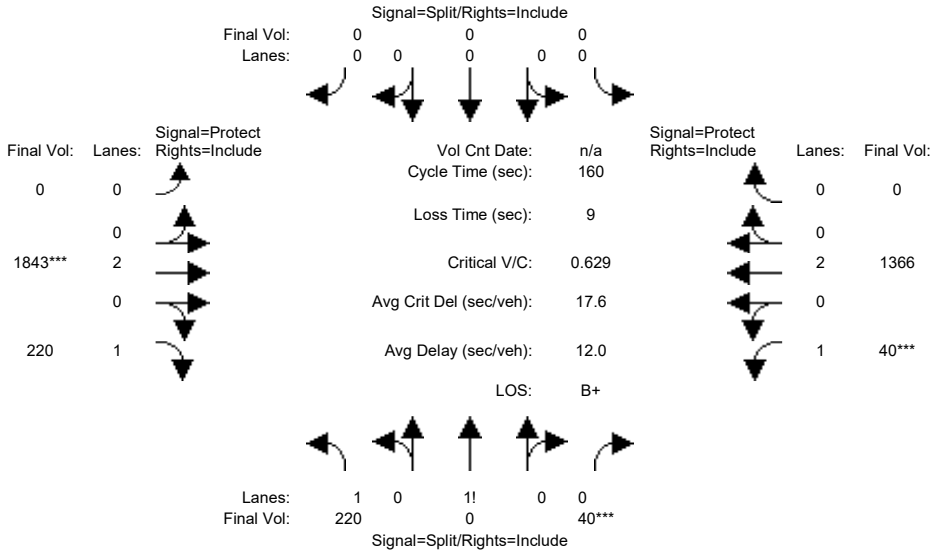
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1843	220	40	1366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1843	220	40	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1843	220	40	1366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	0	40	0	0	0	0	1843	220	40	1366	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	21.6	0.0	21.6	0.0	0.0	0.0	0.0	122	122.4	7.0	129	0.0
Volume/Cap:	0.54	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.16	0.52	0.44	0.00
Delay/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	0.0	68.7	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	8	0	0	0	0	20	3	2	9	0

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

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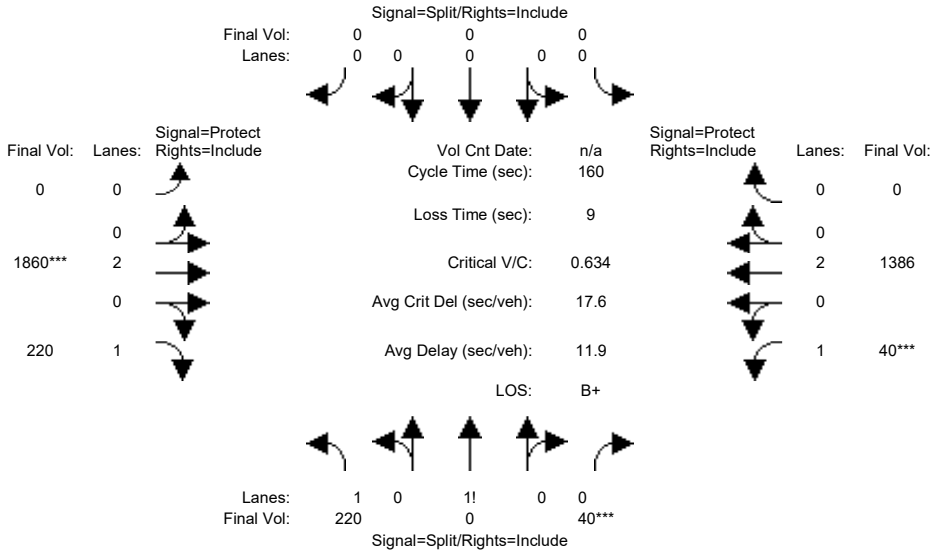
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	0	40	0	0	0	0	1840	220	40	1360	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	0	40	0	0	0	0	1840	220	40	1360	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	0	40	0	0	0	0	1860	220	40	1386	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	0	40	0	0	0	0	1860	220	40	1386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	40	0	0	0	0	1860	220	40	1386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	0	40	0	0	0	0	1860	220	40	1386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	0.00	0.27	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3033	0	467	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.49	0.13	0.02	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	21.5	0.0	21.5	0.0	0.0	0.0	0.0	123	122.5	7.0	130	0.0
Volume/Cap:	0.54	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.16	0.52	0.45	0.00
Delay/Veh:	65.9	0.0	69.0	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	0.0	69.0	0.0	0.0	0.0	0.0	9.1	5.1	81.3	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	8	0	0	0	0	20	3	2	9	0

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

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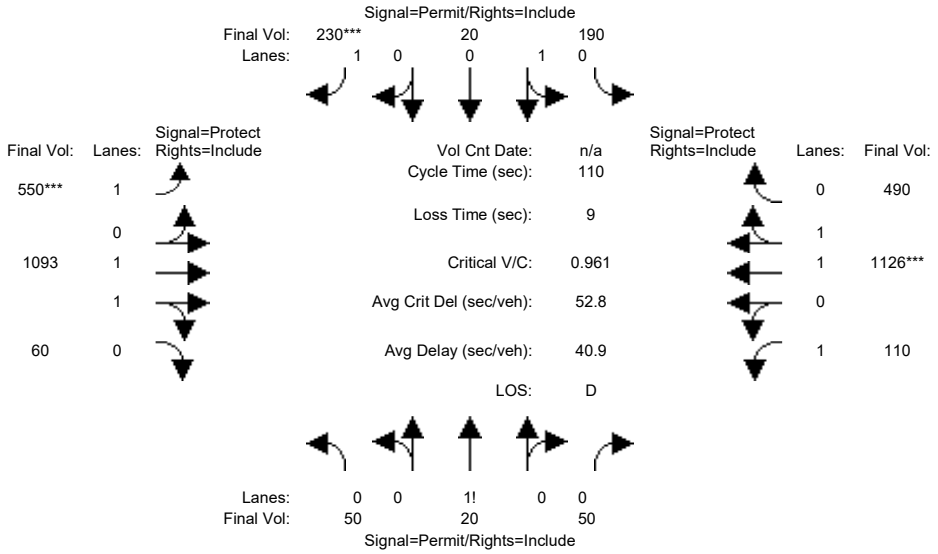
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1093	60	110	1126	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1093	60	110	1126	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1093	60	110	1126	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	190	20	230	550	1093	60	110	1126	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3507	193	1750	2577	1122
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.31	0.31	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	36.0	71.4	71.4	14.6	50.0	50.0
Volume/Cap:	0.50	0.50	0.50	0.85	0.85	0.96	0.96	0.48	0.48	0.47	0.96	0.96
Delay/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	45.7	70.3	70.3	94.4	64.4	10.0	10.0	45.7	42.9	42.9
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2kAvgQ:	5	5	5	10	10	13	22	10	10	4	31	31

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

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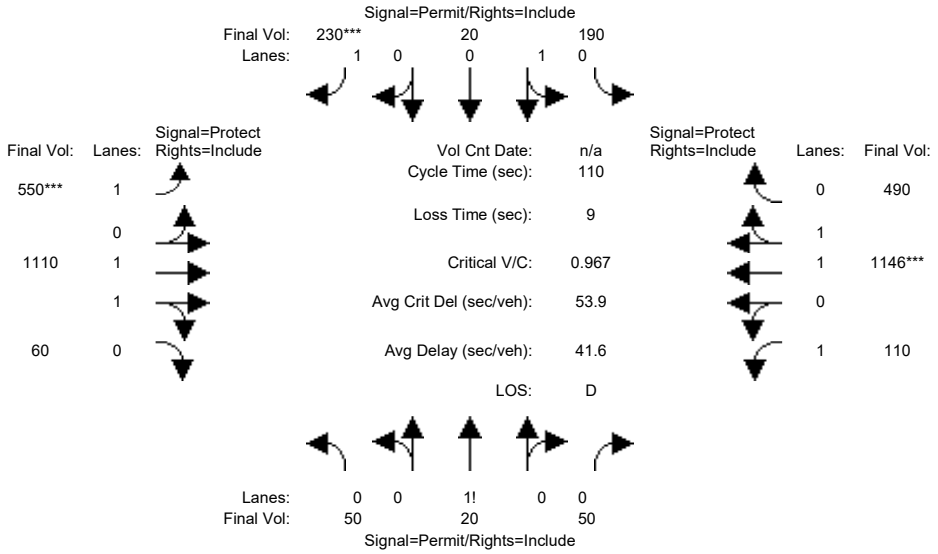
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	190	20	230	550	1090	60	110	1120	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	190	20	230	550	1090	60	110	1120	490
Added Vol:	0	0	0	0	0	0	0	20	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	190	20	230	550	1110	60	110	1146	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	190	20	230	550	1110	60	110	1146	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	190	20	230	550	1110	60	110	1146	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	190	20	230	550	1110	60	110	1146	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.90	0.10	1.00	1.00	1.89	0.11	1.00	1.38	0.62
Final Sat.:	729	292	729	1629	171	1750	1750	3510	190	1750	2591	1108
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.12	0.12	0.13	0.31	0.32	0.32	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	14.9	14.9	14.9	14.9	14.9	14.9	35.7	71.6	71.6	14.4	50.3	50.3
Volume/Cap:	0.50	0.50	0.50	0.86	0.86	0.97	0.97	0.49	0.49	0.48	0.97	0.97
Delay/Veh:	45.8	45.8	45.8	71.3	71.3	96.2	66.0	9.9	9.9	45.9	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	71.3	71.3	96.2	66.0	9.9	9.9	45.9	43.9	43.9
LOS by Move:	D	D	D	E	E	F	E	A	A	D	D	D
HCM2kAvgQ:	5	5	5	10	10	13	22	10	10	4	32	32

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

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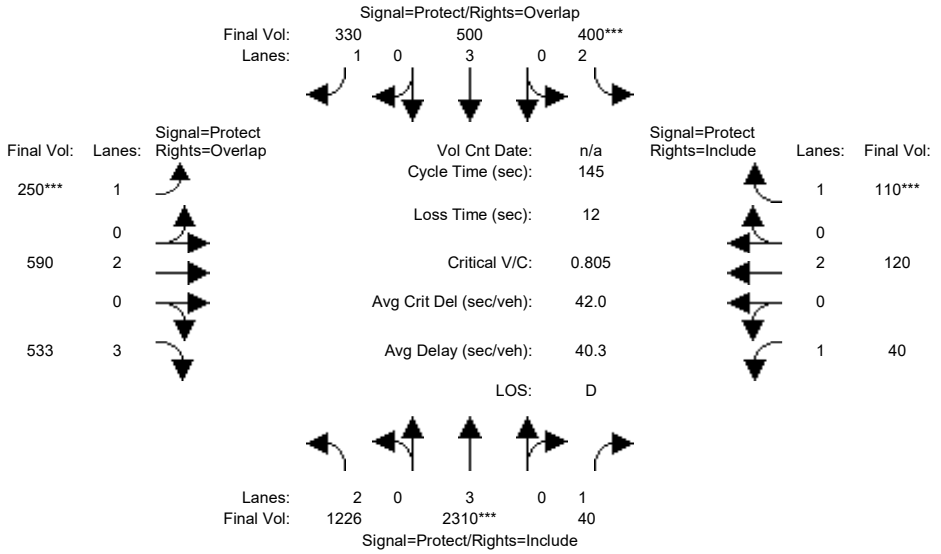
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	6	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1226	2310	40	400	500	330	250	590	533	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1226	2310	40	400	500	330	250	590	533	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1226	2310	40	400	500	330	250	590	533	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1226	2310	40	400	500	330	250	590	533	40	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:		****		****			****					****
Green Time:	78.3	73.0	73.0	22.9	17.6	43.4	25.7	28.3	106.6	8.8	11.3	11.3
Volume/Cap:	0.72	0.80	0.05	0.80	0.72	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	31.8	18.3	68.2	65.0	46.3	71.3	61.6	5.8	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2kAvgQ:	25	29	1	12	9	14	12	13	3	2	3	7

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

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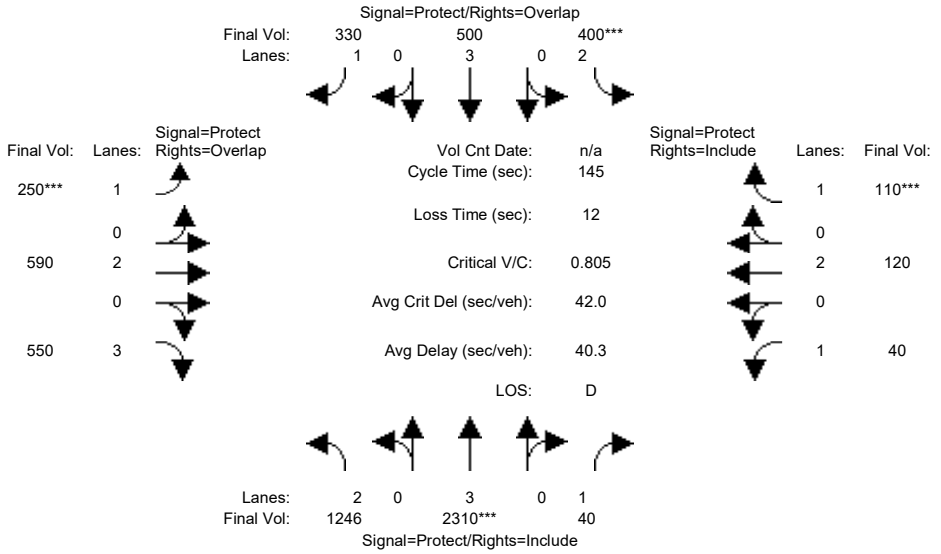
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1220	2310	40	400	500	330	250	590	530	40	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1220	2310	40	400	500	330	250	590	530	40	120	110
Added Vol:	26	0	0	0	0	0	0	0	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1246	2310	40	400	500	330	250	590	550	40	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1246	2310	40	400	500	330	250	590	550	40	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1246	2310	40	400	500	330	250	590	550	40	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1246	2310	40	400	500	330	250	590	550	40	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.41	0.02	0.13	0.09	0.19	0.14	0.16	0.12	0.02	0.03	0.06
Crit Moves:		****		****			****					****
Green Time:	78.5	73.0	73.0	22.9	17.4	43.2	25.7	28.3	106.8	8.8	11.3	11.3
Volume/Cap:	0.73	0.80	0.05	0.80	0.73	0.63	0.80	0.80	0.16	0.38	0.40	0.80
Delay/Veh:	26.9	31.8	18.3	68.2	65.6	46.6	71.3	61.6	5.7	67.7	64.5	93.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	31.8	18.3	68.2	65.6	46.6	71.3	61.6	5.7	67.7	64.5	93.9
LOS by Move:	C	C	B-	E	E	D	E	E	A	E	E	F
HCM2kAvgQ:	25	29	1	12	9	14	12	13	3	2	3	7

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

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Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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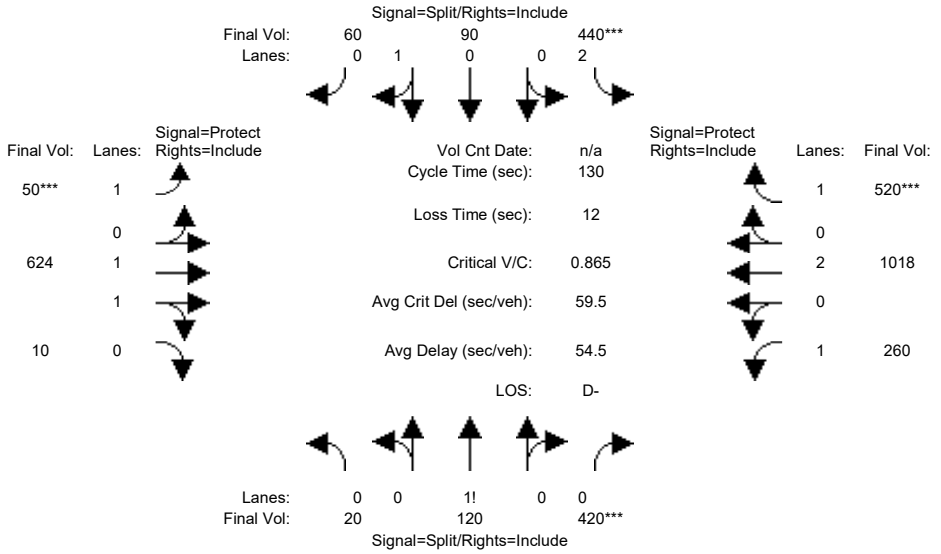
Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	624	10	260	1018	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	624	10	260	1018	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	624	10	260	1018	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	420	440	90	60	50	624	10	260	1018	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3642	58	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.17	0.17	0.15	0.27	0.30
Crit Moves:			****	****			****					****
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.1	27.1	23.5	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.82	0.82	0.82	0.80	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.3	56.3	67.0	42.9	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2kAvgQ:	26	26	26	13	6	6	2	13	13	11	19	22

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

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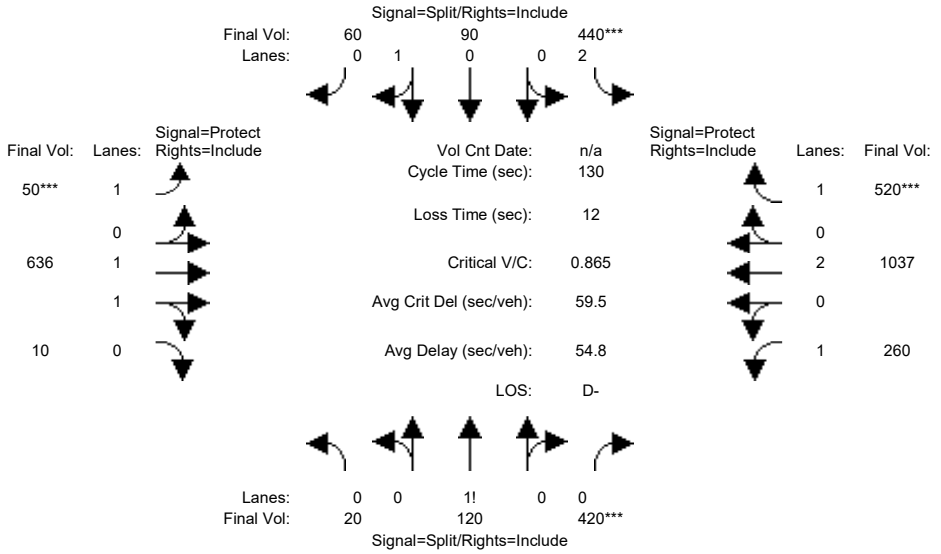
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	120	420	440	90	60	50	620	10	260	1010	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	420	440	90	60	50	620	10	260	1010	520
Added Vol:	0	0	0	0	0	0	0	16	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	420	440	90	60	50	636	10	260	1037	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	420	440	90	60	50	636	10	260	1037	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	420	440	90	60	50	636	10	260	1037	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	420	440	90	60	50	636	10	260	1037	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.21	0.75	2.00	0.60	0.40	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	63	375	1313	3150	1080	720	1750	3643	57	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.14	0.08	0.08	0.03	0.17	0.17	0.15	0.27	0.30
Crit Moves:			****	****			****					****
Green Time:	46.9	46.9	46.9	20.5	20.5	20.5	7.0	27.3	27.3	23.3	43.6	43.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.53	0.53	0.53	0.83	0.83	0.83	0.81	0.89
Delay/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.6	56.6	68.3	43.6	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	53.3	70.9	52.2	52.2	65.6	56.6	56.6	68.3	43.6	56.0
LOS by Move:	D-	D-	D-	E	D-	D-	E	E+	E+	E	D	E+
HCM2kAvgQ:	26	26	26	13	6	6	2	13	13	11	19	22

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

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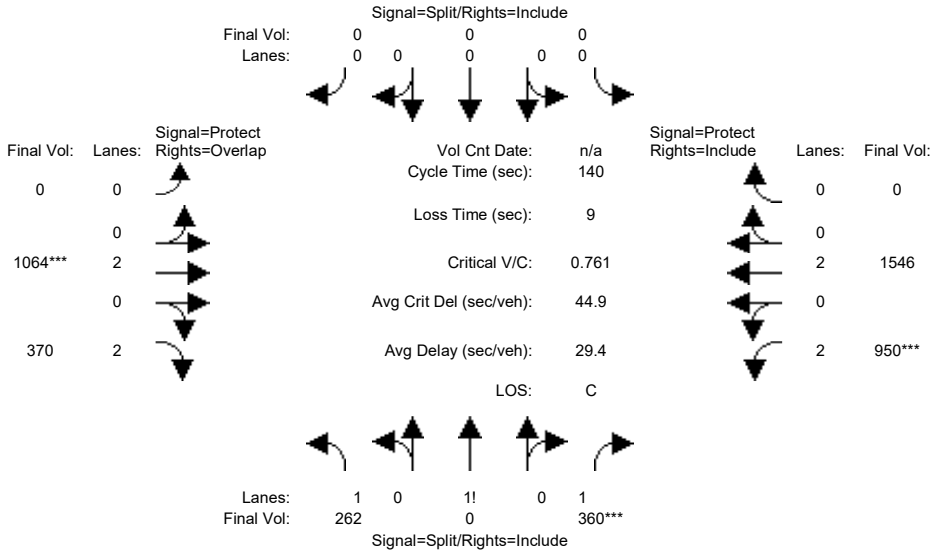
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	360	0	0	0	0	1064	370	950	1546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	360	0	0	0	0	1064	370	950	1546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	360	0	0	0	0	1064	370	950	1546	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	0	360	0	0	0	0	1064	370	950	1546	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2487	0	2763	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	51.5	75.5	55.5	107	0.0
Volume/Cap:	0.62	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.76	0.53	0.00
Delay/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	0.0	59.5	0.0	0.0	0.0	0.0	41.3	16.9	39.3	6.7	0.0
LOS by Move:	D-		A	E+	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	9	0	12	0	0	0	0	19	5	20	12	0

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

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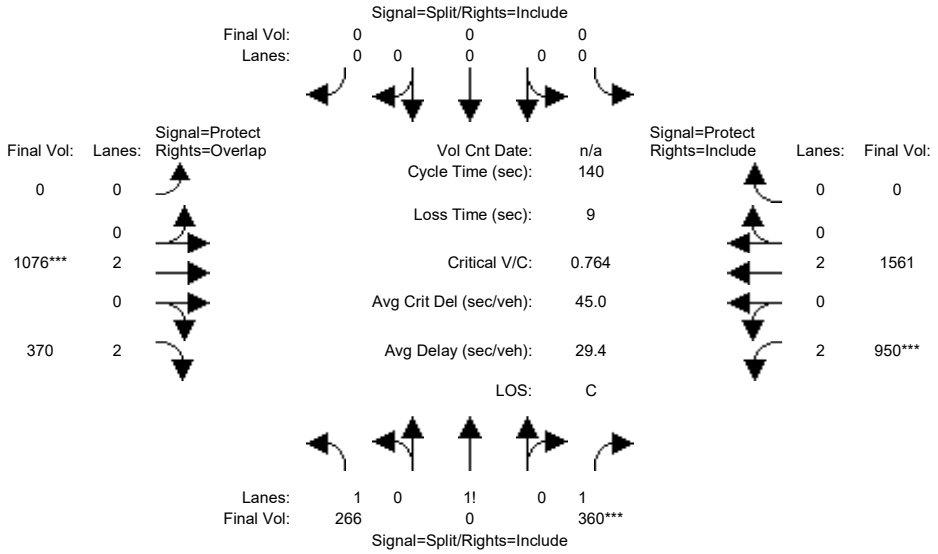
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	360	0	0	0	0	1060	370	950	1540	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	360	0	0	0	0	1060	370	950	1540	0
Added Vol:	6	0	0	0	0	0	0	16	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	0	360	0	0	0	0	1076	370	950	1561	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	0	360	0	0	0	0	1076	370	950	1561	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	0	360	0	0	0	0	1076	370	950	1561	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	0	360	0	0	0	0	1076	370	950	1561	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.42	0.00	1.58	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2494	0	2756	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.28	0.12	0.30	0.41	0.00
Crit Moves:			****					****		****		
Green Time:	23.9	0.0	23.9	0.0	0.0	0.0	0.0	51.9	75.8	55.2	107	0.0
Volume/Cap:	0.62	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.76	0.54	0.00
Delay/Veh:	55.1	0.0	59.7	0.0	0.0	0.0	0.0	41.3	16.8	39.6	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	0.0	59.7	0.0	0.0	0.0	0.0	41.3	16.8	39.6	6.8	0.0
LOS by Move:	E+	A	E+	A	A	A	A	D	B	D	A	A
HCM2kAvgQ:	9	0	12	0	0	0	0	19	5	20	12	0

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

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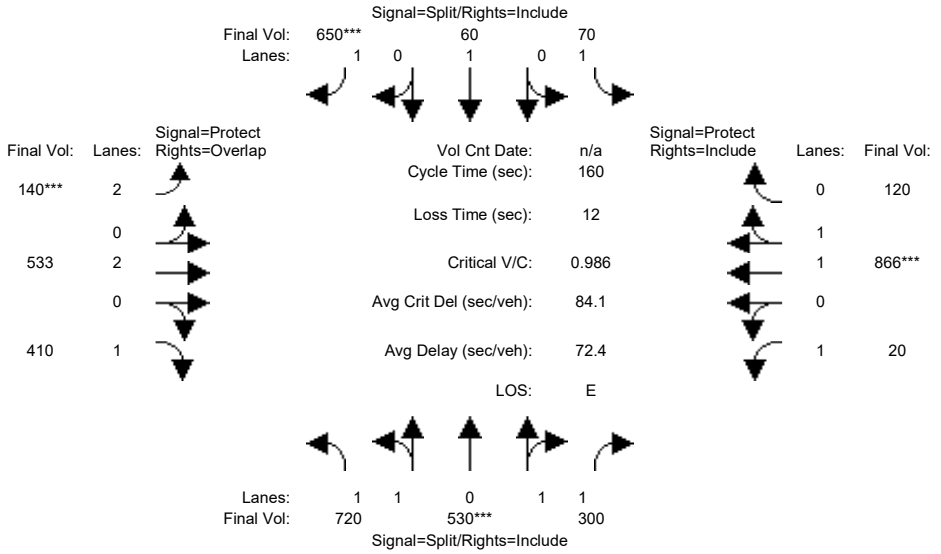
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	533	410	20	866	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	533	410	20	866	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	533	410	20	866	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	720	530	300	70	60	650	140	533	410	20	866	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3249	450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.14	0.23	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green Time:	37.3	37.3	37.3	60.3	60.3	60.3	7.2	38.5	75.7	12.0	43.3	43.3
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.58	0.50	0.15	0.99	0.99
Delay/Veh:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	80.4	58.2	32.4	32.1	80.8	147.4	54.7	29.5	69.8	83.0	83.0
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2kAvgQ:	25	25	15	2	2	40	5	11	14	1	28	28

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

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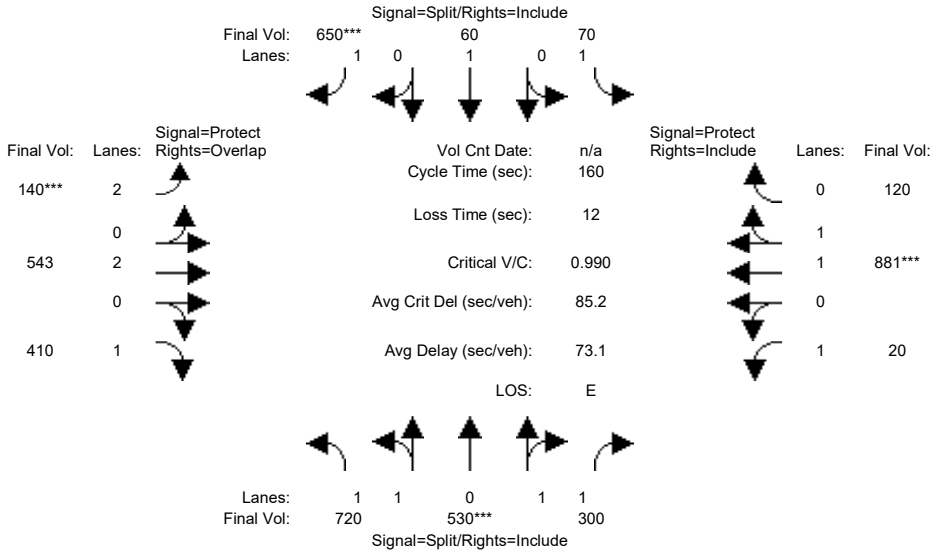
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	720	530	300	70	60	650	140	530	410	20	860	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	530	300	70	60	650	140	530	410	20	860	120
Added Vol:	0	0	0	0	0	0	0	13	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	530	300	70	60	650	140	543	410	20	881	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	720	530	300	70	60	650	140	543	410	20	881	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	530	300	70	60	650	140	543	410	20	881	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	720	530	300	70	60	650	140	543	410	20	881	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.77	1.23	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3137	2309	1750	1750	1900	1750	3150	3800	1750	1750	3256	444
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.17	0.04	0.03	0.37	0.04	0.14	0.23	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green Time:	37.1	37.1	37.1	60.0	60.0	60.0	7.2	39.0	76.1	11.9	43.7	43.7
Volume/Cap:	0.99	0.99	0.74	0.11	0.08	0.99	0.99	0.59	0.49	0.15	0.99	0.99
Delay/Veh:	81.7	81.7	58.4	32.6	32.3	82.3	149.0	54.4	29.2	69.9	83.8	83.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	81.7	58.4	32.6	32.3	82.3	149.0	54.4	29.2	69.9	83.8	83.8
LOS by Move:	F	F	E+	C-	C-	F	F	D-	C	E	F	F
HCM2kAvgQ:	25	25	15	2	2	40	5	11	14	1	28	28

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

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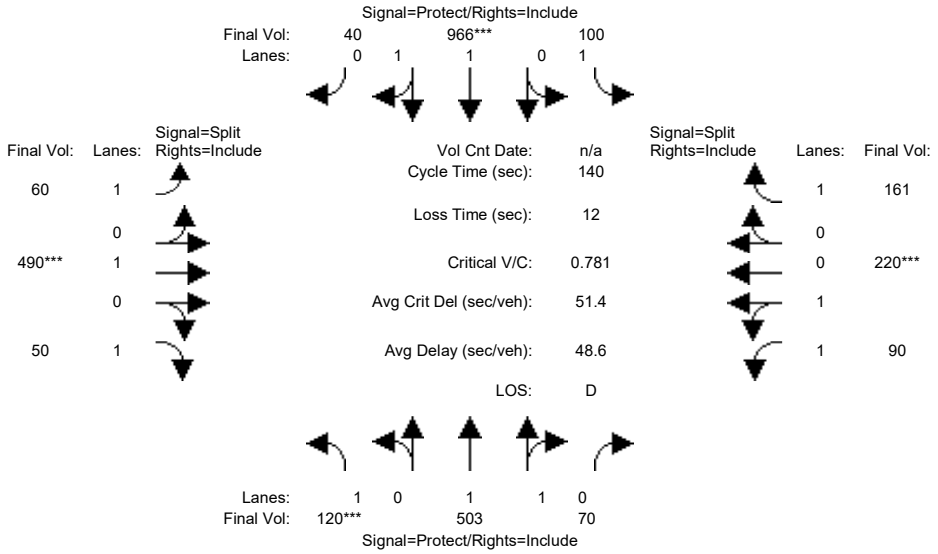
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	503	70	100	966	40	60	490	50	90	220	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	503	70	100	966	40	60	490	50	90	220	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	503	70	100	966	40	60	490	50	90	220	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	503	70	100	966	40	60	490	50	90	220	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3248	452	1750	3553	147	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.06	0.27	0.27	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.3	44.6	44.6	16.4	48.7	48.7	46.2	46.2	46.2	20.8	20.8	20.8
Volume/Cap:	0.78	0.49	0.49	0.49	0.78	0.78	0.10	0.78	0.09	0.35	0.78	0.62
Delay/Veh:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	38.8	38.8	59.6	44.0	44.0	32.6	48.6	32.4	53.8	67.1	60.5
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2kAvgQ:	6	10	10	4	20	20	2	20	2	4	11	8

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

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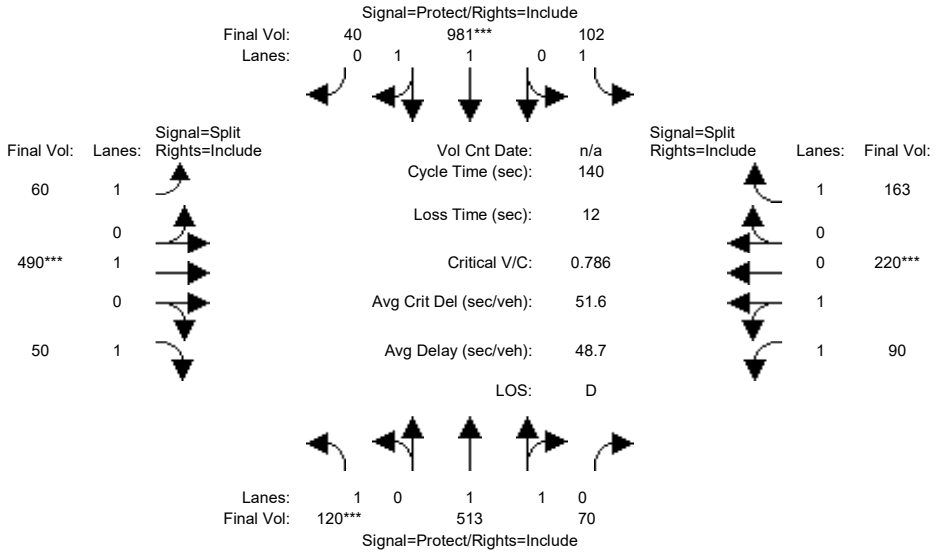
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	500	70	100	960	40	60	490	50	90	220	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	500	70	100	960	40	60	490	50	90	220	160
Added Vol:	0	13	0	2	21	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	513	70	102	981	40	60	490	50	90	220	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	513	70	102	981	40	60	490	50	90	220	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	513	70	102	981	40	60	490	50	90	220	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	513	70	102	981	40	60	490	50	90	220	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3255	444	1750	3555	145	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.06	0.28	0.28	0.03	0.26	0.03	0.05	0.12	0.09
Crit Moves:	****				****			****			****	
Green Time:	12.2	44.8	44.8	16.6	49.2	49.2	46.0	46.0	46.0	20.6	20.6	20.6
Volume/Cap:	0.79	0.49	0.49	0.49	0.79	0.79	0.10	0.79	0.09	0.35	0.79	0.63
Delay/Veh:	85.6	38.7	38.7	59.6	43.9	43.9	32.8	49.1	32.6	53.9	67.5	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	38.7	38.7	59.6	43.9	43.9	32.8	49.1	32.6	53.9	67.5	61.1
LOS by Move:	F	D+	D+	E+	D	D	C-	D	C-	D-	E	E
HCM2kAvgQ:	6	10	10	4	20	20	2	20	2	4	11	8

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

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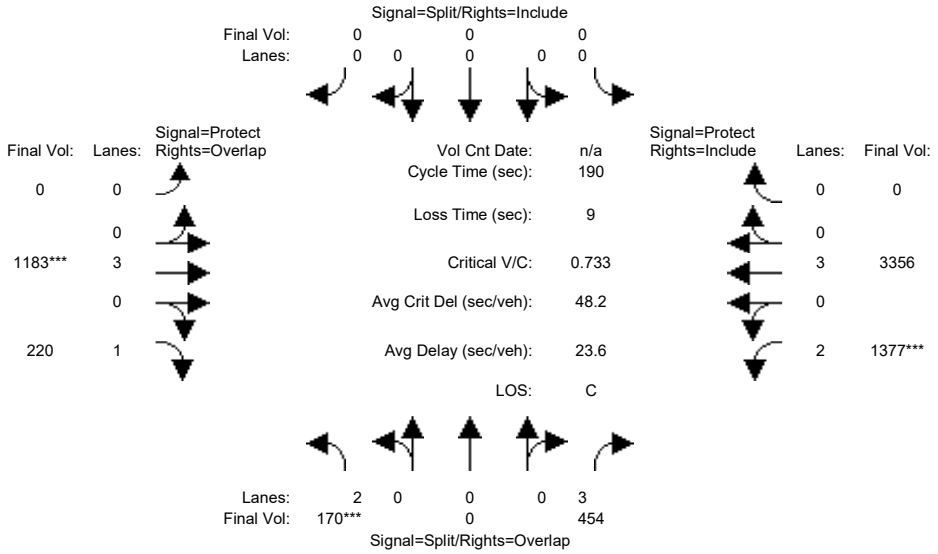
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	4	0	0	0	0	3	0	7	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	454	0	0	0	0	1183	220	1377	3356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	454	0	0	0	0	1183	220	1377	3356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	454	0	0	0	0	1183	220	1377	3356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	454	0	0	0	0	1183	220	1377	3356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	****							****		****		
Green Time:	14.0	0.0	127.2	0.0	0.0	0.0	0.0	53.8	67.7	113.3	167	0.0
Volume/Cap:	0.73	0.00	0.15	0.00	0.00	0.00	0.00	0.73	0.35	0.73	0.67	0.00
Delay/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	0.0	11.5	0.0	0.0	0.0	0.0	63.4	45.3	29.1	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	20	10	34	19	0

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

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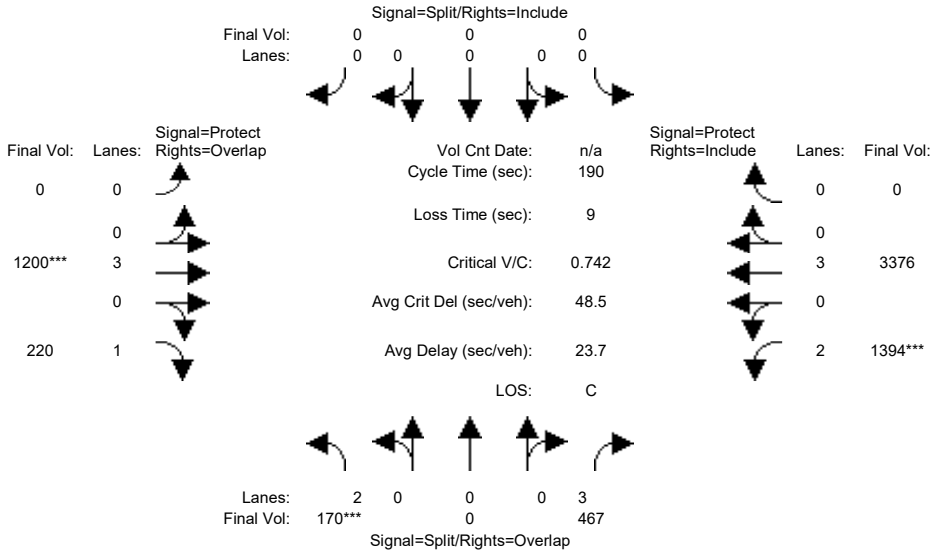
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	0	0	0	0	1180	220	1370	3350	0
Added Vol:	0	0	17	0	0	0	0	20	0	24	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	467	0	0	0	0	1200	220	1394	3376	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	467	0	0	0	0	1200	220	1394	3376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	467	0	0	0	0	1200	220	1394	3376	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	467	0	0	0	0	1200	220	1394	3376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.13	0.44	0.59	0.00
Crit Moves:	****							****		****		
Green Time:	13.8	0.0	127.1	0.0	0.0	0.0	0.0	53.9	67.7	113.3	167	0.0
Volume/Cap:	0.74	0.00	0.15	0.00	0.00	0.00	0.00	0.74	0.35	0.74	0.67	0.00
Delay/Veh:	98.6	0.0	11.6	0.0	0.0	0.0	0.0	63.6	45.4	29.4	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	0.0	11.6	0.0	0.0	0.0	0.0	63.6	45.4	29.4	3.7	0.0
LOS by Move:	F	A	B+	A	A	A	A	E	D	C	A	A
HCM2kAvgQ:	6	0	4	0	0	0	0	20	10	35	19	0

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

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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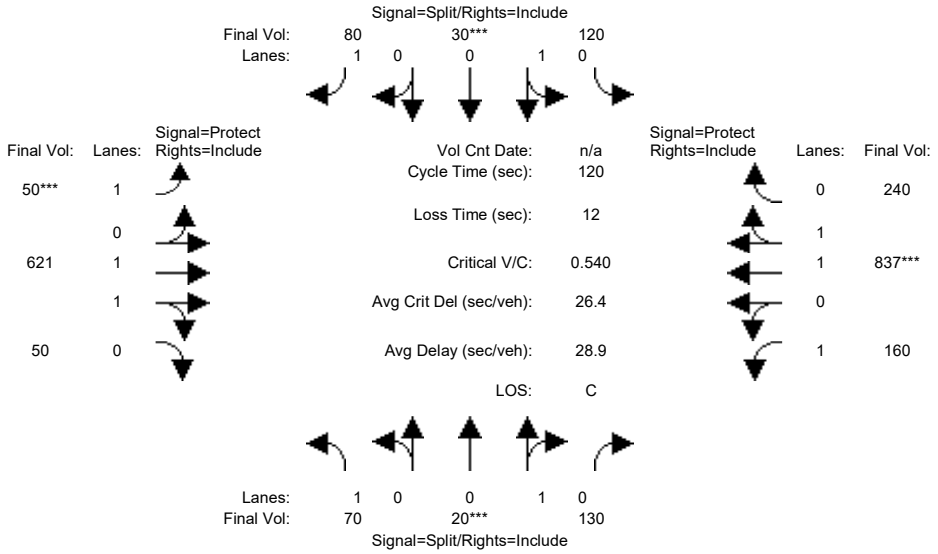
Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	21	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	621	50	160	837	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	621	50	160	837	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	621	50	160	837	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	621	50	160	837	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.85	0.15	1.00	1.54	0.46
Final Sat.:	1750	240	1560	1440	360	1750	1750	3424	276	1750	2875	824
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.18	0.18	0.09	0.29	0.29
Crit Moves:		****			****		****				****	
Green Time:	18.4	18.4	18.4	18.4	18.4	18.4	7.0	47.4	47.4	23.9	64.2	64.2
Volume/Cap:	0.26	0.54	0.54	0.54	0.54	0.30	0.49	0.46	0.46	0.46	0.54	0.54
Delay/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	49.2	49.2	49.2	49.2	45.7	58.4	27.1	27.1	43.3	18.6	18.6
LOS by Move:	D	D	D	D	D	D	E+	C	C	D	B-	B-
HCM2kAvgQ:	3	6	6	6	6	3	2	9	9	5	13	13

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

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Stanford GUP EIR
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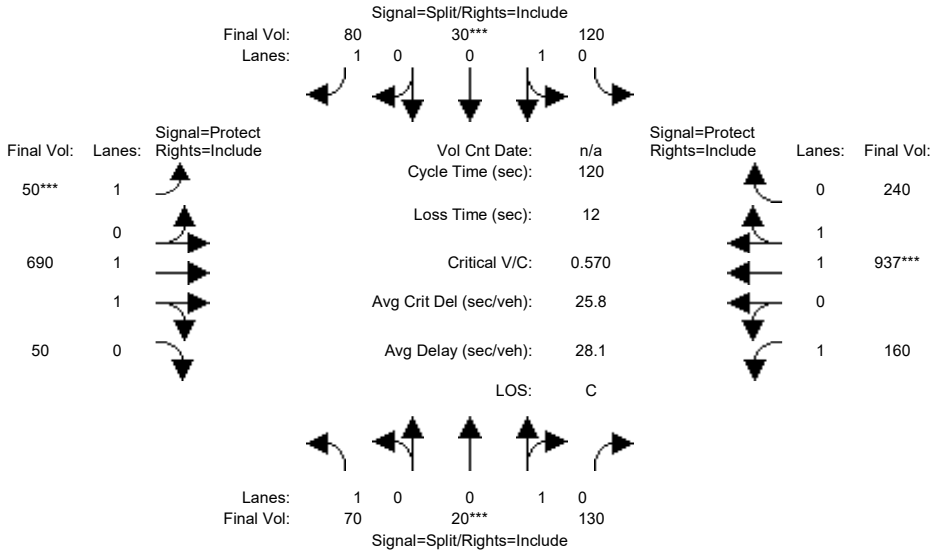
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	600	50	160	800	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	600	50	160	800	240
Added Vol:	0	0	0	0	0	0	0	90	0	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	690	50	160	937	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	690	50	160	937	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	690	50	160	937	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	690	50	160	937	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.86	0.14	1.00	1.58	0.42
Final Sat.:	1750	240	1560	1440	360	1750	1750	3450	250	1750	2945	754
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.20	0.20	0.09	0.32	0.32
Crit Moves:		****			****		****				****	
Green Time:	17.4	17.4	17.4	17.4	17.4	17.4	7.0	50.3	50.3	23.0	66.3	66.3
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.48	0.48	0.48	0.58	0.58
Delay/Veh:	46.3	51.0	51.0	51.0	51.0	46.7	58.4	25.5	25.5	44.2	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	51.0	51.0	51.0	51.0	46.7	58.4	25.5	25.5	44.2	18.0	18.0
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B-	B-
HCM2kAvgQ:	3	6	6	6	6	3	2	10	10	5	14	14

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

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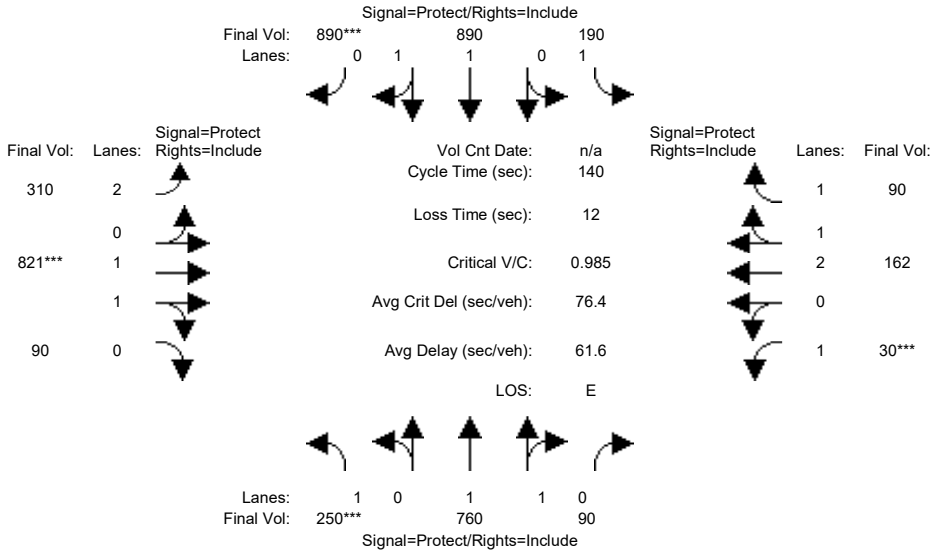
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	821	90	30	162	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	821	90	30	162	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	821	90	30	162	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	760	90	190	890	890	310	821	90	30	162	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.50	1.50
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3334	366	1750	4741	2634
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	****					****		****		****		
Green Time:	19.6	59.3	59.3	28.0	67.7	67.7	23.6	33.7	33.7	7.0	17.1	17.1
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.28	0.28
Delay/Veh:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.6	30.6	30.6	52.0	49.4	63.5	55.3	89.0	89.0	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2kAvgQ:	17	14	14	8	43	49	7	24	24	2	3	3

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

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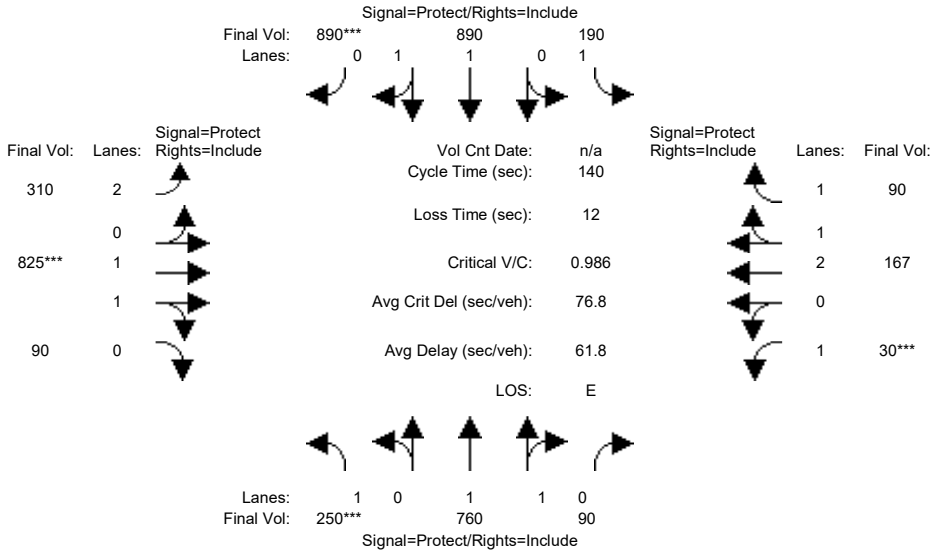
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	760	90	190	890	890	310	820	90	30	160	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	760	90	190	890	890	310	820	90	30	160	90
Added Vol:	0	0	0	0	0	0	0	5	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	760	90	190	890	890	310	825	90	30	167	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	760	90	190	890	890	310	825	90	30	167	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	760	90	190	890	890	310	825	90	30	167	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	760	90	190	890	890	310	825	90	30	167	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	2.00	1.80	0.20	1.00	2.52	1.48
Final Sat.:	1750	3308	392	1750	1900	1800	3150	3336	364	1750	4795	2584
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.11	0.47	0.49	0.10	0.25	0.25	0.02	0.03	0.03
Crit Moves:	****					****		****		****		
Green Time:	19.5	59.2	59.2	28.0	67.6	67.6	23.7	33.8	33.8	7.0	17.2	17.2
Volume/Cap:	1.02	0.54	0.54	0.54	0.97	1.02	0.58	1.02	1.02	0.34	0.28	0.28
Delay/Veh:	124.0	30.7	30.7	52.0	49.7	63.9	55.3	89.3	89.3	66.6	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.0	30.7	30.7	52.0	49.7	63.9	55.3	89.3	89.3	66.6	56.0	56.0
LOS by Move:	F	C	C	D-	D	E	E+	F	F	E	E+	E+
HCM2kAvgQ:	17	14	14	8	43	49	7	24	24	2	3	3

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

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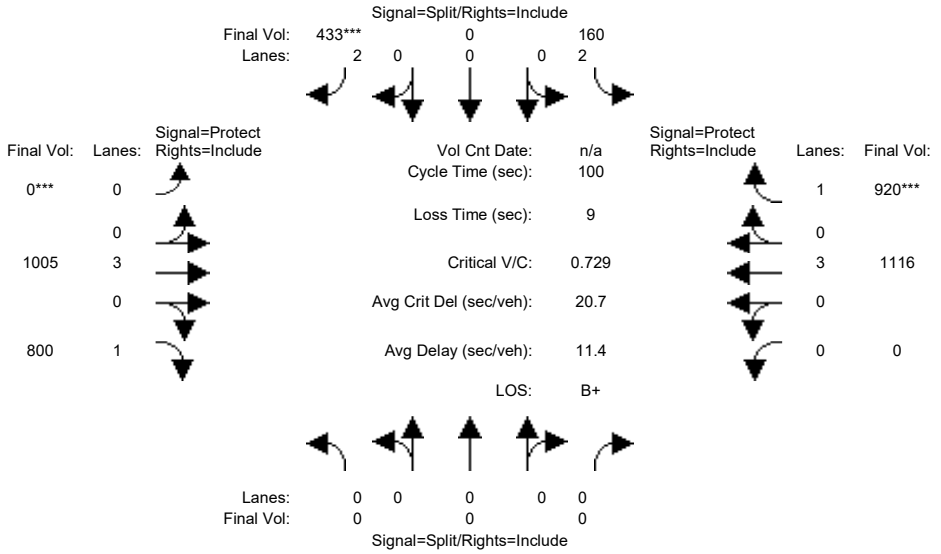
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1000	800	0	1110	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1000	800	0	1110	920
Added Vol:	0	0	0	0	0	3	0	5	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	433	0	1005	800	0	1116	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	433	0	1005	800	0	1116	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	433	0	1005	800	0	1116	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	433	0	1005	800	0	1116	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.18	0.46	0.00	0.20	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.24	0.63	0.00	0.27	0.73
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	42.7	0.0	4.7	8.2	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	42.7	0.0	4.7	8.2	0.0	4.9	10.4
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	3	13	0	4	18

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

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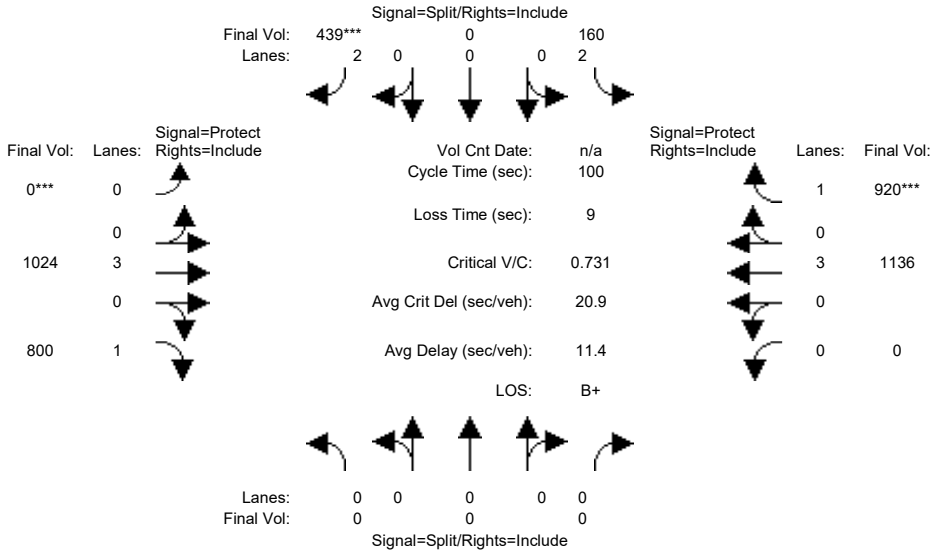
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1000	800	0	1110	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1000	800	0	1110	920
Added Vol:	0	0	0	0	0	9	0	24	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	439	0	1024	800	0	1136	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	439	0	1024	800	0	1136	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	439	0	1024	800	0	1136	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	439	0	1024	800	0	1136	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.18	0.46	0.00	0.20	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	19.1	0.0	19.1	0.0	71.9	71.9	0.0	71.9	71.9
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.25	0.64	0.00	0.28	0.73
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	42.6	0.0	4.8	8.3	0.0	5.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	42.6	0.0	4.8	8.3	0.0	5.0	10.5
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	3	14	0	4	18

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

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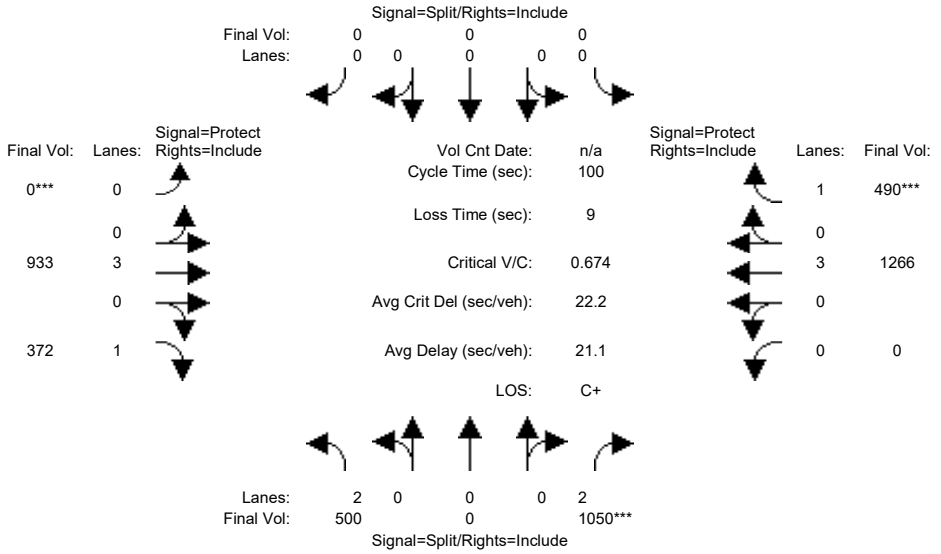
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	0	3	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	0	933	372	0	1266	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	0	933	372	0	1266	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	0	933	372	0	1266	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1050	0	0	0	0	933	372	0	1266	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.16	0.21	0.00	0.22	0.28
Crit Moves:			****				****					****
Green Time:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	41.5	41.5	0.0	41.5	41.5
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.39	0.51	0.00	0.53	0.67
Delay/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.5	22.3	0.0	22.2	26.2
LOS by Move:	B	A	C+	A	A	A	A	C+	C+	A	C+	C
HCM2kAvgQ:	6	0	15	0	0	0	0	6	9	0	9	13

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

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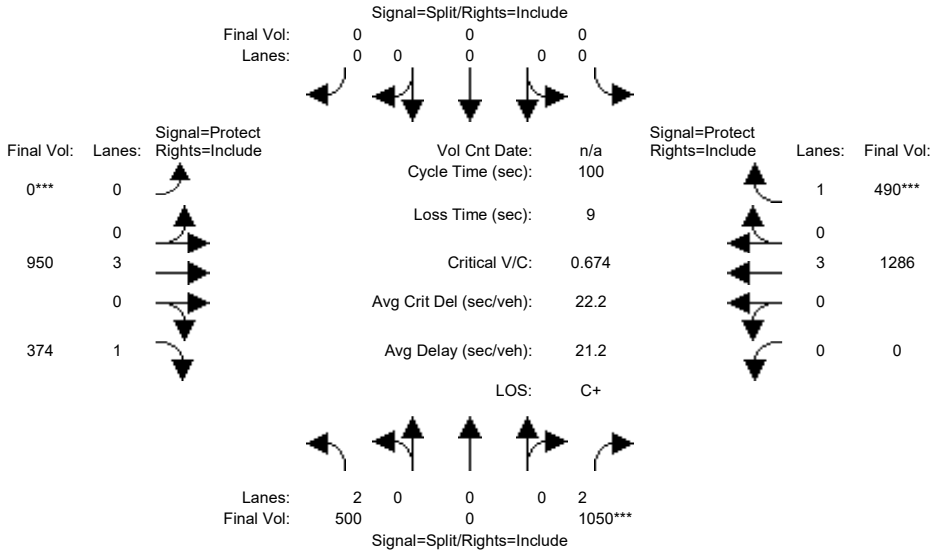
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1050	0	0	0	0	930	370	0	1260	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1050	0	0	0	0	930	370	0	1260	490
Added Vol:	0	0	0	0	0	0	0	20	4	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1050	0	0	0	0	950	374	0	1286	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1050	0	0	0	0	950	374	0	1286	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1050	0	0	0	0	950	374	0	1286	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1050	0	0	0	0	950	374	0	1286	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.21	0.00	0.23	0.28
Crit Moves:			****				****					****
Green Time:	49.5	0.0	49.5	0.0	0.0	0.0	0.0	41.5	41.5	0.0	41.5	41.5
Volume/Cap:	0.32	0.00	0.67	0.00	0.00	0.00	0.00	0.40	0.51	0.00	0.54	0.67
Delay/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.6	22.4	0.0	22.3	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	0.0	20.3	0.0	0.0	0.0	0.0	20.6	22.4	0.0	22.3	26.2
LOS by Move:	B	A	C+	A	A	A	A	C+	C+	A	C+	C
HCM2kAvgQ:	6	0	15	0	0	0	0	7	9	0	9	13

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

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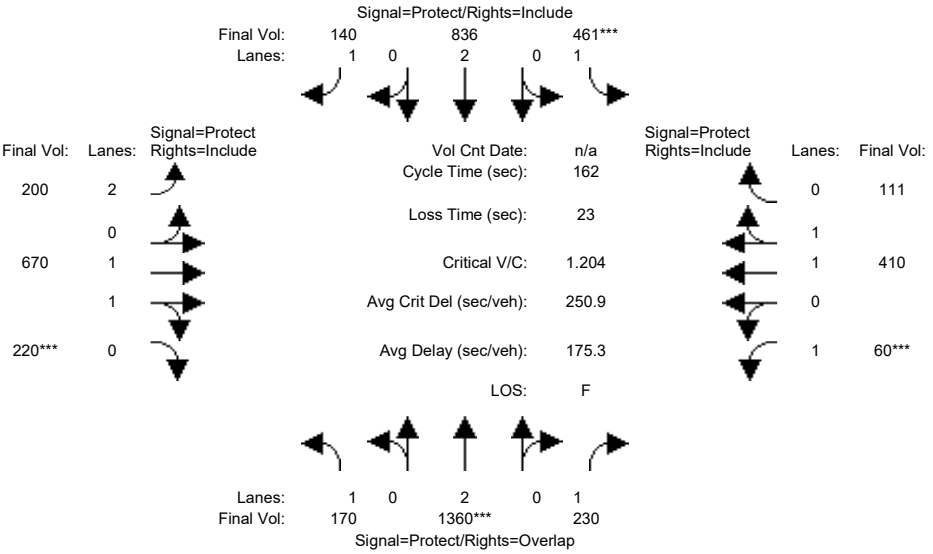
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	10	0	1	6	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1360	230	461	836	140	200	670	220	60	410	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1360	230	461	836	140	200	670	220	60	410	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1360	230	461	836	140	200	670	220	60	410	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1360	230	461	836	140	200	670	220	60	410	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2474	670
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.15	0.31	0.26	0.09	0.07	0.28	0.28	0.04	0.17	0.17
Crit Moves:		****		****					****	****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	37.0	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.11	0.34	3.02	0.87	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	120	32.9	1008	70.3	50.8	59.9	69.6	69.6	87.2	115	115.1
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2kAvgQ:	10	48	12	68	24	8	6	28	28	4	19	19

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

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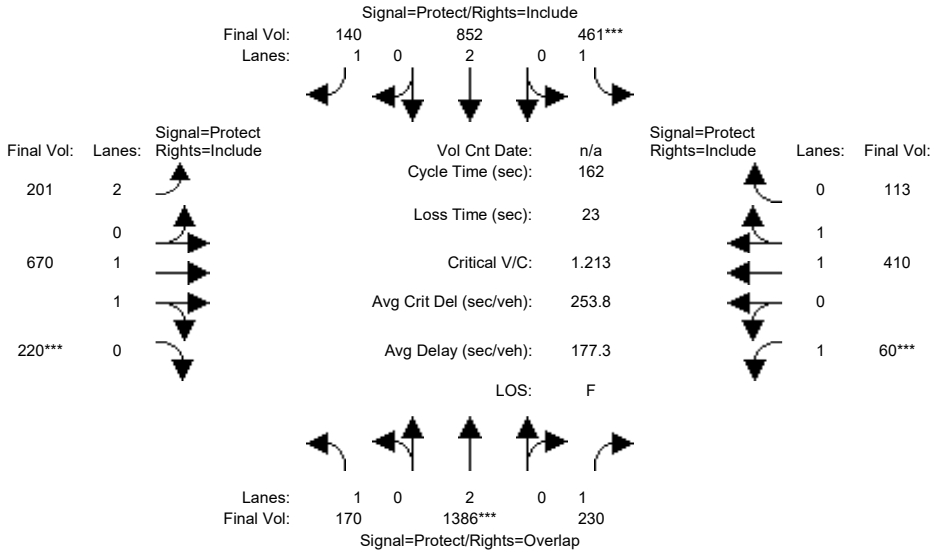
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1350	230	460	830	140	200	670	220	60	410	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1350	230	460	830	140	200	670	220	60	410	110
Added Vol:	0	36	0	1	22	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1386	230	461	852	140	201	670	220	60	410	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1386	230	461	852	140	201	670	220	60	410	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1386	230	461	852	140	201	670	220	60	410	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1386	230	461	852	140	201	670	220	60	410	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.49	0.51	1.00	1.56	0.44
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2367	777	1488	2465	679
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.15	0.31	0.26	0.09	0.08	0.28	0.28	0.04	0.17	0.17
Crit Moves:		****		****					****	****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.9	51.7	51.7	12.3	27.0	27.0
Volume/Cap:	0.62	1.13	0.34	3.02	0.89	0.32	0.33	0.89	0.89	0.53	1.00	1.00
Delay/Veh:	74.0	128	32.9	1008	72.1	50.8	60.0	69.6	69.6	87.2	115	115.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	128	32.9	1008	72.1	50.8	60.0	69.6	69.6	87.2	115	115.5
LOS by Move:	E	F	C-	F	E	D	E+	E	E	F	F	F
HCM2kAvgQ:	10	50	12	68	25	8	6	28	28	4	20	20

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

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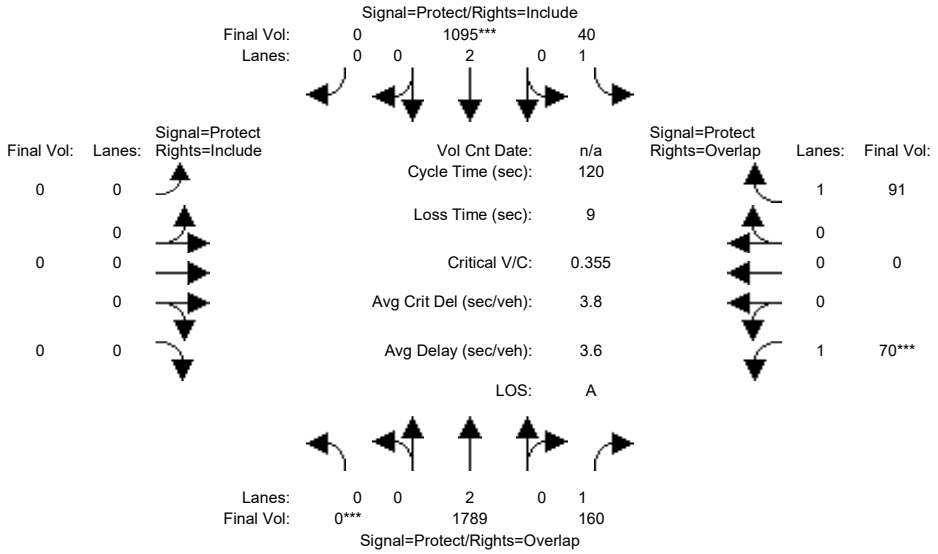
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	9	0	0	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1789	160	40	1095	0	0	0	0	70	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1789	160	40	1095	0	0	0	0	70	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1789	160	40	1095	0	0	0	0	70	0	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1789	160	40	1095	0	0	0	0	70	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.60	0.11	0.29	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.36
Delay/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.4	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.2
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	4	0	4

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

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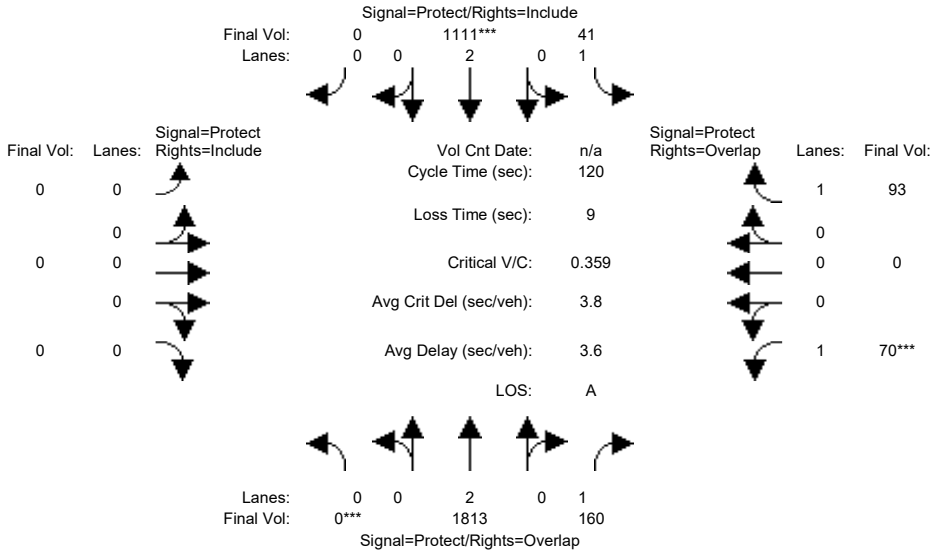
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1780	160	40	1090	0	0	0	0	70	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1780	160	40	1090	0	0	0	0	70	0	90
Added Vol:	0	33	0	1	21	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1813	160	41	1111	0	0	0	0	70	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1813	160	41	1111	0	0	0	0	70	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1813	160	41	1111	0	0	0	0	70	0	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1813	160	41	1111	0	0	0	0	70	0	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.61	0.11	0.30	0.34	0.00	0.00	0.00	0.00	0.60	0.00	0.37
Delay/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	53.5	0.1	0.0	0.0	0.0	0.0	62.8	0.0	47.3
LOS by Move:	A	A	A	D-	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	4	0	4

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

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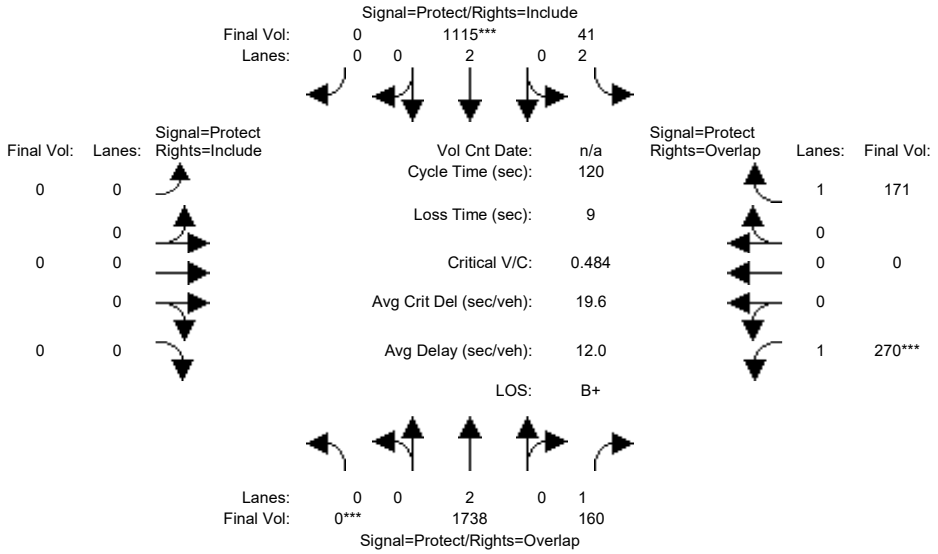
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	8	0	1	5	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	160	41	1115	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1738	160	41	1115	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	160	41	1115	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1738	160	41	1115	0	0	0	0	270	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.01	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.65	0.11	0.19	0.38	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	16	0	6

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

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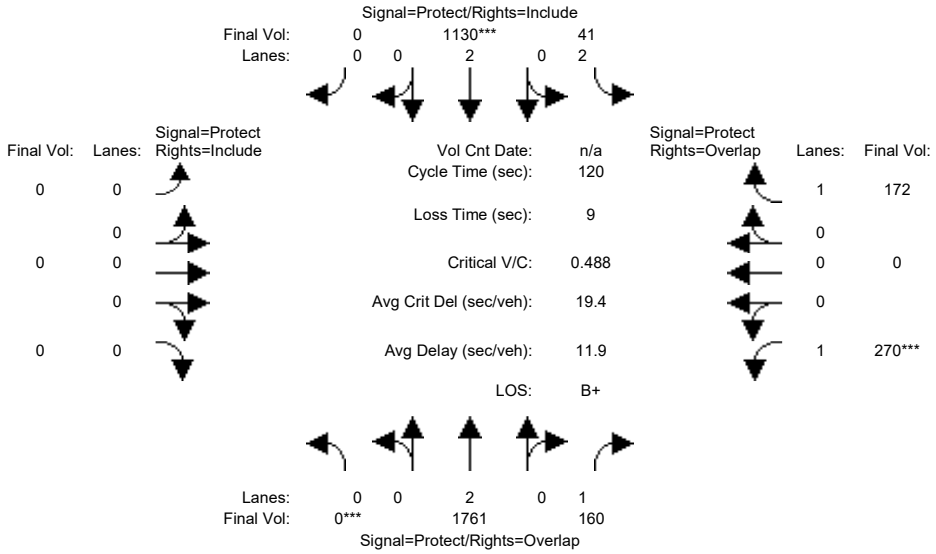
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	160	40	1110	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	160	40	1110	0	0	0	0	270	0	170
Added Vol:	0	31	0	1	20	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1761	160	41	1130	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1761	160	41	1130	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1761	160	41	1130	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1761	160	41	1130	0	0	0	0	270	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.01	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.66	0.11	0.19	0.39	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	53.5	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	16	0	6

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

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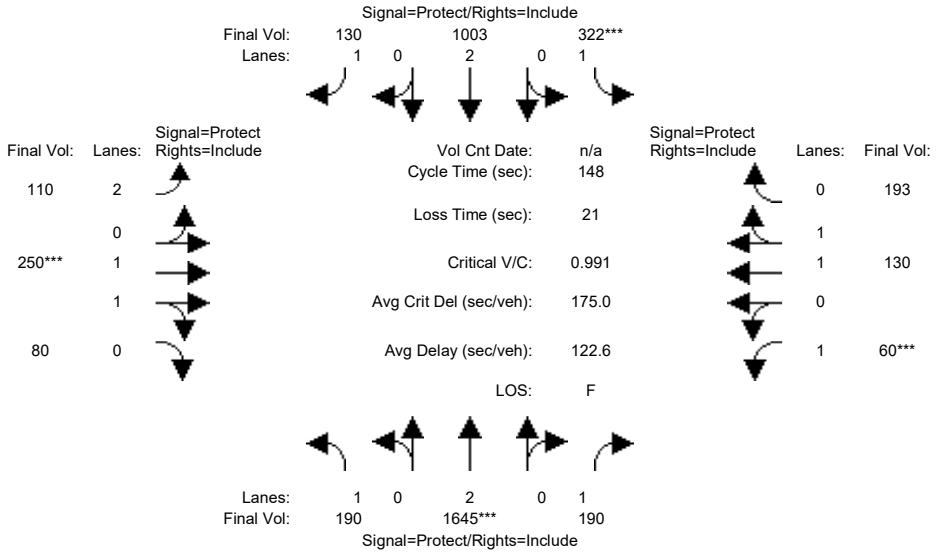
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	5	0	2	3	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1645	190	322	1003	130	110	250	80	60	130	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1645	190	322	1003	130	110	250	80	60	130	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1645	190	322	1003	130	110	250	80	60	130	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1645	190	322	1003	130	110	250	80	60	130	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.31	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:		****		****				****		****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.5	37.4	37.4	11.9	20.8	20.8
Volume/Cap:	0.79	1.23	0.31	1.64	0.81	0.23	0.21	0.42	0.42	0.50	0.57	0.92
Delay/Veh:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	162	34.6	384.3	51.7	36.3	59.3	54.6	54.6	80.0	71.3	103.3
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2kAvgQ:	13	63	9	35	26	6	3	8	8	4	7	14

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

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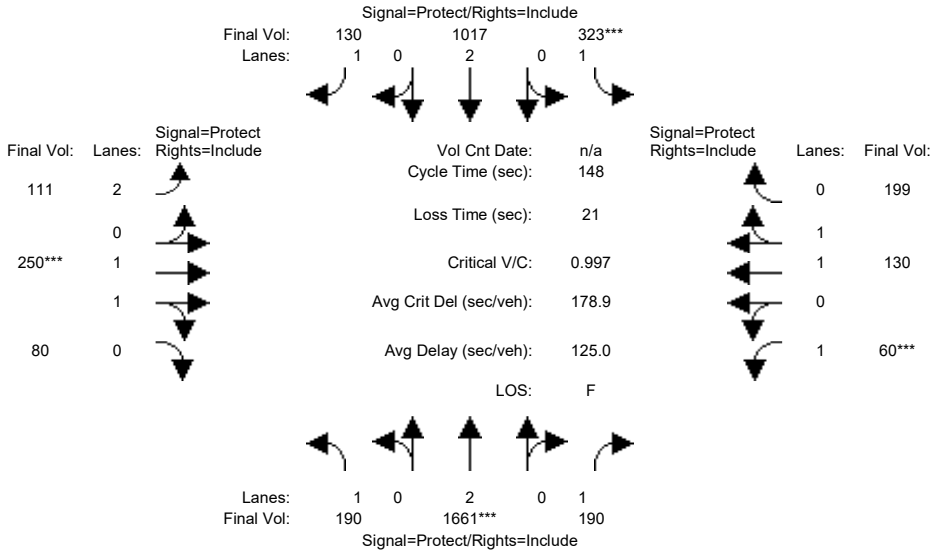
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1640	190	320	1000	130	110	250	80	60	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1640	190	320	1000	130	110	250	80	60	130	190
Added Vol:	0	21	0	3	17	0	1	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1661	190	323	1017	130	111	250	80	60	130	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1661	190	323	1017	130	111	250	80	60	130	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1661	190	323	1017	130	111	250	80	60	130	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1661	190	323	1017	130	111	250	80	60	130	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2382	762	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.13	0.22	0.31	0.09	0.04	0.10	0.10	0.04	0.08	0.13
Crit Moves:		****		****				****		****		
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	28.2	37.4	37.4	11.9	21.2	21.2
Volume/Cap:	0.79	1.24	0.31	1.64	0.82	0.23	0.22	0.42	0.42	0.50	0.56	0.94
Delay/Veh:	86.7	167	34.6	386.5	52.4	36.3	59.7	54.6	54.6	80.0	70.8	105.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	167	34.6	386.5	52.4	36.3	59.7	54.6	54.6	80.0	70.8	105.6
LOS by Move:	F	F	C-	F	D-	D+	E+	D-	D-	E-	E	F
HCM2kAvgQ:	13	65	9	35	27	6	3	8	8	4	7	15

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

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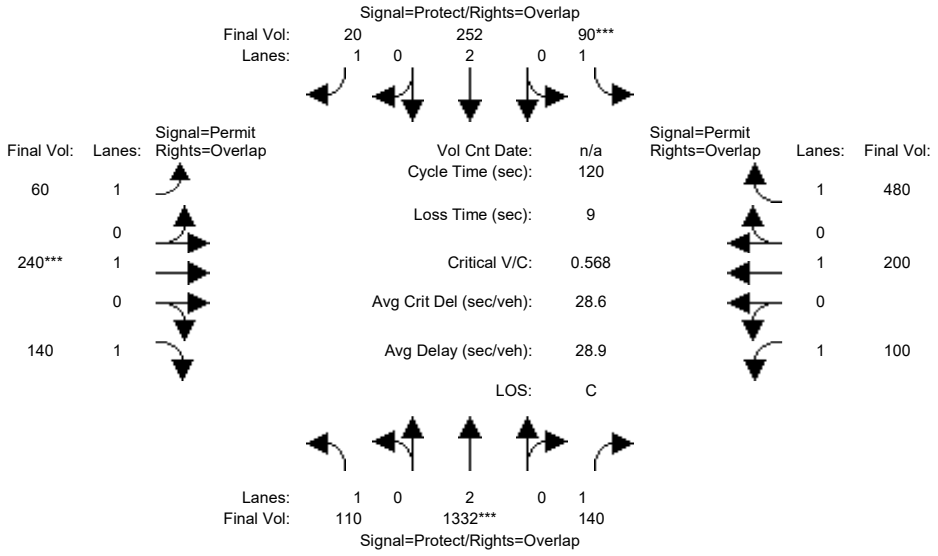
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1332	140	90	252	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1332	140	90	252	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1332	140	90	252	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1332	140	90	252	20	60	240	140	100	200	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.69	0.16	0.42	0.14	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	25.3	17.2	54.0	18.1	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2kAvgQ:	4	19	3	4	3	0	2	8	4	3	6	17

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

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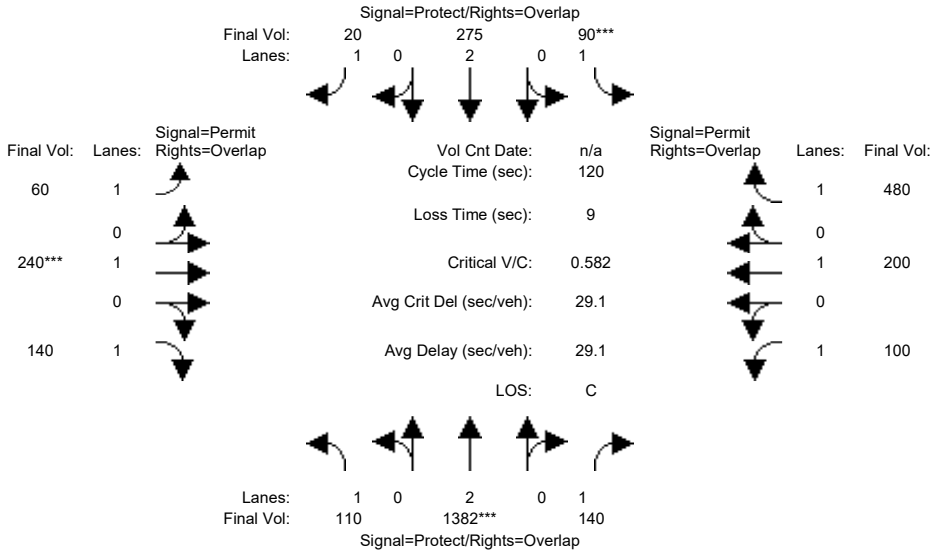
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1310	140	90	240	20	60	240	140	100	200	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1310	140	90	240	20	60	240	140	100	200	480
Added Vol:	0	72	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1382	140	90	275	20	60	240	140	100	200	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1382	140	90	275	20	60	240	140	100	200	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1382	140	90	275	20	60	240	140	100	200	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1382	140	90	275	20	60	240	140	100	200	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.08	0.05	0.07	0.01	0.03	0.13	0.08	0.06	0.11	0.27
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.45	0.72	0.16	0.42	0.15	0.02	0.11	0.42	0.18	0.19	0.35	0.65
Delay/Veh:	52.6	26.1	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	26.1	17.2	54.0	18.2	17.1	33.1	37.0	22.3	34.0	36.0	31.8
LOS by Move:	D-	C	B	D-	B-	B	C-	D+	C+	C-	D+	C
HCM2kAvgQ:	4	21	3	4	3	0	2	8	4	3	6	17

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

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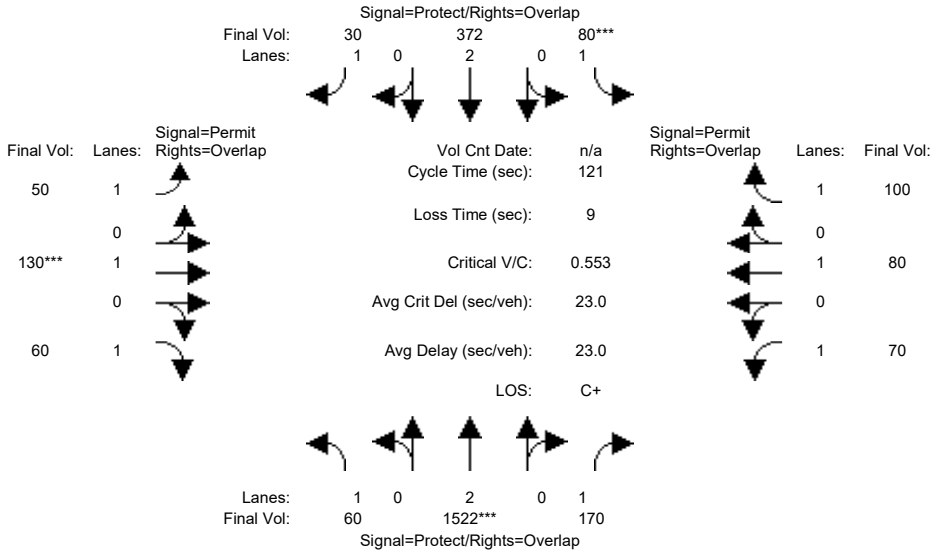
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1522	170	80	372	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1522	170	80	372	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1522	170	80	372	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1522	170	80	372	30	50	130	60	70	80	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.69	0.17	0.42	0.17	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	19.8	12.6	55.2	12.1	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	B-	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	20	3	3	3	1	2	4	2	2	2	3

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

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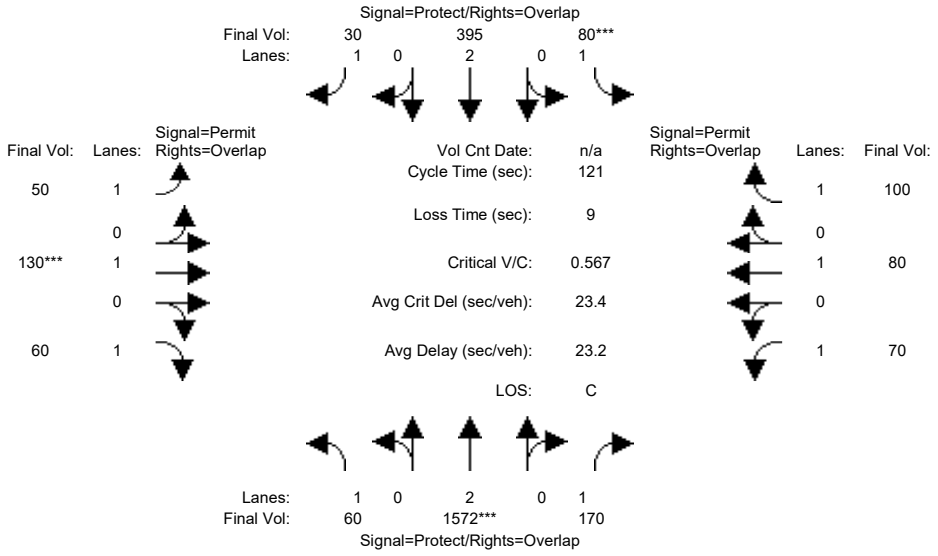
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1500	170	80	360	30	50	130	60	70	80	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1500	170	80	360	30	50	130	60	70	80	100
Added Vol:	0	72	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1572	170	80	395	30	50	130	60	70	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1572	170	80	395	30	50	130	60	70	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1572	170	80	395	30	50	130	60	70	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1572	170	80	395	30	50	130	60	70	80	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.10	0.05	0.10	0.02	0.05	0.07	0.03	0.05	0.04	0.06
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	0.71	0.17	0.42	0.18	0.03	0.19	0.28	0.10	0.22	0.18	0.16
Delay/Veh:	55.2	20.4	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	20.4	12.6	55.2	12.2	11.1	39.3	40.3	29.1	39.7	39.0	29.1
LOS by Move:	E+	C+	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	21	3	3	3	1	2	4	2	2	2	3

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

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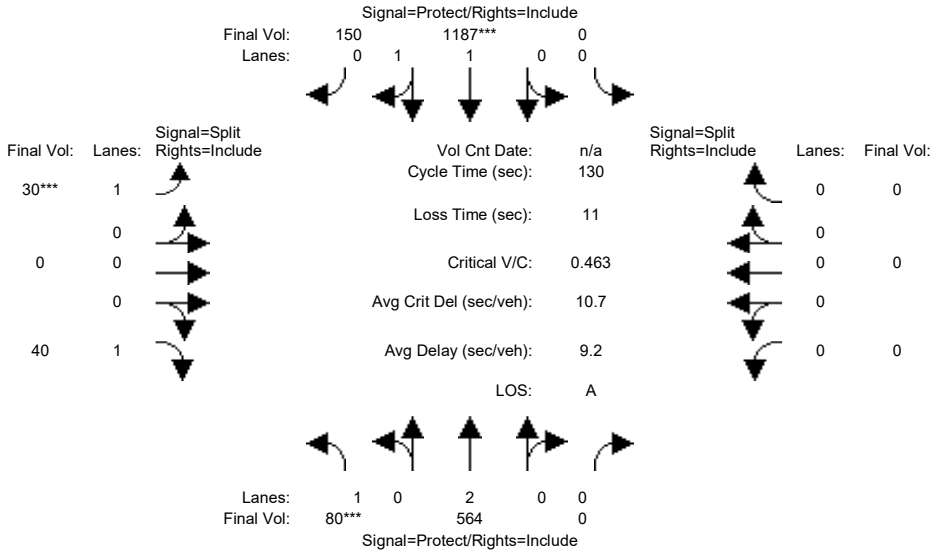
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	564	0	0	1187	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	564	0	0	1187	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	564	0	0	1187	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	564	0	0	1187	150	30	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3285	415	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.36	0.36	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	12.2	109	0.0	0.0	96.8	96.8	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	2	0	0	11	11	1	0	2	0	0	0

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

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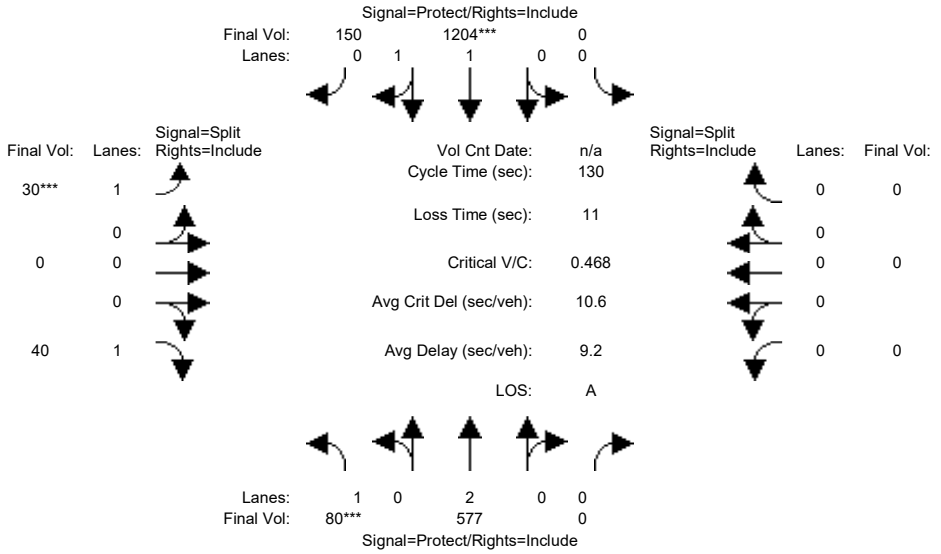
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	560	0	0	1180	150	30	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	560	0	0	1180	150	30	0	40	0	0	0
Added Vol:	0	17	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	577	0	0	1204	150	30	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	577	0	0	1204	150	30	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	577	0	0	1204	150	30	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	577	0	0	1204	150	30	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3290	410	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.00	0.00	0.37	0.37	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	12.1	109	0.0	0.0	96.9	96.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.49	0.18	0.00	0.00	0.49	0.49	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	58.3	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	2.0	0.0	0.0	6.8	6.8	57.2	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	2	0	0	11	11	1	0	2	0	0	0

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

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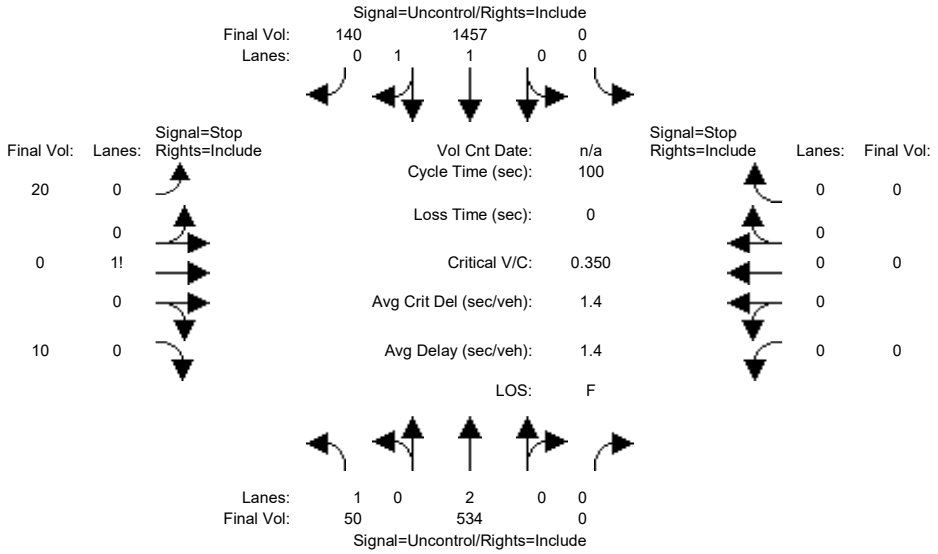
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave								Adams Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Volume Module:																				
Base Vol:	50		530		0	0		1450		140	20		0		10	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	50		530		0	0		1450		140	20		0		10	0		0		0
Added Vol:	0		4		0	0		7		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	50		534		0	0		1457		140	20		0		10	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	50		534		0	0		1457		140	20		0		10	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	50		534		0	0		1457		140	20		0		10	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8		6.5	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5		4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	1597	xxxx	xxxxx	xxxx	xxxx	xxxxx		1894		2161	799	xxxx	xxxx	xxxxx						
Potent Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx		63		48	333	xxxx	xxxx	xxxxx						
Move Cap.:	416	xxxx	xxxxx	xxxx	xxxx	xxxxx		57		42	333	xxxx	xxxx	xxxxx						
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx		0.35		0.00	0.03	xxxx	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*		*	*	*		*		*	*	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx		79	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx		1.5	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx		76.3	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*		*	*	*	*		*		F	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx				76.3			xxxxxx									
ApproachLOS:	*			*				F			*									

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

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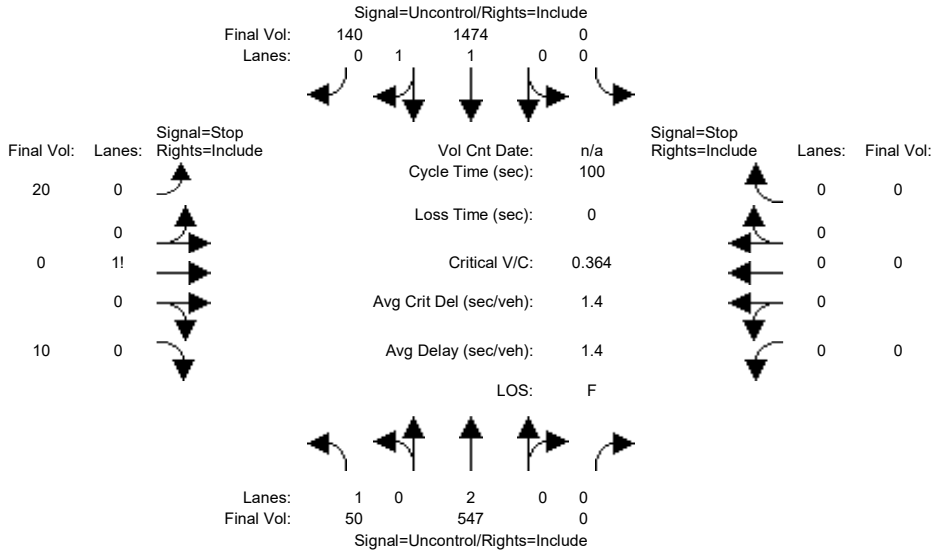
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave							Adams Dr					
Approach:	North Bound			South Bound				East Bound			West Bound		
Movement:	L	T	R	L	T	R		L	T	R	L	T	R
Volume Module:													
Base Vol:	50	530	0	0	1450	140		20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	530	0	0	1450	140		20	0	10	0	0	0
Added Vol:	0	17	0	0	24	0		0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	50	547	0	0	1474	140		20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	547	0	0	1474	140		20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	50	547	0	0	1474	140		20	0	10	0	0	0
Critical Gap Module:													
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:													
Cnflict Vol:	1614	xxxx	xxxxx	xxxx	xxxx	xxxxx		1918	2191	807	xxxx	xxxx	xxxxx
Potent Cap.:	410	xxxx	xxxxx	xxxx	xxxx	xxxxx		61	46	329	xxxx	xxxx	xxxxx
Move Cap.:	410	xxxx	xxxxx	xxxx	xxxx	xxxxx		55	40	329	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx		0.36	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:													
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*		*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT		LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	76	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	80.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*		*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				80.2			xxxxxx		
ApproachLOS:	*			*				F			*		

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

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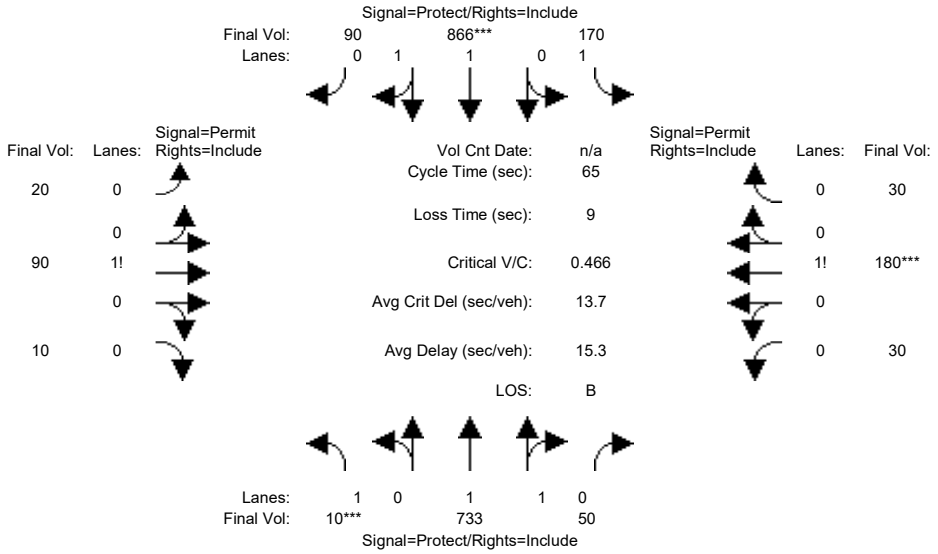
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	733	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	733	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	733	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	733	50	170	866	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3464	236	1750	3351	348	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	13.2	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.53	0.53	0.48	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	23.9	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

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

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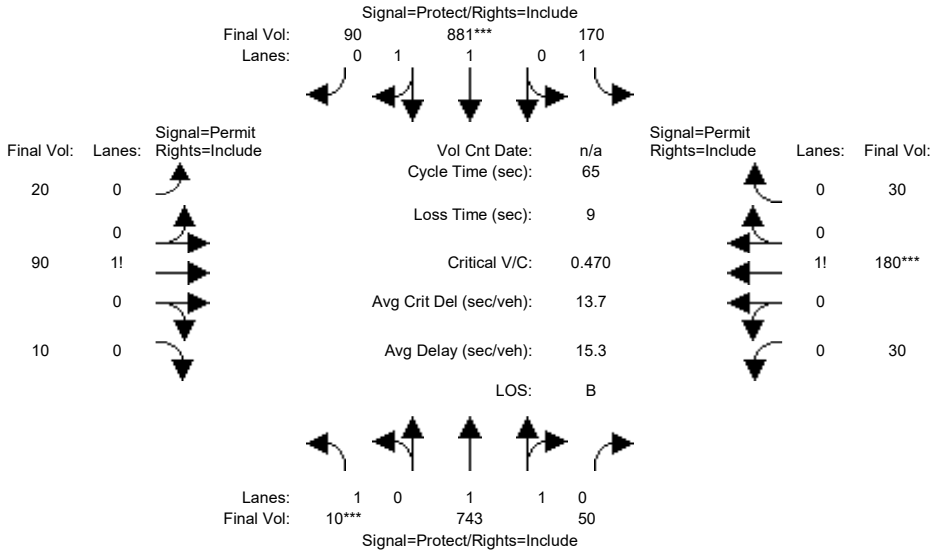
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	13	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	743	50	170	881	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	743	50	170	881	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	743	50	170	881	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	743	50	170	881	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3467	233	1750	3357	343	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.1	26.1	13.1	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.53	0.53	0.48	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.0	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.0	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

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

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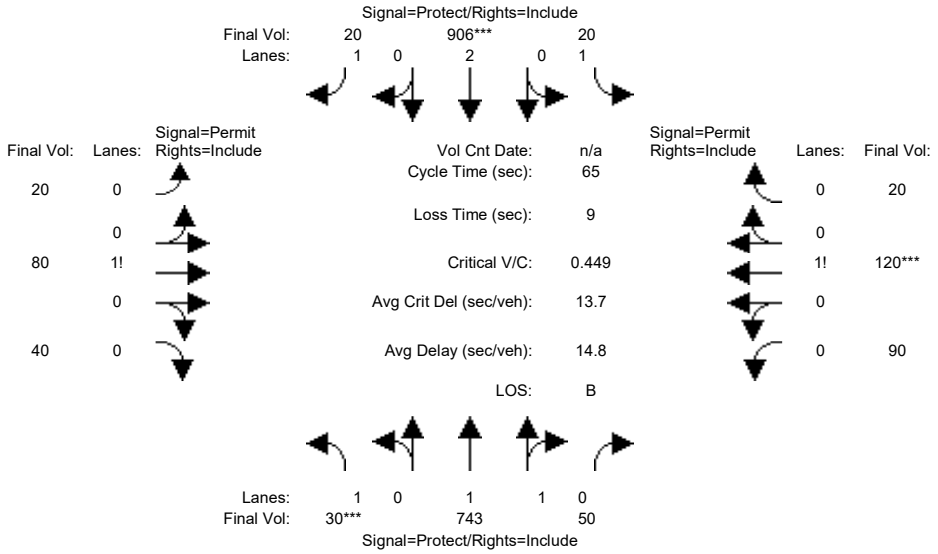
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	743	50	20	906	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	743	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	743	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	743	50	20	906	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3467	233	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.7	25.7	12.9	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.54	0.54	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.6	15.6	21.2	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

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

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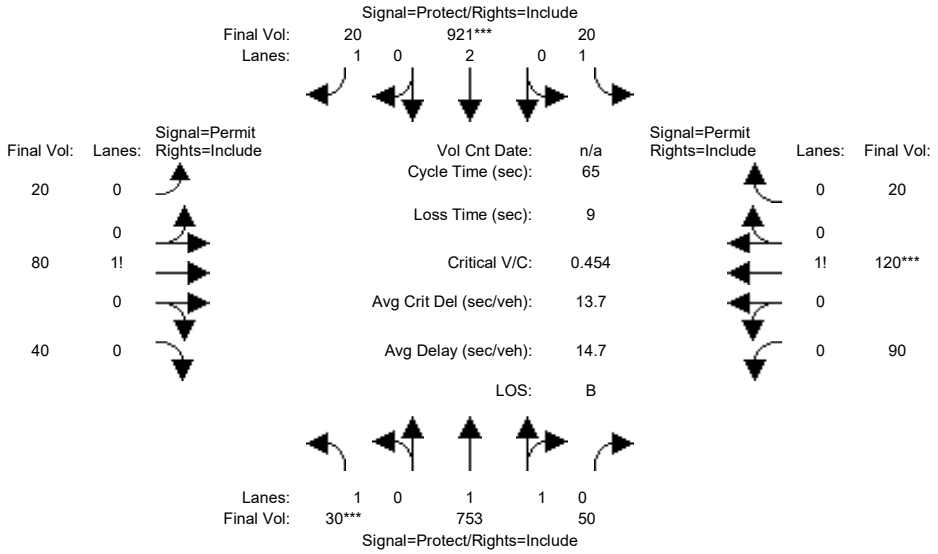
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	740	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	740	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	13	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	753	50	20	921	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	753	50	20	921	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	753	50	20	921	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	753	50	20	921	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3469	230	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.9	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.54	0.54	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.2	11.4	8.6	19.4	19.4	19.4	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.2	11.4	8.6	19.4	19.4	19.4	21.0	21.0	21.0
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

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

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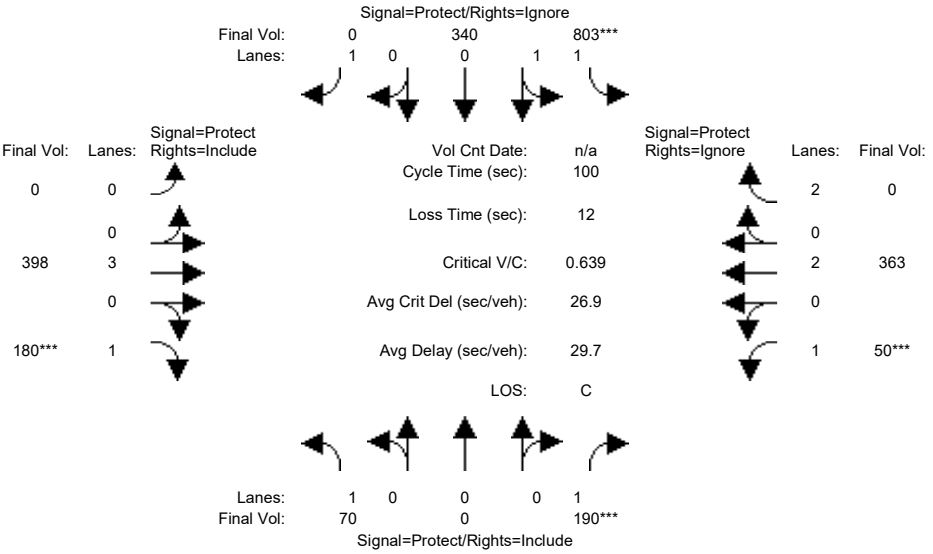
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	8	0	0	3	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	803	340	0	0	398	180	50	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2494	1056	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.07	0.10	0.03	0.10	0.00
Crit Moves:			****	****					****	****		
Green Time:	11.7	0.0	16.5	48.9	53.7	0.0	0.0	15.6	15.6	7.0	22.6	0.0
Volume/Cap:	0.34	0.00	0.66	0.66	0.60	0.00	0.00	0.45	0.66	0.41	0.42	0.00
Delay/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
LOS by Move:	D	A	D	C+	B	A	A	D+	D	D	C-	A
HCM2kAvgQ:	2	0	7	15	13	0	0	4	7	2	5	0

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

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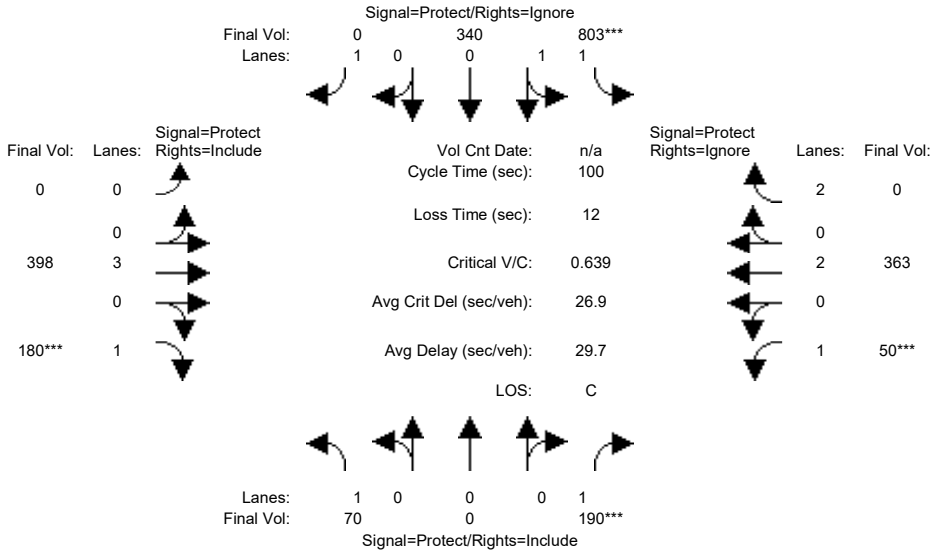
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	8	0	0	3	0
Initial Fut:	70	0	190	803	340	50	0	398	180	50	363	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	803	340	0	0	398	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	803	340	0	0	398	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	803	340	0	0	398	180	50	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	1750	0	1750	2494	1056	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.07	0.10	0.03	0.10	0.00
Crit Moves:			****	****					****	****		
Green Time:	11.7	0.0	16.5	48.9	53.7	0.0	0.0	15.6	15.6	7.0	22.6	0.0
Volume/Cap:	0.34	0.00	0.66	0.66	0.60	0.00	0.00	0.45	0.66	0.41	0.42	0.00
Delay/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	44.6	20.2	16.3	0.0	0.0	38.6	45.5	46.7	33.4	0.0
LOS by Move:	D	A	D	C+	B	A	A	D+	D	D	C-	A
HCM2kAvgQ:	2	0	7	15	13	0	0	4	7	2	5	0

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

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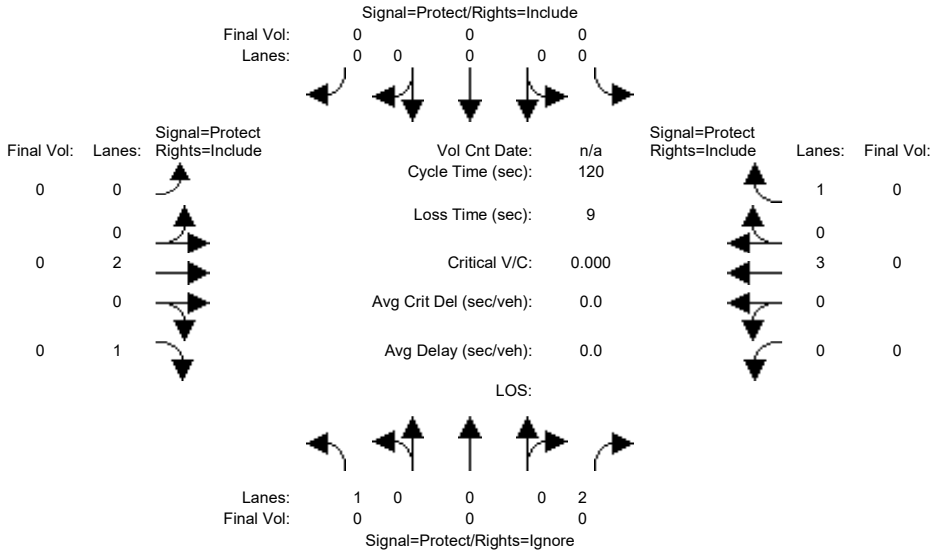
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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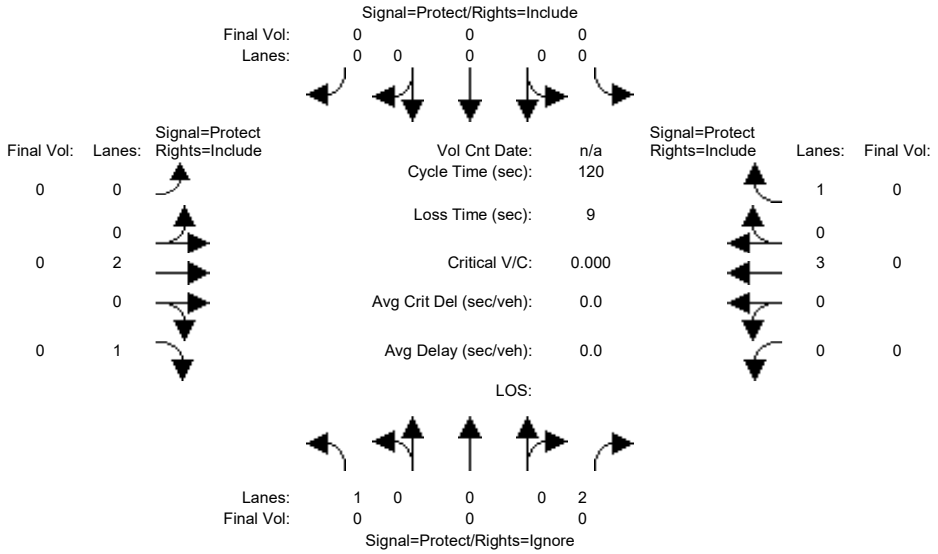
Stanford GUP EIR
SJ15-1585
2018 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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

Intersection		2018 PM				2018 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.5	0.824	11.0	B	13.5	0.856	+ 0.032	12.1	+ 1.1
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	C+	21.2	0.601	21.4	C+	21.8	0.630	+ 0.029	21.9	+ 0.6
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.0	0.747	22.3	C+	21.7	0.779	+ 0.032	23.6	+ 1.3
#4	Sand Hill Rd / Saga Ln (MP)	C+	21.7	0.565	21.8	C+	21.2	0.596	+ 0.031	21.3	- 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	16.6	0.615	18.9	B	16.3	0.647	+ 0.032	18.7	- 0.1
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	16.9	0.665	24.2	B	16.8	0.665	+ 0.000	24.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	48.1	0.737	51.8	D	49.1	0.775	+ 0.037	53.4	+ 1.6
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.502	3.1	A	3.9	0.530	+ 0.029	3.2	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	28.2	0.555	26.5	C	28.9	0.586	+ 0.031	27.5	+ 1.0
#10	Pastuer Drive / Sand Hill Road	C	27.3	0.494	27.1	C	27.6	0.517	+ 0.023	27.6	+ 0.6
#11	Arboretum Road / Sand Hill Road	C	27.3	0.648	31.7	C	28.3	0.675	+ 0.027	33.4	+ 1.7
#12	El Camino Real / Sand Hill Road (SC CMP)	C-	34.1	0.702	43.7	C-	34.3	0.717	+ 0.015	44.0	+ 0.3
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	85.9	1.174	85.9	F	88.6	1.188	+ 0.014	88.6	+ 2.6
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	B	0.3	0.119	0.3	B	0.4	0.121	+ 0.002	0.4	+ 0.0
#15	Deer Creek Road / Page Mill Road (SCC)	B	13.5	0.466	20.4	B	13.7	0.492	+ 0.026	20.0	- 0.3
#16	Coyote Hill Road / Page Mill Road (SCC)	A	9.0	0.394	13.8	A	9.4	0.420	+ 0.026	13.6	- 0.2
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	97.0	0.908	129.4	F	111.0	0.977	+ 0.070	149.8	+ 20.4
#18	Page Mill Rd / Peter Coutts (SCC)	C	29.7	0.490	27.5	C	30.2	0.514	+ 0.024	27.9	+ 0.3
#19	Hanover St / Page Mill Rd (SC CMP)	D	47.6	0.466	49.3	D	48.5	0.489	+ 0.023	49.0	- 0.3
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	66.2	0.892	73.7	E	70.3	0.911	+ 0.019	79.1	+ 5.4
#21	Middlefield Road / Oregon Expressway (SC CMP)	E+	58.5	0.702	62.8	E+	59.1	0.716	+ 0.014	63.4	+ 0.6
#22	Oregon Expy / West Bayshore Rd (SCC)	B-	18.9	0.492	31.0	B-	19.2	0.504	+ 0.012	31.4	+ 0.4
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.2	0.331	2.2	C	2.2	0.333	+ 0.002	2.2	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.8	0.850	26.8	D	29.9	0.888	+ 0.038	29.9	+ 3.1
#25	Junipero Serra / Alpine Road (MP)	D	48.8	0.737	48.3	D	50.8	0.785	+ 0.048	50.7	+ 2.4
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	40.7	0.734	40.3	D	44.6	0.779	+ 0.045	45.1	+ 4.9

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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

Intersection		2018 PM				2018 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	16.3	0.541	9.8	B	17.8	0.583	+ 0.042	12.2	+ 2.5
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	21.1	0.637	30.0	C	25.3	0.727	+ 0.090	34.9	+ 4.9
#29	Foothill Expressway / Hillview Avenue (SCC)	C-	34.9	0.515	35.1	D+	35.2	0.528	+ 0.014	35.2	+ 0.2
#30	Foothill Expressway / Arastradero Road (SCC)	F	92.3	0.674	115.9	F	95.4	0.823	+ 0.149	114.1	- 1.8
#31	Foothill Expressway / San Antonio Road (SC CMP)	E-	75.8	1.094	109.4	E-	78.0	1.113	+ 0.019	112.9	+ 3.5
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	88.9	0.972	122.7	F	89.8	0.975	+ 0.003	123.8	+ 1.1
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	E	71.9	0.794	82.4	E	73.2	0.804	+ 0.010	84.7	+ 2.3
#34	Bowdoin Street / Stanford Avenue	C	18.5	0.785	18.5	D	29.7	0.956	+ 0.171	29.7	+ 11.2
#35	Arboretum Road / Quarry Road	D	41.5	0.480	47.4	D	43.2	0.554	+ 0.074	50.4	+ 3.0
#36	Arboretum Road / Palm Drive	C	28.6	0.601	30.4	C	30.2	0.665	+ 0.064	32.6	+ 2.1
#37	El Camino Real / Encinal Avenue (MP)	C	29.9	0.749	34.8	C	29.8	0.763	+ 0.014	34.9	+ 0.1
#38	El Camino Real ./ Valpariso Avenue (MP)	D	42.0	0.806	47.6	D	42.2	0.821	+ 0.015	48.0	+ 0.5
#39	El Camino Real / Oak Grove Avenue (MP)	D+	35.6	0.678	36.5	D+	35.4	0.693	+ 0.016	36.4	- 0.1
#40	El Camino Real / Santa Cruz Avenue (MP)	C	23.0	0.571	24.9	C+	22.7	0.586	+ 0.015	24.6	- 0.3
#41	El Camino Real / Ravenswood Avenue (MP)	D	47.0	0.785	53.3	D	47.3	0.806	+ 0.021	54.1	+ 0.8
#42	El Camino Real / Roble Avenue (MP)	B	14.7	0.471	12.5	B	14.3	0.484	+ 0.013	12.2	- 0.3
#43	El Camino Real / Middle Avenue (MP)	C	27.5	0.661	42.6	C	27.2	0.671	+ 0.010	42.5	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B-	19.6	0.569	32.1	B-	19.5	0.579	+ 0.010	31.9	- 0.2
#45	El Camino Real / Quarry Road	C-	33.2	0.694	40.0	C-	34.9	0.742	+ 0.048	42.5	+ 2.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	20.3	0.480	27.9	B-	20.0	0.516	+ 0.036	27.7	- 0.2
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	26.3	0.545	30.3	C	26.3	0.589	+ 0.043	30.9	+ 0.6
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	51.1	0.856	55.6	E+	56.6	0.935	+ 0.079	65.9	+ 10.3
#49	El Camino Real / Churchill Avenue	C	26.6	0.671	38.4	C	26.3	0.704	+ 0.032	38.4	- 0.0
#50	El Camino Real / Serra Street	C	28.0	0.633	31.6	C-	34.6	0.783	+ 0.149	42.1	+ 10.4
#51	El Camino Real / Stanford Avenue	C	31.9	0.733	36.7	C-	33.3	0.799	+ 0.066	39.0	+ 2.3
#52	El Camino Real / California Avenue	C	28.8	0.580	27.5	C	27.7	0.618	+ 0.039	26.6	- 0.9

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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

Intersection		2018 PM				2018 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E+	55.6	0.823	64.5	E+	56.3	0.831	+ 0.007	64.9	+ 0.4
#54	El Camino Real / San Antonio Road (SC CMP)	D-	53.6	0.700	53.8	D-	53.5	0.708	+ 0.007	53.7	- 0.1
#55	Alma Street / Lytton Avenue	B	18.0	0.536	16.7	B-	18.9	0.561	+ 0.024	18.1	+ 1.4
#56	Alma Street / Hamilton Avenue	B	14.9	0.821	21.0	B	15.7	0.842	+ 0.021	22.5	+ 1.6
#57	Alma Street / Churchill Avenue	D	48.3	0.701	58.6	D	48.5	0.709	+ 0.008	58.9	+ 0.3
#58	Alma Street / Charleston Road	D-	55.0	0.770	60.9	E+	56.1	0.789	+ 0.019	62.1	+ 1.2
#59	Middlefield Road / Marsh Road	D-	53.9	0.909	63.6	D-	54.4	0.914	+ 0.005	64.4	+ 0.8
#60	Middlefield Road / Ravenswood Avenue (MP)	D	40.4	0.663	61.5	D	41.4	0.679	+ 0.015	62.6	+ 1.1
#61	Middlefield Road / Ringwood Avenue (MP)	D	50.6	0.588	59.6	D	50.9	0.596	+ 0.008	60.0	+ 0.4
#62	Middlefield Road / Willow Road (MP)	D	47.3	0.637	51.4	D	47.6	0.645	+ 0.008	51.6	+ 0.2
#63	Middlefield Road / Lytton Avenue	D	45.9	0.719	47.0	D	46.6	0.737	+ 0.018	47.7	+ 0.7
#64	Middlefield Road / University Avenue	D+	35.6	0.597	38.1	D+	36.1	0.628	+ 0.031	39.0	+ 0.9
#65	Middlefield Road / Hamilton Avenue	B+	11.6	0.425	11.9	B+	11.6	0.433	+ 0.008	11.9	+ 0.0
#66	Middlefield Road / Embarcadero Road	D	39.6	0.697	41.9	D	40.2	0.723	+ 0.026	42.5	+ 0.6
#67	Saint Francis Drive / Embarcadero Road	B	17.5	0.556	16.5	B	17.3	0.570	+ 0.014	16.4	- 0.1
#68	East Bayshore Road / Embarcadero Road	E+	57.6	0.879	64.5	E+	58.3	0.887	+ 0.007	65.4	+ 0.9
#69	Middlefield Road / Charleston Road	D-	52.6	0.671	52.6	D-	52.8	0.680	+ 0.008	53.0	+ 0.4
#70	US 101 SB Ramps / Marsh Road (MP)	C-	33.9	0.944	37.1	C-	33.9	0.944	+ 0.000	37.1	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C+	20.7	0.867	23.6	C+	20.7	0.867	+ 0.000	23.6	+ 0.0
#72	Bay Road / Willow Road (MP)	B+	10.7	0.631	15.8	B+	10.7	0.638	+ 0.007	15.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	44.1	0.838	52.3	D	44.1	0.844	+ 0.006	52.6	+ 0.3
#74	O'Brien Drive / Willow Road (MP)	B	14.5	0.656	22.9	B	14.4	0.662	+ 0.005	22.8	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	45.3	0.866	54.4	D	45.6	0.871	+ 0.005	54.9	+ 0.4
#76	Bayfront Expressway / Willow Road (SM CMP)	E+	57.8	0.851	62.7	E+	58.0	0.855	+ 0.004	62.9	+ 0.2
#77	Woodland Drive / University Avenue	E	60.1	0.817	63.1	E	60.3	0.817	+ 0.000	63.1	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	25.5	0.704	36.7	C	25.5	0.710	+ 0.006	36.7	+ 0.1

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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

Intersection		2018 PM				2018 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	44.3	0.683	51.6	D	44.3	0.687	+ 0.004	51.7	+ 0.1
#80	University Avenue / Bay Road	D	50.1	0.860	55.8	D	50.7	0.870	+ 0.011	56.9	+ 1.1
#81	University Ave / Bayfront Expy (SM CMP)	F	94.4	1.081	110.4	F	97.1	1.089	+ 0.008	113.8	+ 3.4
#82	Town & Country Driveway / Embarcadero Road	C	28.4	0.577	30.7	C	27.9	0.603	+ 0.026	30.4	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	62.5	0.951	65.9	E	62.7	0.953	+ 0.002	66.3	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B	13.0	0.619	20.0	B	13.0	0.619	+ 0.000	20.0	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	23.5	0.737	24.2	C	23.5	0.741	+ 0.004	24.3	+ 0.1
#86	Central Expy / Rengstorff Ave (SC CMP)	F	83.9	0.844	91.2	F	86.2	0.853	+ 0.009	92.5	+ 1.4
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	A	7.0	0.466	5.0	A	6.9	0.473	+ 0.007	5.0	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.6	0.486	10.1	A	7.5	0.492	+ 0.006	10.1	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	94.4	0.886	114.3	F	97.4	0.893	+ 0.006	118.0	+ 3.7
#90	Foothill Expy / Edith Ave (SCC)	D+	39.0	0.423	31.9	D	42.7	0.710	+ 0.287	53.8	+ 22.0
#91	Foothill Expy / Main St (SC CMP)	C	24.4	0.411	34.7	C	24.5	0.420	+ 0.009	34.3	- 0.4
#92	University Ave / O'Brien Dr	B	12.7	0.641	10.8	B	12.7	0.647	+ 0.006	10.8	+ 0.0
#93	University Ave / Adams Dr	D	0.8	0.261	0.8	D	0.8	0.272	+ 0.011	0.8	+ 0.0
#94	University Ave / Runnymede St	B-	19.9	0.515	19.3	B-	19.8	0.520	+ 0.005	19.2	- 0.0
#95	University Ave / Bell St	B-	18.2	0.513	17.1	B-	18.1	0.518	+ 0.005	17.0	- 0.1
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	F	394.9	1.850	426.3	F	394.9	1.850	+ 0.000	426.3	+ 0.0
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)		0.0	0.000	0.0		0.0	0.000	+ 0.000	0.0	+ 0.0

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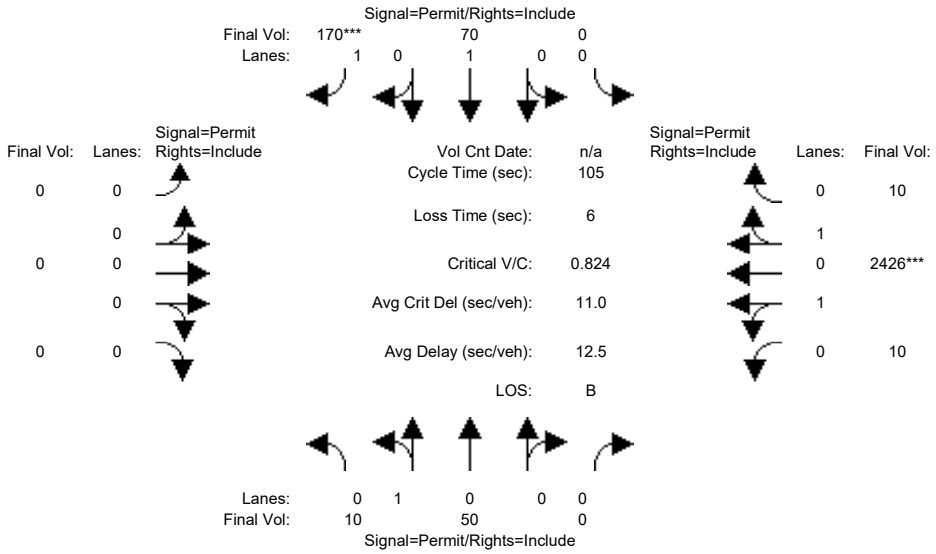
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2426	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2426	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2426	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2426	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****					****	
Green Time:	12.4	12.4	0.0	0.0	12.4	12.4	0.0	0.0	0.0	86.6	86.6	86.6
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	0.0	0.0	43.2	68.0	0.0	0.0	0.0	7.0	7.0	7.0
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	8	0	0	0	23	23	23

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

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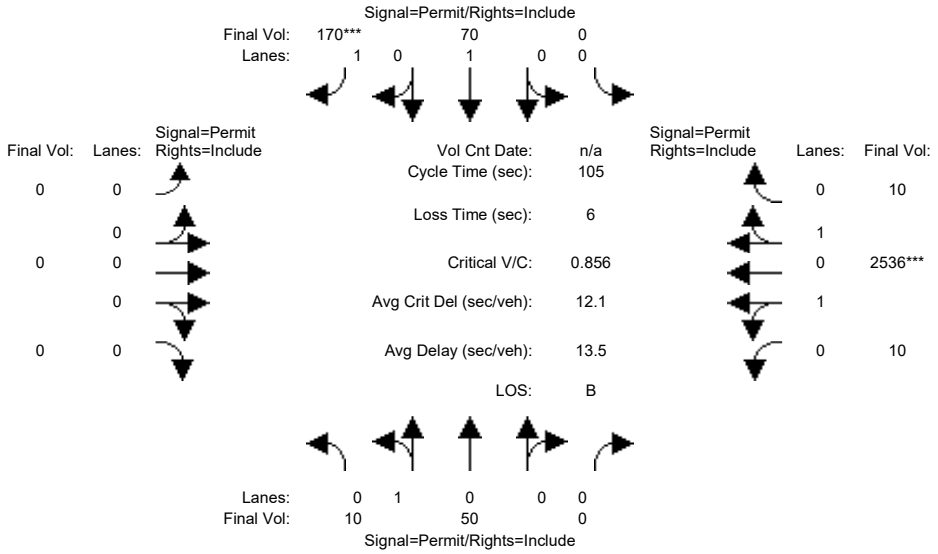
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2536	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2536	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2536	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2536	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.71	0.71	0.71
Crit Moves:						****					****	
Green Time:	11.9	11.9	0.0	0.0	11.9	11.9	0.0	0.0	0.0	87.1	87.1	87.1
Volume/Cap:	0.29	0.29	0.00	0.00	0.32	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.5	43.5	0.0	0.0	43.7	74.4	0.0	0.0	0.0	7.9	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	0.0	0.0	43.7	74.4	0.0	0.0	0.0	7.9	7.9	7.9
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	25	25	25

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

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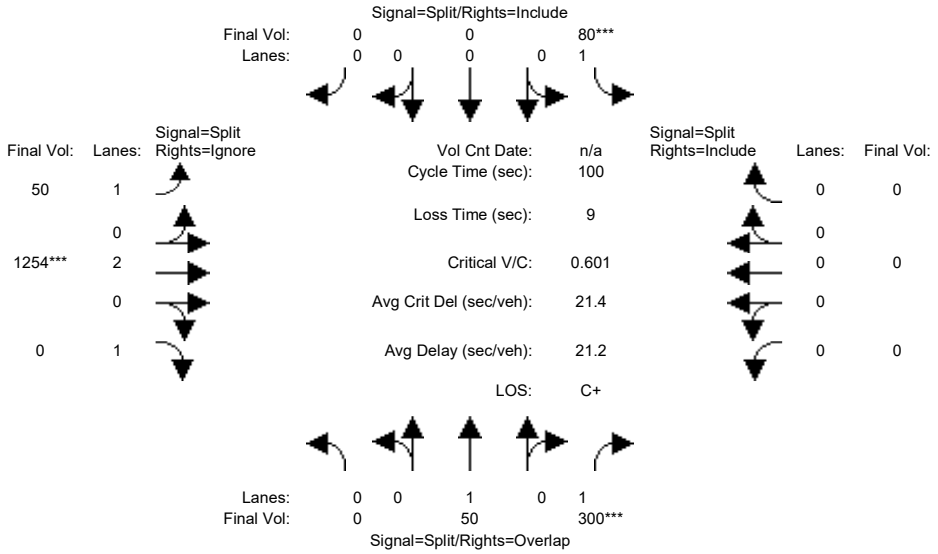
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	34	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	300	80	0	0	50	1254	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	300	80	0	0	50	1254	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	300	80	0	0	50	1254	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	300	80	0	0	50	1254	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.17	0.05	0.00	0.00	0.03	0.33	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	27.7	27.7	10.0	0.0	0.0	53.3	53.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.62	0.46	0.00	0.00	0.05	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	34.0	44.3	0.0	0.0	11.2	16.9	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C-	D	A	A	B+	B	A	A	A	A
HCM2kAvgQ:	0	1	9	2	0	0	1	14	0	0	0	0

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

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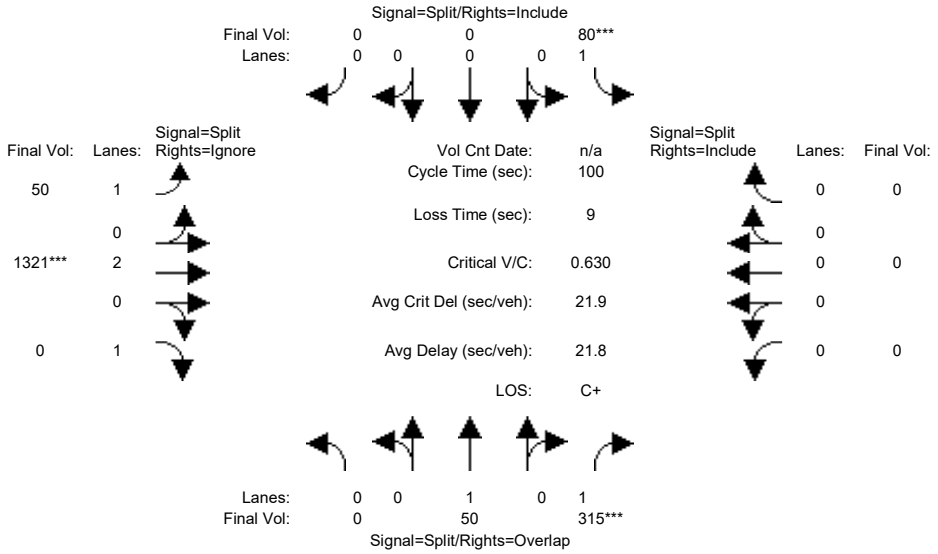
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	15	0	0	0	0	101	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	315	80	0	0	50	1321	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	315	80	0	0	50	1321	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	315	80	0	0	50	1321	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	315	80	0	0	50	1321	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.18	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	27.6	27.6	10.0	0.0	0.0	53.4	53.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.65	0.46	0.00	0.00	0.05	0.65	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.0	35.1	44.3	0.0	0.0	11.2	17.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	35.1	44.3	0.0	0.0	11.2	17.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	B+	B	A	A	A	A
HCM2kAvgQ:	0	1	10	2	0	0	1	15	0	0	0	0

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

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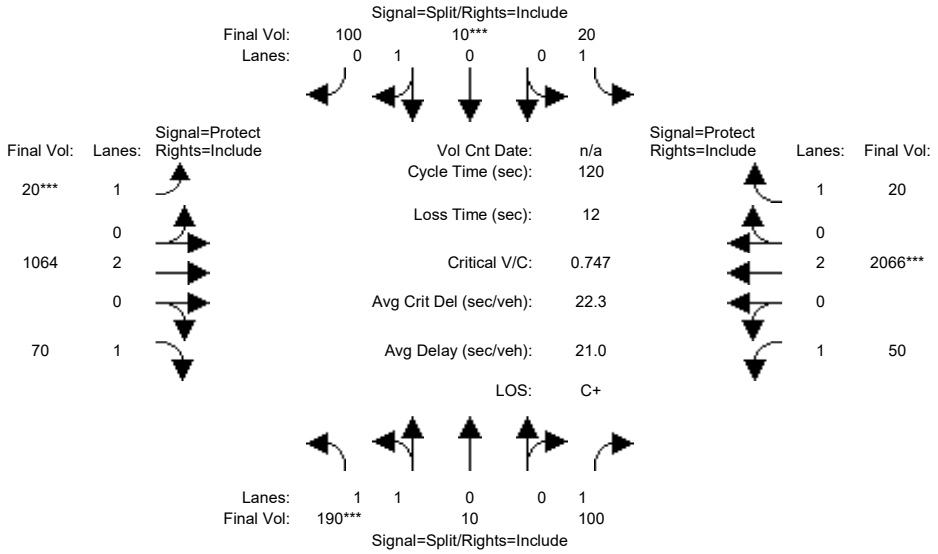
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	1030	70	50	2020	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	1030	70	50	2020	20
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1064	70	50	2066	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1064	70	50	2066	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1064	70	50	2066	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1064	70	50	2066	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.28	0.04	0.03	0.54	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.8	72.8	15.2	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.46	0.07	0.23	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.0	9.7	47.7	15.8	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	10	1	2	27	0

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

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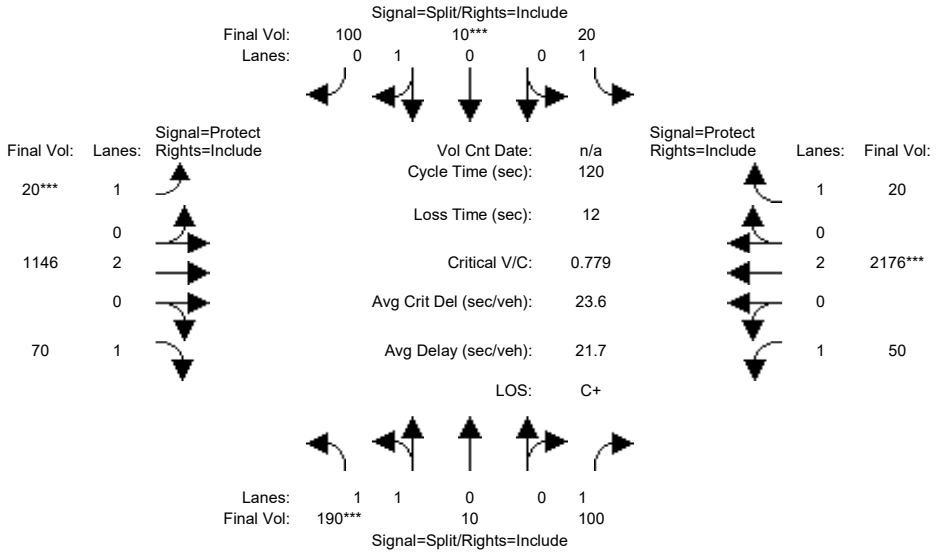
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	1030	70	50	2020	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	1030	70	50	2020	20
Added Vol:	0	0	0	0	0	0	0	116	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1146	70	50	2176	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1146	70	50	2176	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1146	70	50	2176	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1146	70	50	2176	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.30	0.04	0.03	0.57	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	73.7	73.7	14.3	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.49	0.07	0.24	0.85	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	12.9	9.3	48.6	17.7	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	12.9	9.3	48.6	17.7	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	11	1	2	31	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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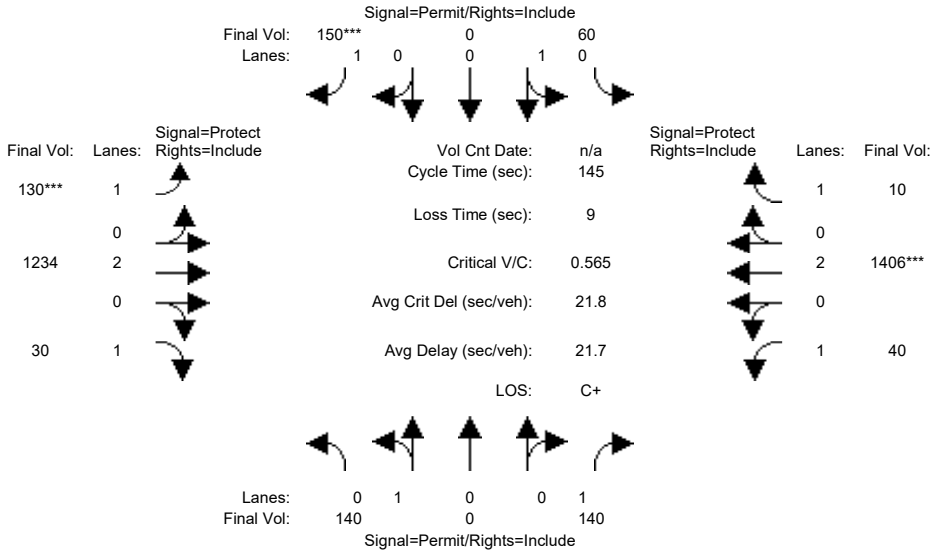
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1234	30	40	1406	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1234	30	40	1406	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1234	30	40	1406	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	150	130	1234	30	40	1406	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.32	0.02	0.02	0.37	0.01
Crit Moves:						****	****				****	
Green Time:	22.0	0.0	22.0	22.0	0.0	22.0	19.1	99.3	99.3	14.8	94.9	94.9
Volume/Cap:	0.51	0.00	0.53	0.22	0.00	0.57	0.57	0.47	0.03	0.22	0.57	0.01
Delay/Veh:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	0.0	58.7	54.4	0.0	59.9	62.3	10.8	7.4	60.5	14.0	8.7
LOS by Move:	E+	A	E+	D-	A	E+	E	B+	A	E	B	A
HCM2kAvgQ:	6	0	7	3	0	7	6	12	0	2	17	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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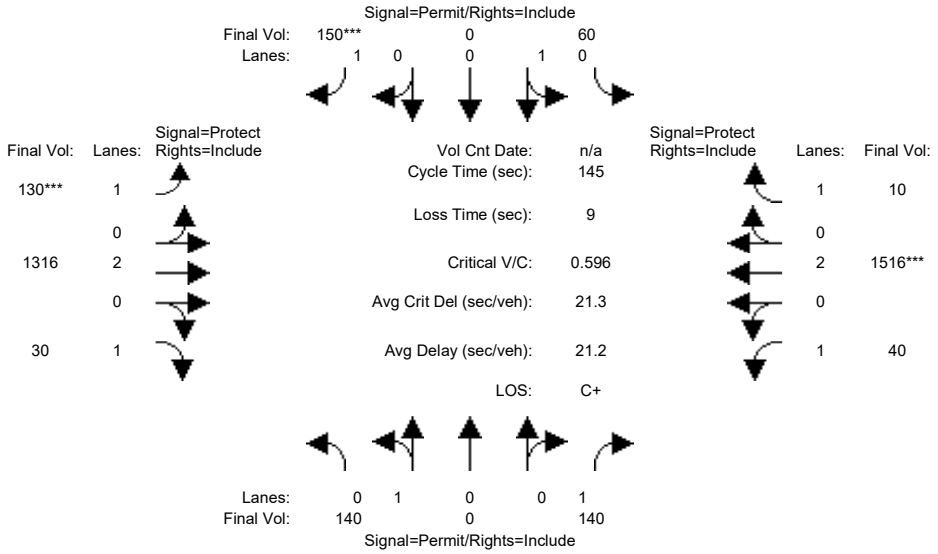
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	150	130	1200	30	40	1360	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	150	130	1200	30	40	1360	10
Added Vol:	0	0	0	0	0	0	0	116	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	150	130	1316	30	40	1516	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	150	130	1316	30	40	1516	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	150	130	1316	30	40	1516	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	150	130	1316	30	40	1516	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.09	0.07	0.35	0.02	0.02	0.40	0.01
Crit Moves:						****	****				****	
Green Time:	20.9	0.0	20.9	20.9	0.0	20.9	18.1	101	101.1	14.1	97.1	97.1
Volume/Cap:	0.54	0.00	0.56	0.23	0.00	0.60	0.60	0.50	0.02	0.24	0.60	0.01
Delay/Veh:	59.9	0.0	60.5	55.4	0.0	62.0	64.4	10.3	6.8	61.2	13.6	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	0.0	60.5	55.4	0.0	62.0	64.4	10.3	6.8	61.2	13.6	8.0
LOS by Move:	E+	A	E	E+	A	E	E	B+	A	E	B	A
HCM2kAvgQ:	7	0	7	3	0	7	6	13	0	2	18	0

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

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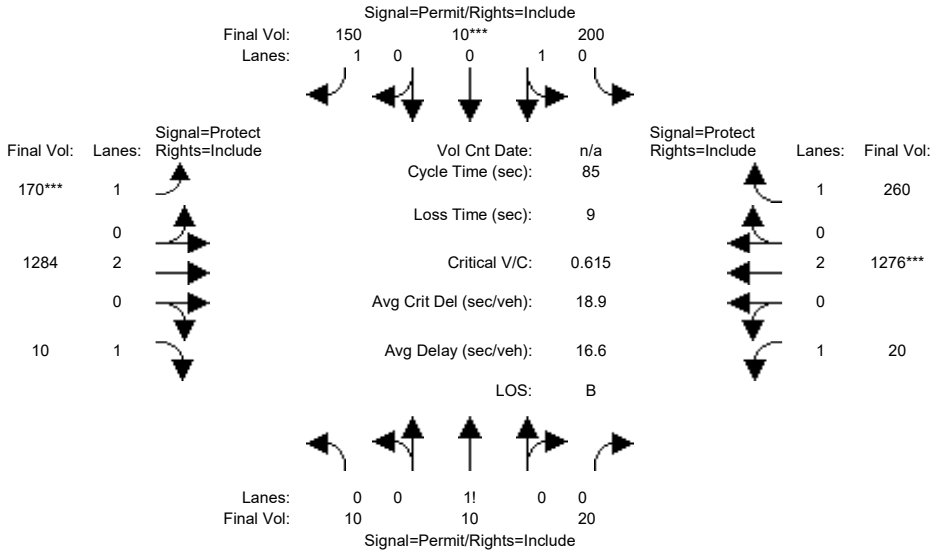
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	34	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1284	10	20	1276	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1284	10	20	1276	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1284	10	20	1276	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	20	200	10	150	170	1284	10	20	1276	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.34	0.01	0.01	0.34	0.15
Crit Moves:					****		****				****	
Green Time:	16.1	16.1	16.1	16.1	16.1	16.1	13.4	48.1	48.1	11.7	46.4	46.4
Volume/Cap:	0.12	0.12	0.12	0.61	0.61	0.45	0.61	0.60	0.01	0.08	0.61	0.27
Delay/Veh:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.7	28.7	34.9	34.9	31.5	37.5	12.5	8.0	32.1	13.7	10.4
LOS by Move:	C	C	C	C-	C-	C	D+	B	A	C-	B	B+
HCM2kAvgQ:	1	1	1	6	6	4	5	11	0	0	11	4

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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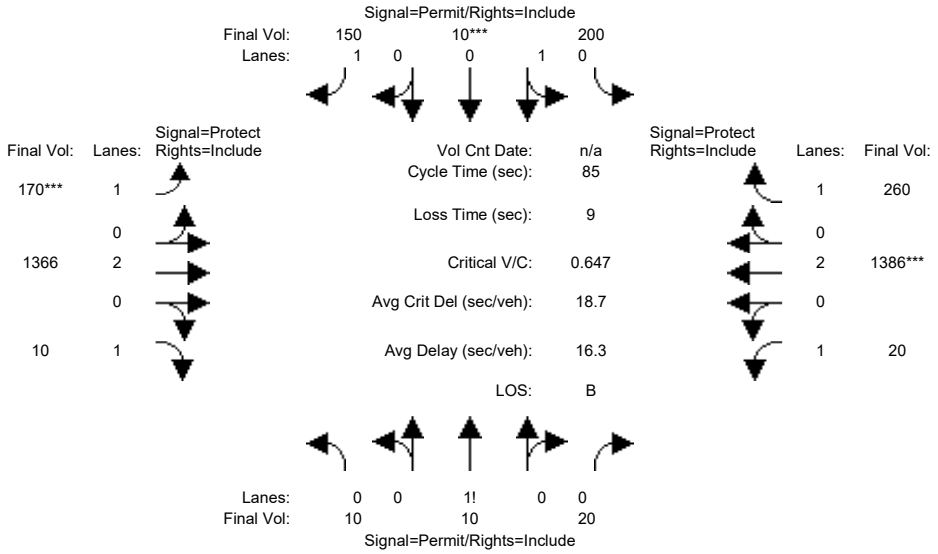
Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	200	10	150	170	1250	10	20	1230	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	200	10	150	170	1250	10	20	1230	260
Added Vol:	0	0	0	0	0	0	0	116	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	20	200	10	150	170	1366	10	20	1386	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	20	200	10	150	170	1366	10	20	1386	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	20	200	10	150	170	1366	10	20	1386	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	20	200	10	150	170	1366	10	20	1386	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.25	0.50	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	438	438	875	1714	86	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.12	0.09	0.10	0.36	0.01	0.01	0.36	0.15
Crit Moves:					****		****				****	
Green Time:	15.3	15.3	15.3	15.3	15.3	15.3	12.8	49.4	49.4	11.3	47.9	47.9
Volume/Cap:	0.13	0.13	0.13	0.65	0.65	0.48	0.65	0.62	0.01	0.09	0.65	0.26
Delay/Veh:	29.4	29.4	29.4	36.8	36.8	32.4	39.5	12.2	7.5	32.5	13.4	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	36.8	36.8	32.4	39.5	12.2	7.5	32.5	13.4	9.6
LOS by Move:	C	C	C	D+	D+	C-	D	B	A	C-	B	A
HCM2kAvgQ:	1	1	1	7	7	4	5	12	0	0	12	4

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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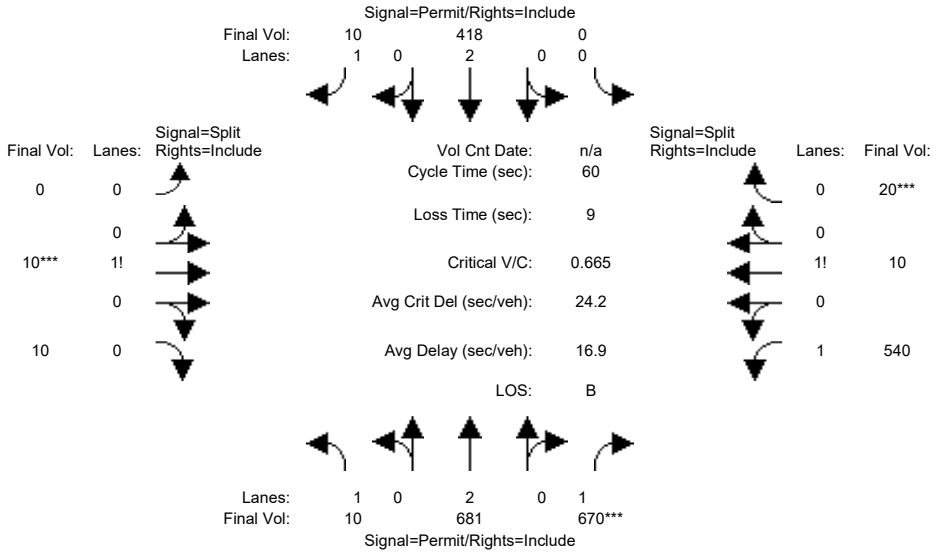
Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	11	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	681	670	0	418	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	681	670	0	418	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	681	670	0	418	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	681	670	0	418	10	0	10	10	540	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.38	0.00	0.11	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.38	0.81	0.00	0.23	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.3	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	12	0	2	0	0	0	0	8	8	8

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

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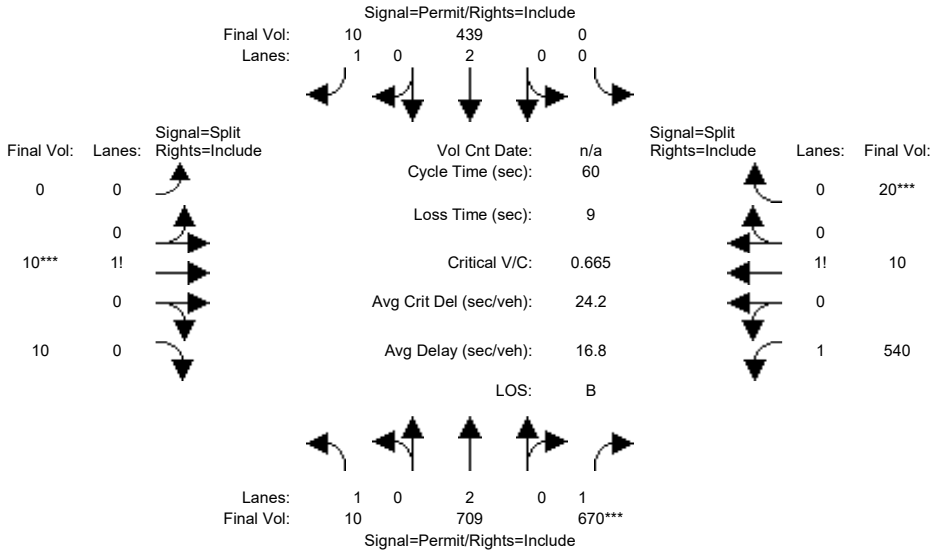
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	670	670	0	410	10	0	10	10	540	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	670	670	0	410	10	0	10	10	540	10	20
Added Vol:	0	39	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	709	670	0	439	10	0	10	10	540	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	709	670	0	439	10	0	10	10	540	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	709	670	0	439	10	0	10	10	540	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	709	670	0	439	10	0	10	10	540	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.90	0.03	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3325	58	117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.38	0.00	0.12	0.01	0.00	0.01	0.01	0.16	0.17	0.17
Crit Moves:			****					****				****
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.81	0.00	0.24	0.01	0.00	0.07	0.07	0.77	0.81	0.81
Delay/Veh:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.4	19.6	0.0	9.5	8.4	0.0	21.2	21.2	27.2	29.6	29.6
LOS by Move:	A	B+	B-	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	12	0	3	0	0	0	0	8	8	8

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

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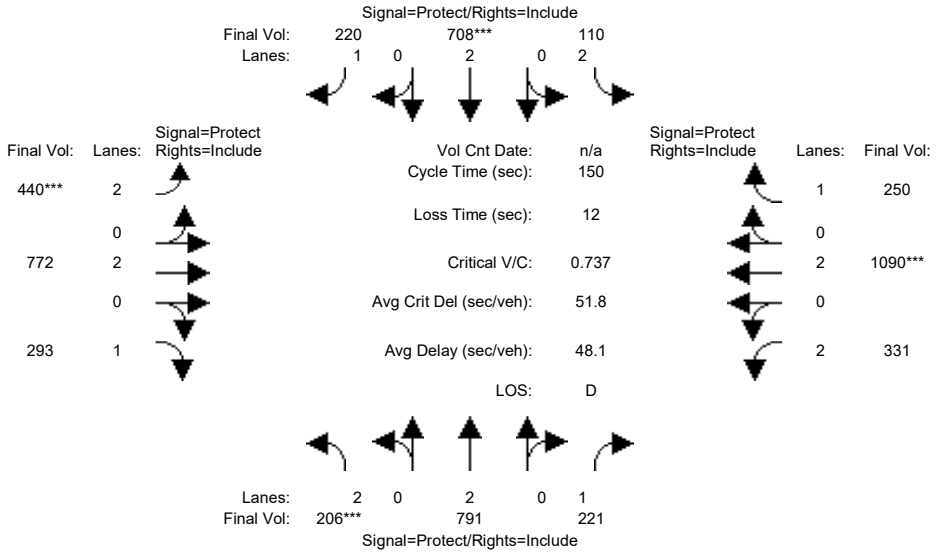
Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	780	220	110	700	220	440	750	280	330	1060	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	780	220	110	700	220	440	750	280	330	1060	250
Added Vol:	16	11	1	0	8	0	0	22	13	1	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	791	221	110	708	220	440	772	293	331	1090	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	791	221	110	708	220	440	772	293	331	1090	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	791	221	110	708	220	440	772	293	331	1090	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	791	221	110	708	220	440	772	293	331	1090	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.13	0.03	0.19	0.13	0.14	0.20	0.17	0.11	0.29	0.14
Crit Moves:	****				****		****				****	
Green Time:	13.3	41.8	41.8	9.4	37.9	37.9	28.4	57.2	57.2	29.6	58.4	58.4
Volume/Cap:	0.74	0.75	0.45	0.56	0.74	0.50	0.74	0.53	0.44	0.53	0.74	0.37
Delay/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	52.2	45.3	71.9	54.5	48.8	62.1	36.4	34.9	54.9	41.2	33.0
LOS by Move:	E-	D-	D	E	D-	D	E	D+	C-	D-	D	C-
HCM2kAvgQ:	6	17	9	3	15	9	11	13	10	8	21	8

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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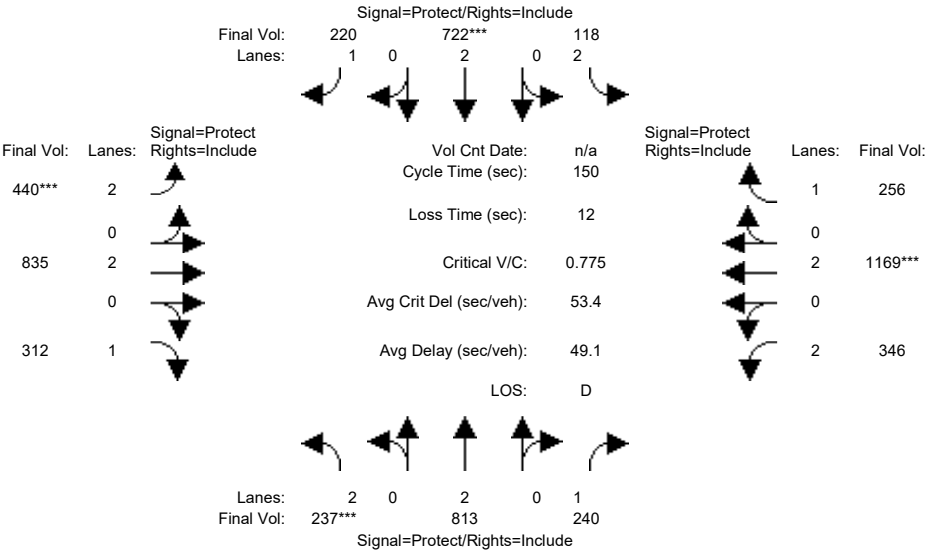
Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	780	220	110	700	220	440	750	280	330	1060	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	780	220	110	700	220	440	750	280	330	1060	250
Added Vol:	47	33	20	8	22	0	0	85	32	16	109	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	813	240	118	722	220	440	835	312	346	1169	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	813	240	118	722	220	440	835	312	346	1169	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	813	240	118	722	220	440	835	312	346	1169	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	813	240	118	722	220	440	835	312	346	1169	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.14	0.04	0.19	0.13	0.14	0.22	0.18	0.11	0.31	0.15
Crit Moves:	****				****		****				****	
Green Time:	14.6	42.2	42.2	9.2	36.8	36.8	27.1	57.8	57.8	28.9	59.6	59.6
Volume/Cap:	0.77	0.76	0.49	0.61	0.77	0.51	0.77	0.57	0.46	0.57	0.77	0.37
Delay/Veh:	77.8	52.6	45.7	74.3	56.8	49.9	65.2	36.9	35.0	56.2	41.9	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	52.6	45.7	74.3	56.8	49.9	65.2	36.9	35.0	56.2	41.9	32.3
LOS by Move:	E-	D-	D	E	E+	D	E	D+	D+	E+	D	C-
HCM2kAvgQ:	7	17	10	3	16	9	12	14	11	8	23	9

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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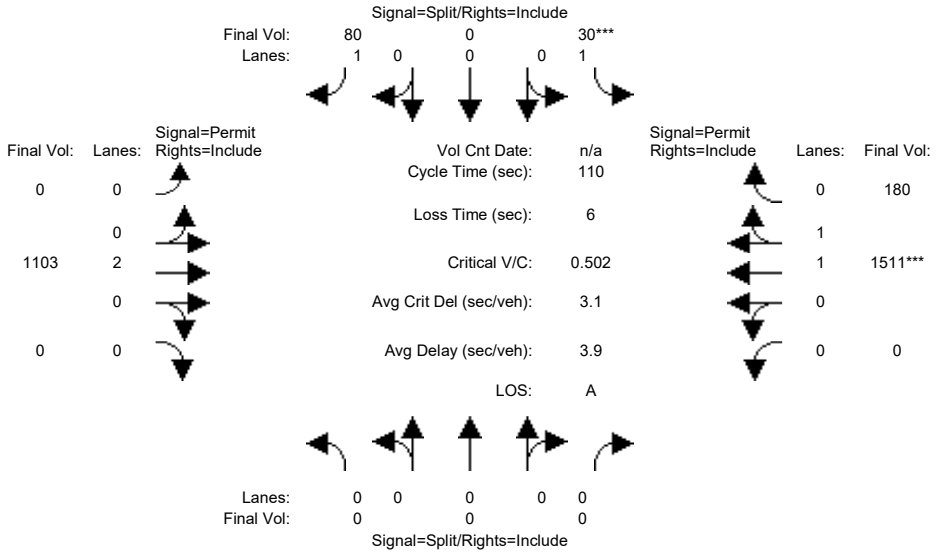
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	23	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1103	0	0	1511	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1103	0	0	1511	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1103	0	0	1511	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	0	1103	0	0	1511	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3306	394
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.29	0.00	0.00	0.46	0.46
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.34	0.00	0.00	0.54	0.54
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.1	0.0	1.7	0.0	0.0	2.3	2.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	8	8

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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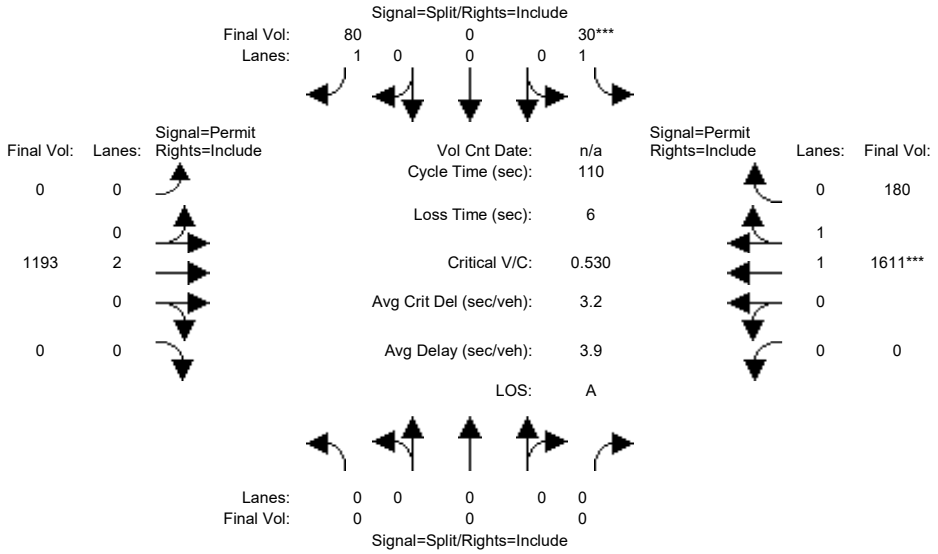
Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	0	1080	0	0	1480	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	0	1080	0	0	1480	180
Added Vol:	0	0	0	0	0	0	0	113	0	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	0	1193	0	0	1611	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	0	1193	0	0	1611	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	0	1193	0	0	1611	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	0	1193	0	0	1611	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3328	372
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.00	0.31	0.00	0.00	0.48	0.48
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.00	0.37	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	0.0	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	0	4	0	0	9	9

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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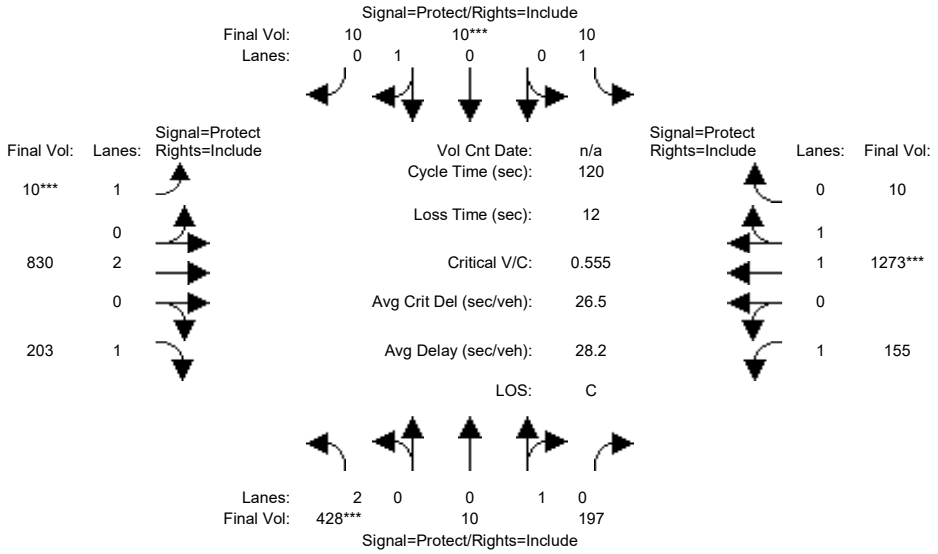
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	18	0	7	0	0	0	0	10	13	5	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	10	197	10	10	10	10	830	203	155	1273	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	10	197	10	10	10	10	830	203	155	1273	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	10	197	10	10	10	10	830	203	155	1273	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	10	197	10	10	10	10	830	203	155	1273	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.05	0.95	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	87	1713	1750	900	900	1750	3800	1750	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.01	0.01	0.01	0.01	0.22	0.12	0.09	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	25.6	23.6	23.6	12.0	10.0	10.0	7.0	51.5	51.5	20.9	65.4	65.4
Volume/Cap:	0.64	0.58	0.58	0.06	0.13	0.13	0.10	0.51	0.27	0.51	0.64	0.64
Delay/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	46.2	46.2	49.0	51.4	51.4	53.9	25.3	22.3	46.3	19.7	19.7
LOS by Move:	D	D	D	D	D-	D-	D-	C	C+	D	B-	B-
HCM2kAvgQ:	9	7	7	0	1	1	0	11	5	6	17	17

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

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Stanford GUP EIR
SJ15-1585
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2000 HCM Operations (Future Volume Alternative)
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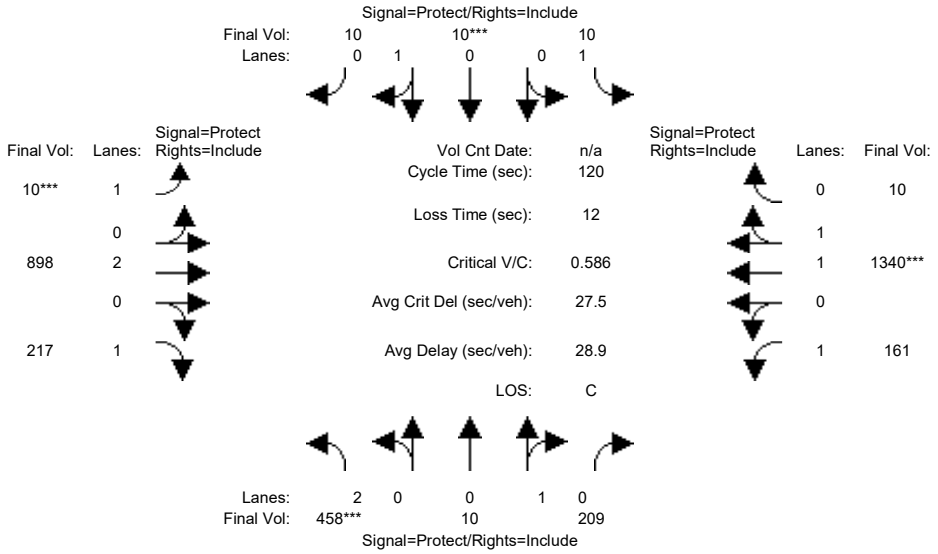
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	190	10	10	10	10	820	190	150	1260	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	190	10	10	10	10	820	190	150	1260	10
Added Vol:	48	0	19	0	0	0	0	78	27	11	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	10	209	10	10	10	10	898	217	161	1340	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	10	209	10	10	10	10	898	217	161	1340	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	10	209	10	10	10	10	898	217	161	1340	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	10	209	10	10	10	10	898	217	161	1340	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.05	0.95	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	82	1718	1750	900	900	1750	3800	1750	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.01	0.01	0.01	0.01	0.24	0.12	0.09	0.36	0.36
Crit Moves:	****				****		****				****	
Green Time:	25.9	24.3	24.3	11.6	10.0	10.0	7.0	51.9	51.9	20.2	65.1	65.1
Volume/Cap:	0.67	0.60	0.60	0.06	0.13	0.13	0.10	0.55	0.29	0.55	0.67	0.67
Delay/Veh:	45.8	46.3	46.3	49.3	51.4	51.4	53.9	25.7	22.3	47.9	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	46.3	46.3	49.3	51.4	51.4	53.9	25.7	22.3	47.9	20.7	20.7
LOS by Move:	D	D	D	D	D-	D-	D-	C	C+	D	C+	C+
HCM2kAvgQ:	9	8	8	0	1	1	0	12	5	6	18	18

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

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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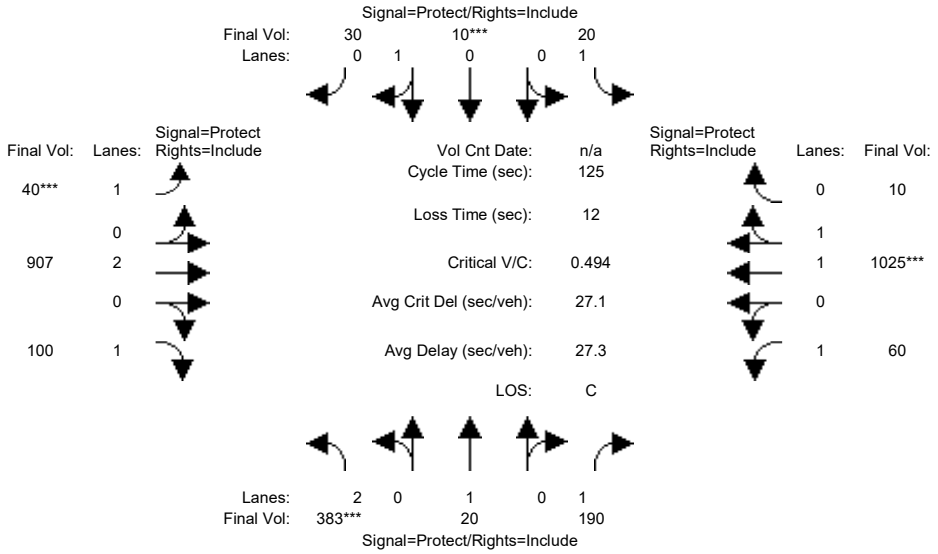
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	13	0	0	0	0	0	0	7	10	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	20	190	20	10	30	40	907	100	60	1025	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	20	190	20	10	30	40	907	100	60	1025	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	20	190	20	10	30	40	907	100	60	1025	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	20	190	20	10	30	40	907	100	60	1025	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.11	0.01	0.02	0.02	0.02	0.24	0.06	0.03	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	29.1	25.8	25.8	13.3	10.0	10.0	7.0	59.9	59.9	14.0	66.9	66.9
Volume/Cap:	0.52	0.05	0.53	0.11	0.28	0.28	0.41	0.50	0.12	0.31	0.52	0.52
Delay/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	39.8	45.6	50.7	55.2	55.2	59.8	22.5	18.1	51.9	19.0	19.0
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B-	D-	B-	B-
HCM2kAvgQ:	8	1	7	1	2	2	2	12	2	2	13	13

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

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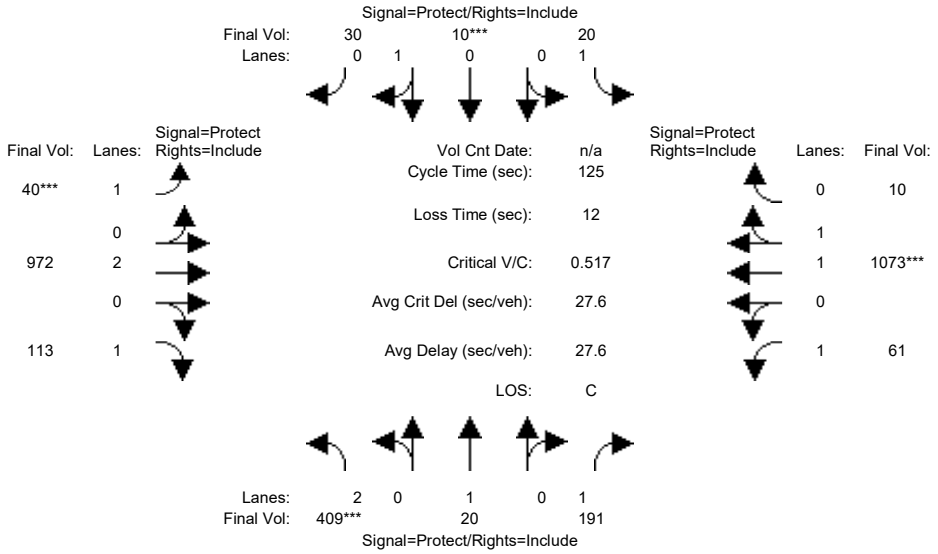
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	190	20	10	30	40	900	90	60	1020	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	190	20	10	30	40	900	90	60	1020	10
Added Vol:	39	0	1	0	0	0	0	72	23	1	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	20	191	20	10	30	40	972	113	61	1073	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	20	191	20	10	30	40	972	113	61	1073	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	20	191	20	10	30	40	972	113	61	1073	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	409	20	191	20	10	30	40	972	113	61	1073	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.11	0.01	0.02	0.02	0.02	0.26	0.06	0.03	0.29	0.29
Crit Moves:	****				****		****				****	
Green Time:	29.5	26.1	26.1	13.4	10.0	10.0	7.0	60.3	60.3	13.2	66.5	66.5
Volume/Cap:	0.55	0.05	0.52	0.11	0.28	0.28	0.41	0.53	0.13	0.33	0.55	0.55
Delay/Veh:	42.8	39.6	45.3	50.7	55.2	55.2	59.8	22.8	18.0	52.9	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	39.6	45.3	50.7	55.2	55.2	59.8	22.8	18.0	52.9	19.7	19.7
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2kAvgQ:	9	1	7	1	2	2	2	13	2	2	14	14

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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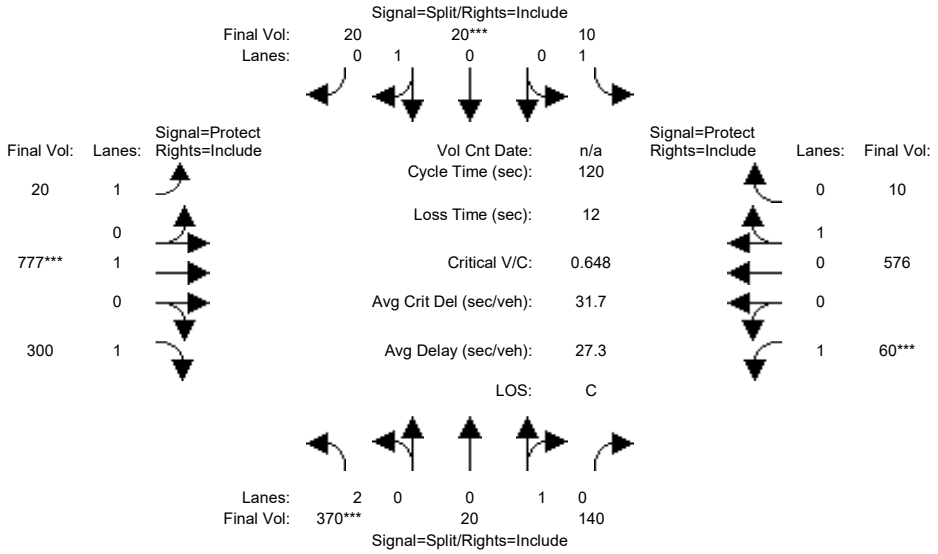
Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	20	140	10	20	20	20	777	300	60	576	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	20	140	10	20	20	20	777	300	60	576	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	20	140	10	20	20	20	777	300	60	576	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	20	140	10	20	20	20	777	300	60	576	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1769	31
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.02	0.02	0.01	0.41	0.17	0.03	0.33	0.33
Crit Moves:	****				****			****		****		
Green Time:	20.3	20.3	20.3	10.0	10.0	10.0	11.8	70.7	70.7	7.0	65.9	65.9
Volume/Cap:	0.69	0.53	0.53	0.07	0.27	0.27	0.12	0.69	0.29	0.59	0.59	0.59
Delay/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	47.1	47.1	50.9	52.5	52.5	49.6	19.0	12.4	63.7	19.1	19.1
LOS by Move:	D	D	D	D	D-	D-	D	B-	B	E	B-	B-
HCM2kAvgQ:	8	6	6	0	2	2	1	20	6	2	15	15

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

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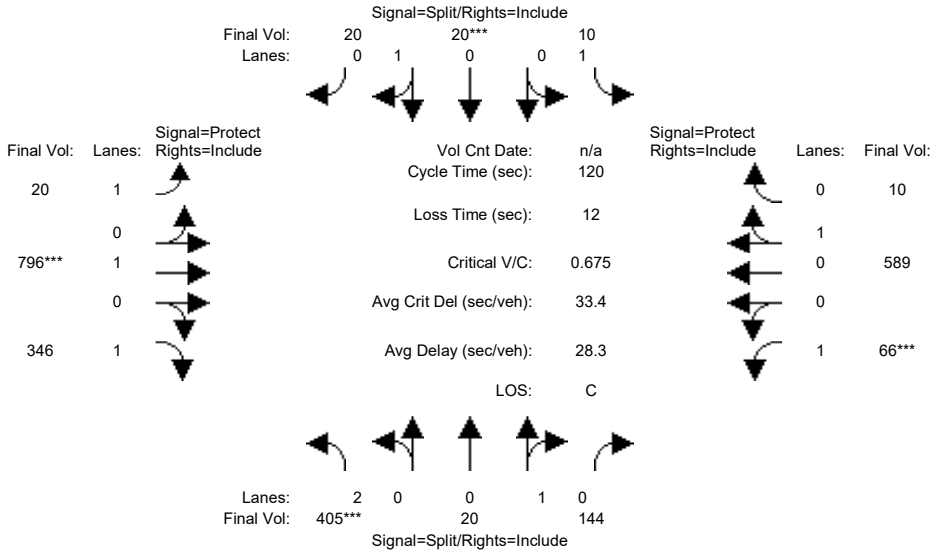
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	20	140	10	20	20	20	770	300	60	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	140	10	20	20	20	770	300	60	570	10
Added Vol:	35	0	4	0	0	0	0	26	46	6	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	20	144	10	20	20	20	796	346	66	589	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	20	144	10	20	20	20	796	346	66	589	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	20	144	10	20	20	20	796	346	66	589	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	20	144	10	20	20	20	796	346	66	589	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	220	1580	1750	900	900	1750	1900	1750	1750	1770	30
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.01	0.02	0.02	0.01	0.42	0.20	0.04	0.33	0.33
Crit Moves:	****				****			****			****	
Green Time:	21.4	21.4	21.4	10.0	10.0	10.0	11.4	69.6	69.6	7.0	65.2	65.2
Volume/Cap:	0.72	0.51	0.51	0.07	0.27	0.27	0.12	0.72	0.34	0.65	0.61	0.61
Delay/Veh:	51.1	46.0	46.0	50.9	52.5	52.5	50.0	20.6	13.4	68.8	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	46.0	46.0	50.9	52.5	52.5	50.0	20.6	13.4	68.8	19.9	19.9
LOS by Move:	D-	D	D	D	D-	D-	D	C+	B	E	B-	B-
HCM2kAvgQ:	9	6	6	0	2	2	1	21	7	3	16	16

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

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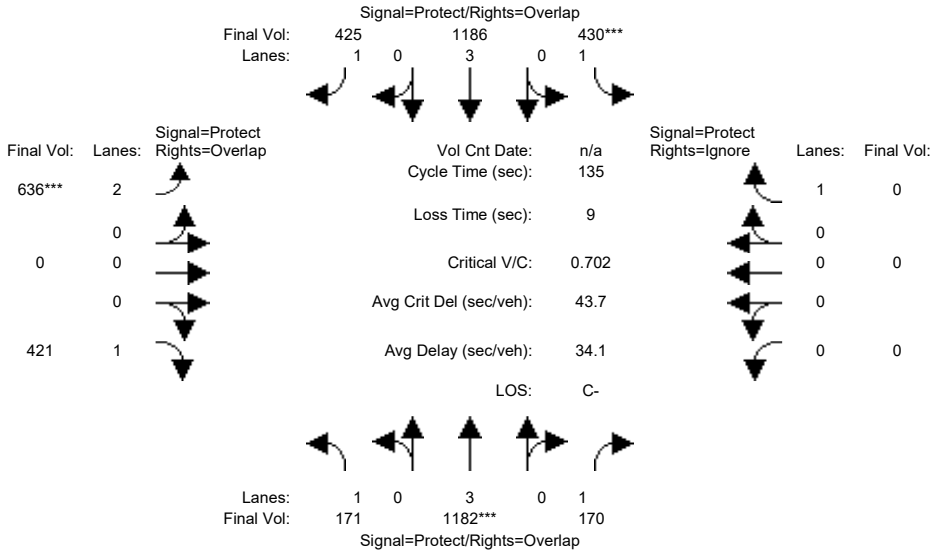
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1160	170	430	1170	420	630	0	420	0	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	170	430	1170	420	630	0	420	0	0	800
Added Vol:	1	22	0	0	16	5	6	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1182	170	430	1186	425	636	0	421	0	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	171	1182	170	430	1186	425	636	0	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1182	170	430	1186	425	636	0	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	171	1182	170	430	1186	425	636	0	421	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.10	0.25	0.21	0.24	0.20	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	27.9	39.9	39.9	47.3	59.3	98.1	38.8	0.0	66.7	0.0	0.0	0.0
Volume/Cap:	0.47	0.70	0.33	0.70	0.47	0.33	0.70	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	48.1	43.6	37.5	41.4	26.9	6.8	45.4	0.0	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	43.6	37.5	41.4	26.9	6.8	45.4	0.0	23.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	D	C	A	D	A	C	A	A	A
HCM2kAvgQ:	7	14	6	16	11	7	14	0	12	0	0	0

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

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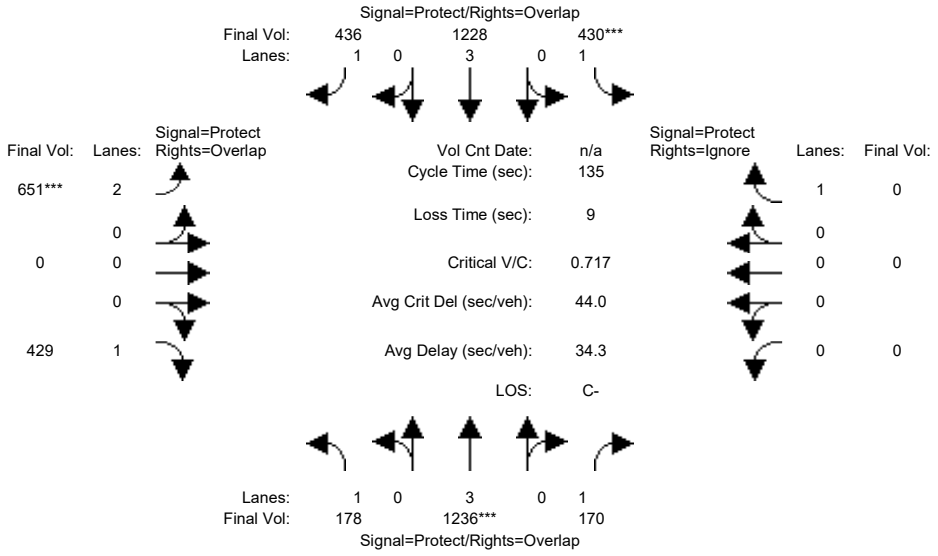
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1160	170	430	1170	420	630	0	420	0	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1160	170	430	1170	420	630	0	420	0	0	800
Added Vol:	8	76	0	0	58	16	21	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1236	170	430	1228	436	651	0	429	0	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	178	1236	170	430	1228	436	651	0	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1236	170	430	1228	436	651	0	429	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	178	1236	170	430	1228	436	651	0	429	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.10	0.25	0.22	0.25	0.21	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	27.9	40.8	40.8	46.3	59.2	98.1	38.9	0.0	66.8	0.0	0.0	0.0
Volume/Cap:	0.49	0.72	0.32	0.72	0.49	0.34	0.72	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	48.3	43.4	36.7	42.8	27.3	6.9	45.9	0.0	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	43.4	36.7	42.8	27.3	6.9	45.9	0.0	23.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	D	C	A	D	A	C	A	A	A
HCM2kAvgQ:	7	15	6	17	12	7	14	0	12	0	0	0

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

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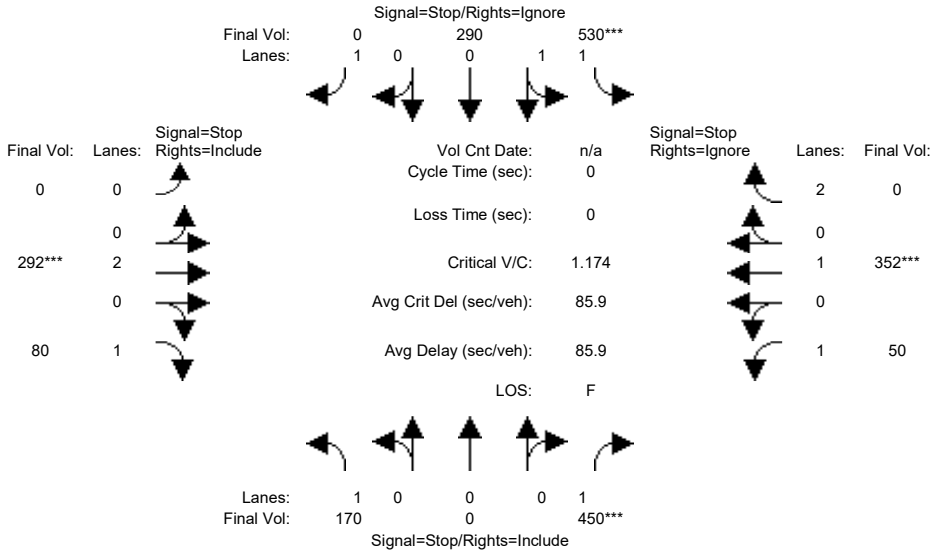
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	530	290	100	0	292	80	50	352	948
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	530	290	0	0	292	80	50	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	530	290	0	0	292	80	50	352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	530	290	0	0	292	80	50	352	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.29	0.71	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	429	451	254	385	0	664	355	319	340	713
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	1.05	1.17	1.14	0.00	xxxx	0.44	0.23	0.16	1.04	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.3	134.9	123	0.0	0.0	21.7	15.7	15.8	92.4	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		68.1			130.6			20.4			82.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.1			130.6			20.4			82.8	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.8	0.0	9.0	11.0	11.0	0.0	0.0	0.8	0.3	0.2	7.5	0.0

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

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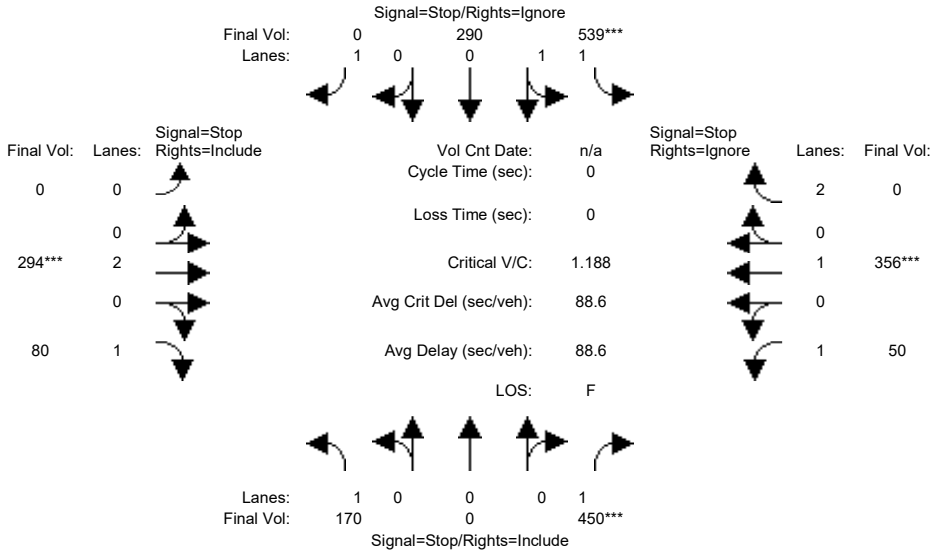
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	9	0	0	0	4	0	0	6	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	450	539	290	100	0	294	80	50	356	1044
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	539	290	0	0	294	80	50	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	539	290	0	0	294	80	50	356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	539	290	0	0	294	80	50	356	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.30	0.70	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	373	0	428	454	251	385	0	664	355	319	339	713
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	1.05	1.19	1.16	0.00	xxxx	0.44	0.23	0.16	1.05	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	20.0	0.0	86.5	139.9	128	0.0	0.0	21.8	15.7	15.8	96.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	86.5	139.9	128	0.0	0.0	21.8	15.7	15.8	96.0	0.0
LOS by Move:	C	*	F	F	F	*	*	C	C	C	F	*
ApproachDel:		68.3			135.6			20.5			86.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		68.3			135.6			20.5			86.2	
LOS by Appr:		F			F			C			F	
AllWayAvgQ:	0.8	0.0	9.0	11.4	11.4	0.0	0.0	0.8	0.3	0.2	7.8	0.0

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

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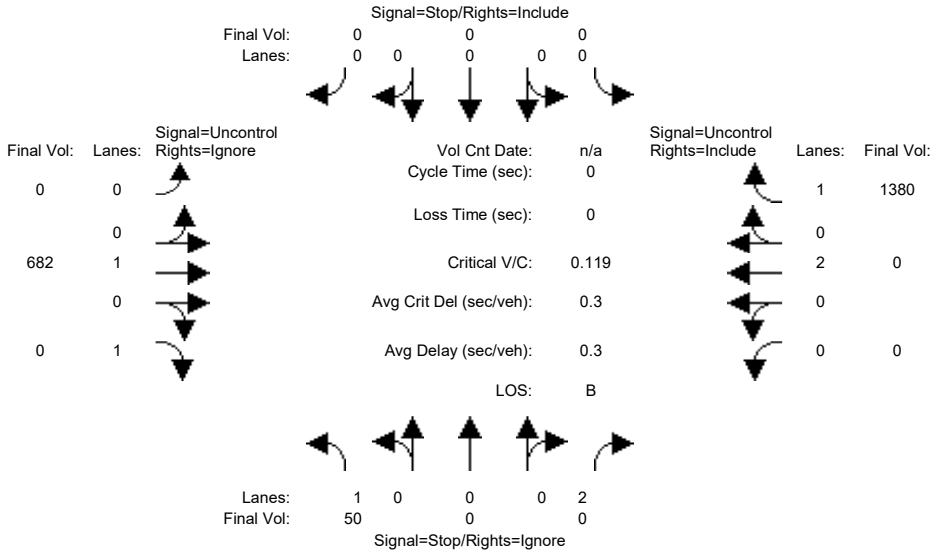
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	21	0	0	0	0	2	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	341	0	0	0	0	682	430	0	1281	1380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	682	0	0	0	1380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	682	0	0	0	1380
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	682	xxxx	682	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	419	xxxx	453	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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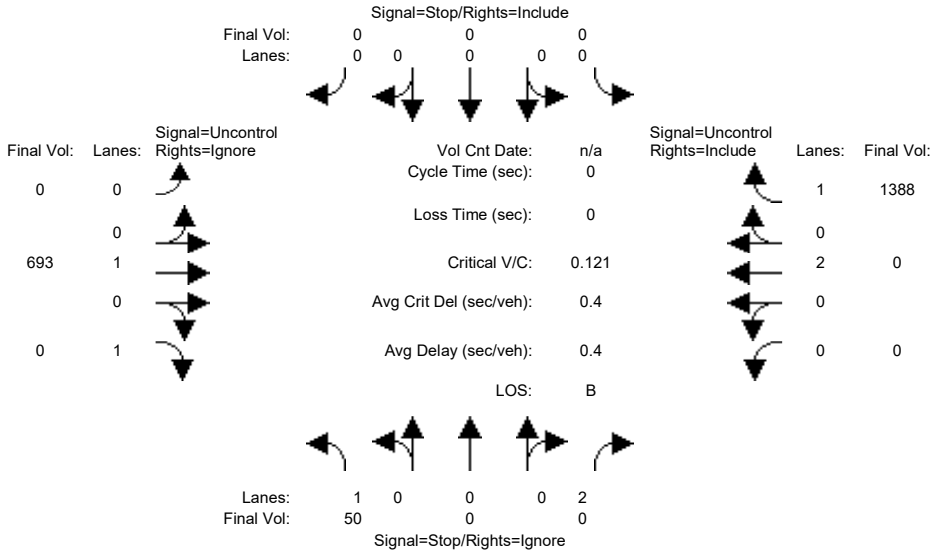
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	50	0	320	0	0	0	0	680	430	0	1250	1380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	320	0	0	0	0	680	430	0	1250	1380
Added Vol:	0	0	105	0	0	0	0	13	0	0	130	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	425	0	0	0	0	693	430	0	1380	1388
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	0	0	0	0	0	0	693	0	0	0	1388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	0	0	0	0	0	693	0	0	0	1388
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	693	xxxx	693	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	412	xxxx	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	412	xxxx	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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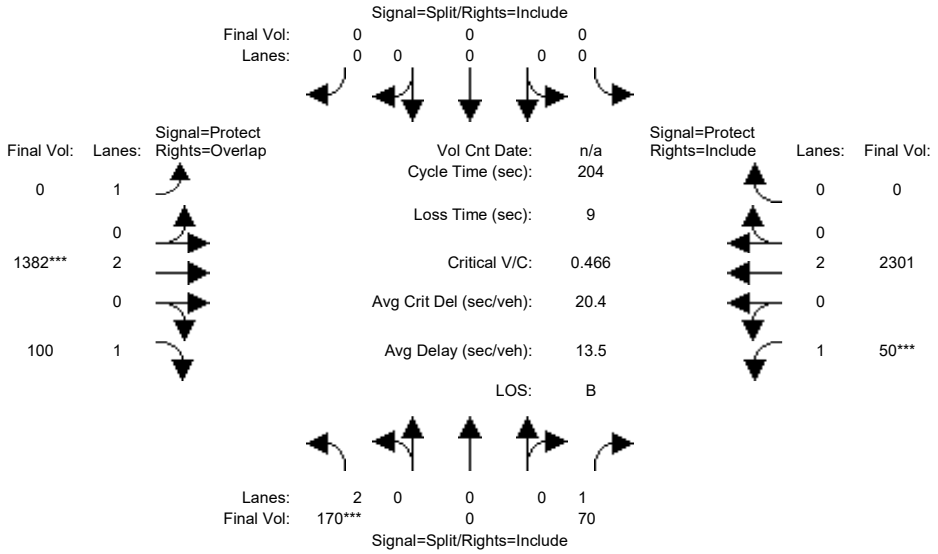
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1382	100	50	2301	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1382	100	50	2301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1382	100	50	2301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	70	0	0	0	0	1382	100	50	2301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.36	0.06	0.03	0.61	0.00
Crit Moves:	****							****		****		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.47	0.07	0.36	0.71	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	8.9	1.7	94.9	6.8	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	5	0	0	0	0	16	1	3	28	0

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

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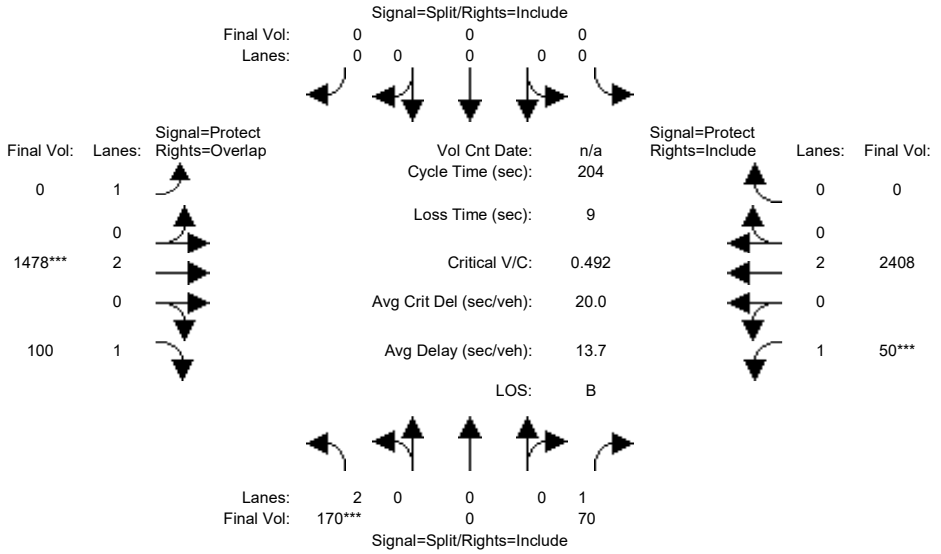
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

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



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	70	0	0	0	0	1360	100	50	2270	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	70	0	0	0	0	1360	100	50	2270	0
Added Vol:	0	0	0	0	0	0	0	118	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	70	0	0	0	0	1478	100	50	2408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	70	0	0	0	0	1478	100	50	2408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	70	0	0	0	0	1478	100	50	2408	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	70	0	0	0	0	1478	100	50	2408	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.39	0.06	0.03	0.63	0.00
Crit Moves:	****							****		****		
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	157	179.2	16.2	173	0.0
Volume/Cap:	0.50	0.00	0.37	0.00	0.00	0.00	0.00	0.50	0.07	0.36	0.75	0.00
Delay/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.3	1.7	94.9	7.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.3	0.0	90.0	0.0	0.0	0.0	0.0	9.3	1.7	94.9	7.5	0.0
LOS by Move:	F	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	7	0	5	0	0	0	0	17	1	3	32	0

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

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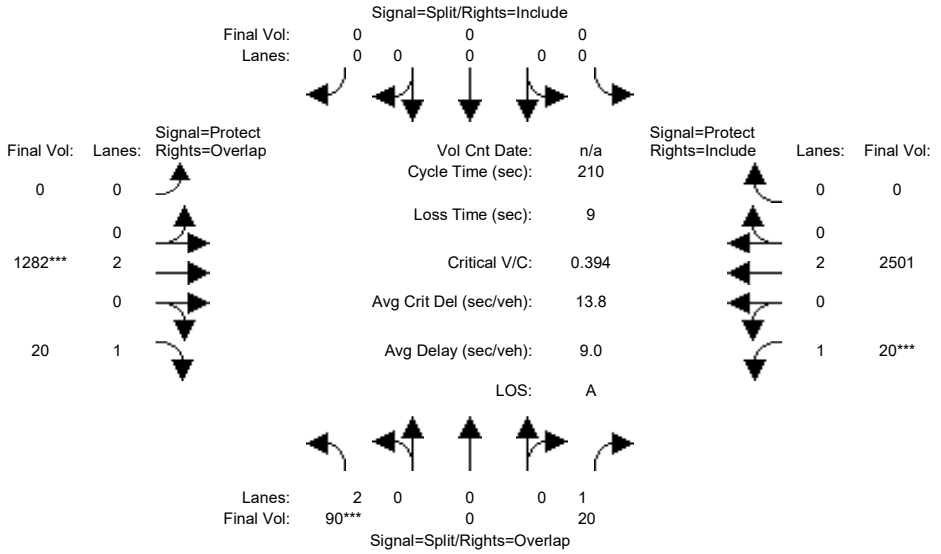
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1282	20	20	2501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1282	20	20	2501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1282	20	20	2501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	20	0	0	0	0	1282	20	20	2501	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.34	0.01	0.01	0.66	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.01	0.15	0.75	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	6.8	1.6	94.7	5.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	13	0	1	29	0

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

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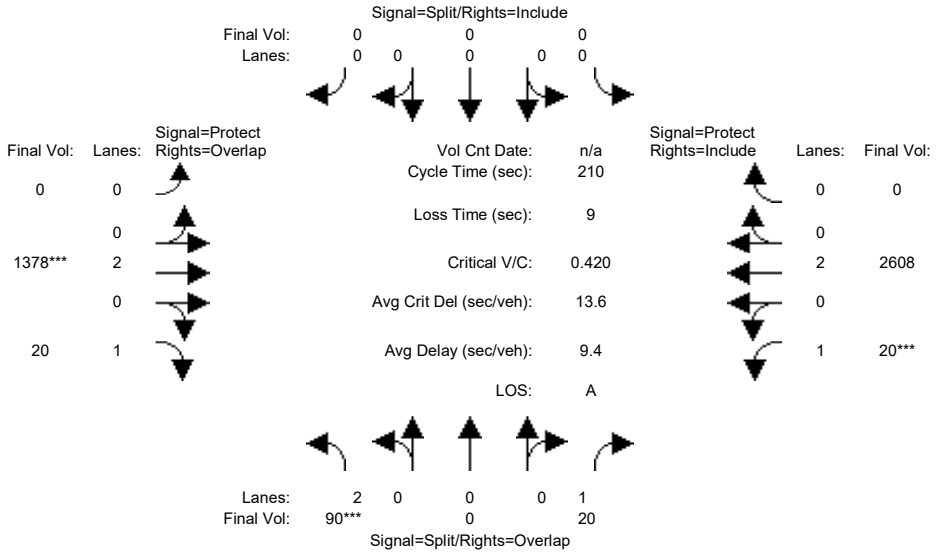
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	20	0	0	0	0	1260	20	20	2470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	20	0	0	0	0	1260	20	20	2470	0
Added Vol:	0	0	0	0	0	0	0	118	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	20	0	0	0	0	1378	20	20	2608	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	20	0	0	0	0	1378	20	20	2608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	20	0	0	0	0	1378	20	20	2608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	20	0	0	0	0	1378	20	20	2608	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.36	0.01	0.01	0.69	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	33.6	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.45	0.01	0.15	0.78	0.00
Delay/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.0	1.6	94.7	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	78.3	0.0	0.0	0.0	0.0	7.0	1.6	94.7	6.6	0.0
LOS by Move:	F	A	E-	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	1	0	0	0	0	14	0	1	33	0

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

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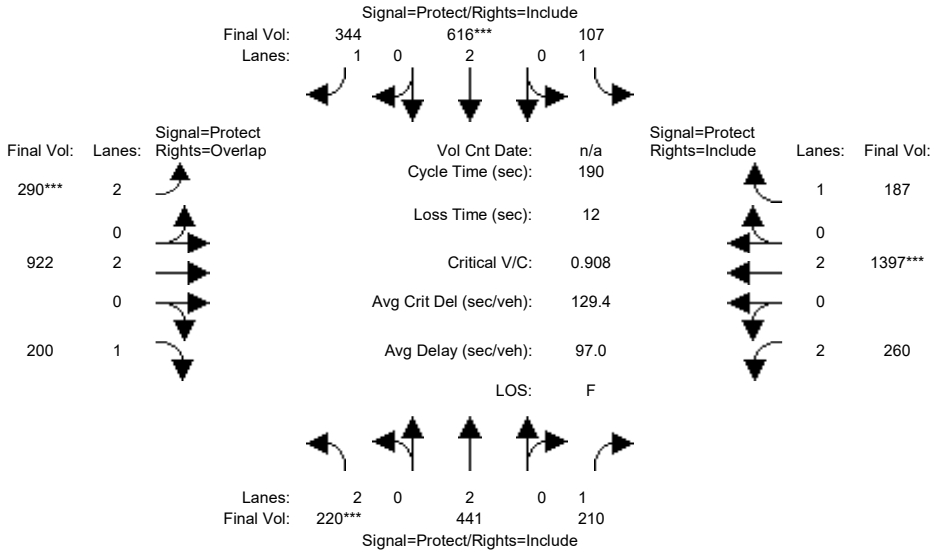
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	21	0	7	26	14	10	12	0	0	17	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	441	210	107	616	344	290	922	200	260	1397	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	441	210	107	616	344	290	922	200	260	1397	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	441	210	107	616	344	290	922	200	260	1397	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	441	210	107	616	344	290	922	200	260	1397	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.32	0.20	0.09	0.24	0.11	0.08	0.37	0.11
Crit Moves:	****				****		****				****	
Green Time:	18.8	33.0	33.0	30.1	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.67	0.69	0.77	1.39	0.84	0.49	0.48	0.19	0.84	0.87	0.25
Delay/Veh:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	80.7	85.1	104.7	268	88.9	74.1	40.2	24.7	114.2	85.2	56.5
LOS by Move:	F	F	F	F	F	F	E	D	C	F	F	E+
HCM2kAvgQ:	8	13	13	7	29	23	10	21	8	10	43	10

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

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Stanford GUP EIR
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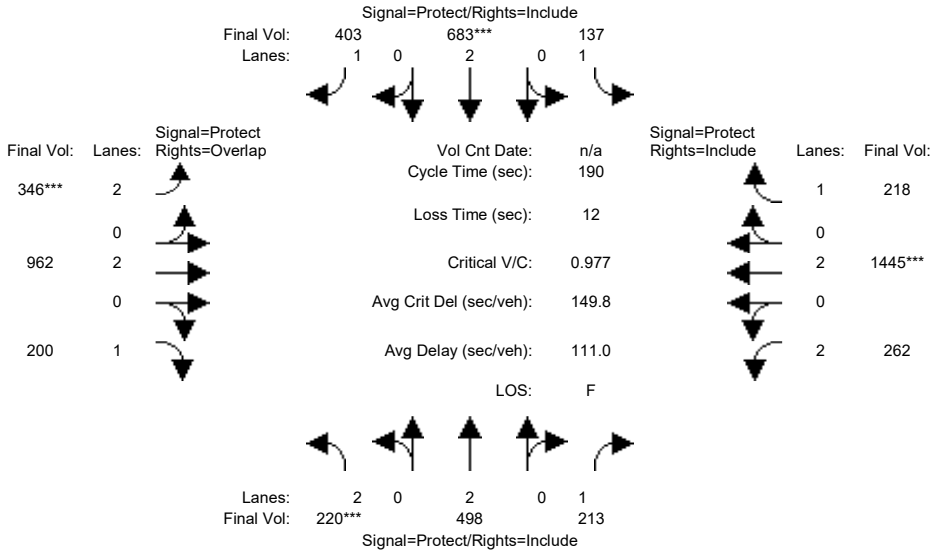
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	78	3	37	93	73	66	52	0	2	65	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	498	213	137	683	403	346	962	200	262	1445	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	498	213	137	683	403	346	962	200	262	1445	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	498	213	137	683	403	346	962	200	262	1445	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	498	213	137	683	403	346	962	200	262	1445	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.16	0.36	0.23	0.11	0.25	0.11	0.08	0.38	0.12
Crit Moves:	****				****		****				****	
Green Time:	18.8	32.6	32.6	30.4	44.2	44.2	35.7	97.0	115.8	18.7	80.0	80.0
Volume/Cap:	0.71	0.76	0.71	0.98	1.54	0.99	0.58	0.50	0.19	0.85	0.90	0.30
Delay/Veh:	95.3	85.0	86.5	154.1	334	119.0	76.4	40.8	24.7	115.1	88.8	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	85.0	86.5	154.1	334	119.0	76.4	40.8	24.7	115.1	88.8	57.7
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2kAvgQ:	8	15	13	10	35	29	12	22	8	10	45	12

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

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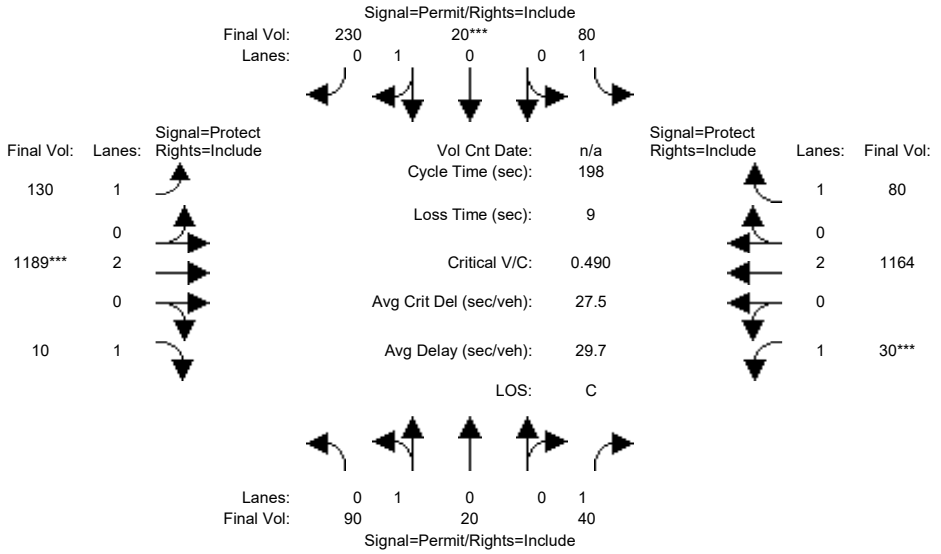
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	20	40	80	20	230	130	1189	10	30	1164	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	20	40	80	20	230	130	1189	10	30	1164	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	20	40	80	20	230	130	1189	10	30	1164	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	20	40	80	20	230	130	1189	10	30	1164	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.82	0.18	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1473	327	1750	1750	144	1656	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.05	0.14	0.14	0.07	0.31	0.01	0.02	0.31	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.34	0.34	0.13	0.25	0.77	0.77	0.65	0.44	0.01	0.30	0.46	0.07
Delay/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	75.6	72.3	74.2	92.3	92.3	96.7	12.2	8.3	96.7	17.4	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2kAvgQ:	6	6	2	5	17	17	9	15	0	2	17	2

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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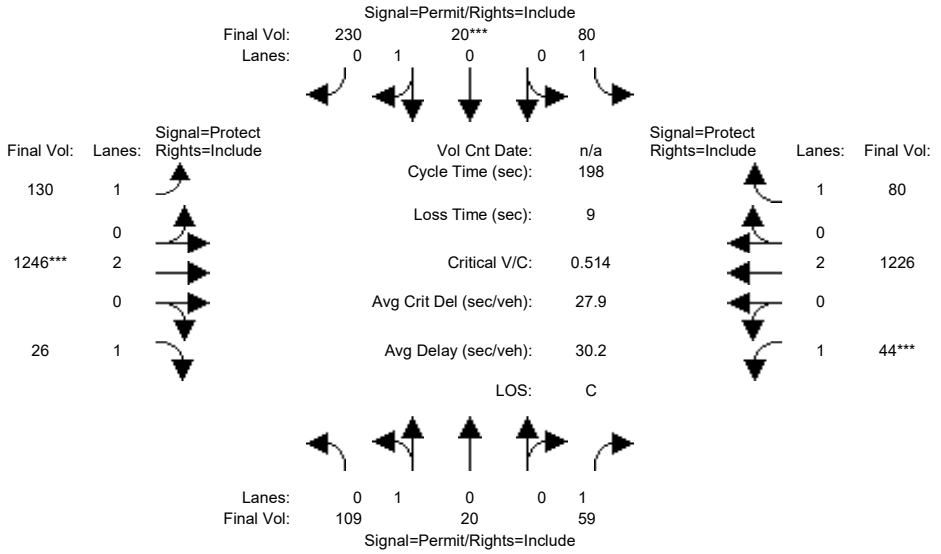
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	20	40	80	20	230	130	1170	10	30	1140	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	20	40	80	20	230	130	1170	10	30	1140	80
Added Vol:	19	0	19	0	0	0	0	76	16	14	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	20	59	80	20	230	130	1246	26	44	1226	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	20	59	80	20	230	130	1246	26	44	1226	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	20	59	80	20	230	130	1246	26	44	1226	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	20	59	80	20	230	130	1246	26	44	1226	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.84	0.16	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1521	279	1750	1750	144	1656	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.05	0.14	0.14	0.07	0.33	0.01	0.03	0.32	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.40	0.40	0.19	0.25	0.77	0.77	0.65	0.46	0.02	0.44	0.49	0.07
Delay/Veh:	76.7	76.7	73.2	74.2	92.3	92.3	96.7	12.5	8.4	98.8	17.8	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	76.7	73.2	74.2	92.3	92.3	96.7	12.5	8.4	98.8	17.8	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	B	B
HCM2kAvgQ:	8	8	3	5	17	17	9	16	0	3	19	2

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

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SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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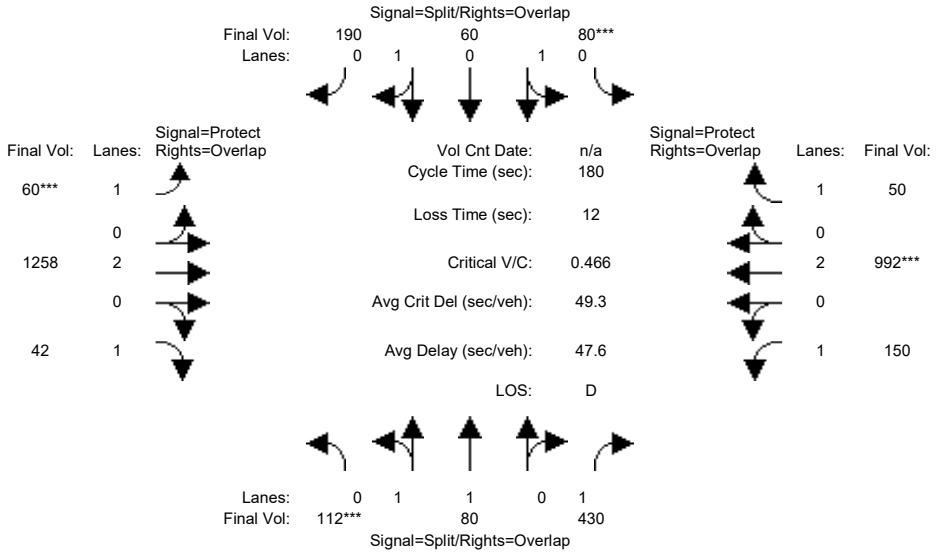
Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	2	0	0	0	0	0	0	18	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	80	430	80	60	190	60	1258	42	150	992	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	80	430	80	60	190	60	1258	42	150	992	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	80	430	80	60	190	60	1258	42	150	992	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	80	430	80	60	190	60	1258	42	150	992	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.25	0.08	0.08	0.11	0.03	0.33	0.02	0.09	0.26	0.03
Crit Moves:	****			****			****				****	
Green Time:	46.6	46.6	69.5	29.1	29.1	48.8	19.7	90.6	137.2	22.9	93.8	122.8
Volume/Cap:	0.25	0.16	0.64	0.48	0.48	0.39	0.31	0.66	0.03	0.67	0.50	0.04
Delay/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	55.1	50.0	73.7	73.7	57.4	79.8	44.9	10.7	87.9	38.0	15.9
LOS by Move:	E+	E+	D	E	E	E+	E-	D	B+	F	D+	B
HCM2kAvgQ:	5	3	22	8	8	9	3	30	1	9	21	2

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

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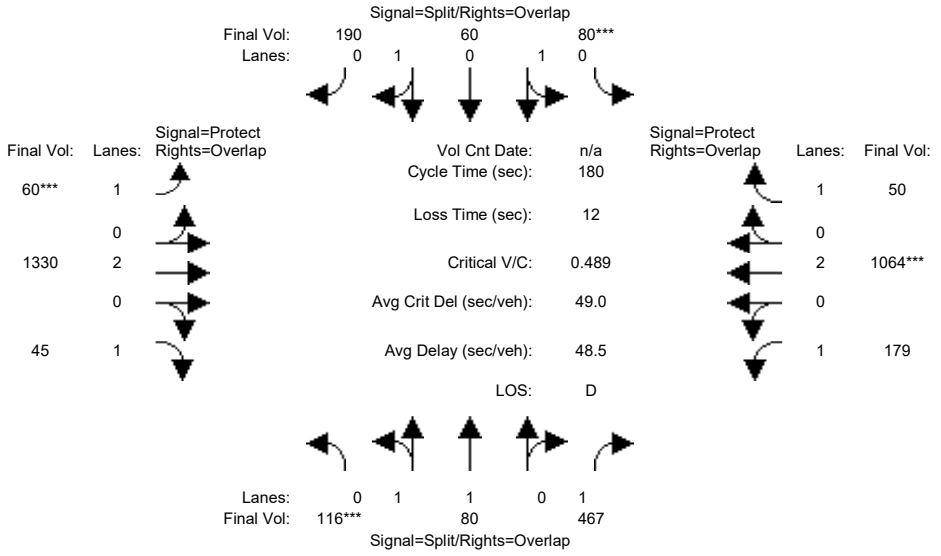
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	80	430	80	60	190	60	1240	40	150	970	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	80	430	80	60	190	60	1240	40	150	970	50
Added Vol:	6	0	37	0	0	0	0	90	5	29	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	80	467	80	60	190	60	1330	45	179	1064	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	80	467	80	60	190	60	1330	45	179	1064	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	80	467	80	60	190	60	1330	45	179	1064	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	80	467	80	60	190	60	1330	45	179	1064	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1029	771	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.27	0.08	0.08	0.11	0.03	0.35	0.03	0.10	0.28	0.03
Crit Moves:	****			****			****				****	
Green Time:	52.2	52.2	75.1	29.1	29.1	48.8	19.7	90.6	142.8	22.9	93.8	122.8
Volume/Cap:	0.23	0.15	0.64	0.48	0.48	0.39	0.31	0.70	0.03	0.80	0.54	0.04
Delay/Veh:	51.9	50.5	46.4	73.7	73.7	57.4	79.8	46.5	8.9	100.4	39.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	50.5	46.4	73.7	73.7	57.4	79.8	46.5	8.9	100.4	39.1	15.9
LOS by Move:	D-	D	D	E	E	E+	E-	D	A	F	D	B
HCM2kAvgQ:	5	3	23	8	8	9	3	33	1	11	23	2

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

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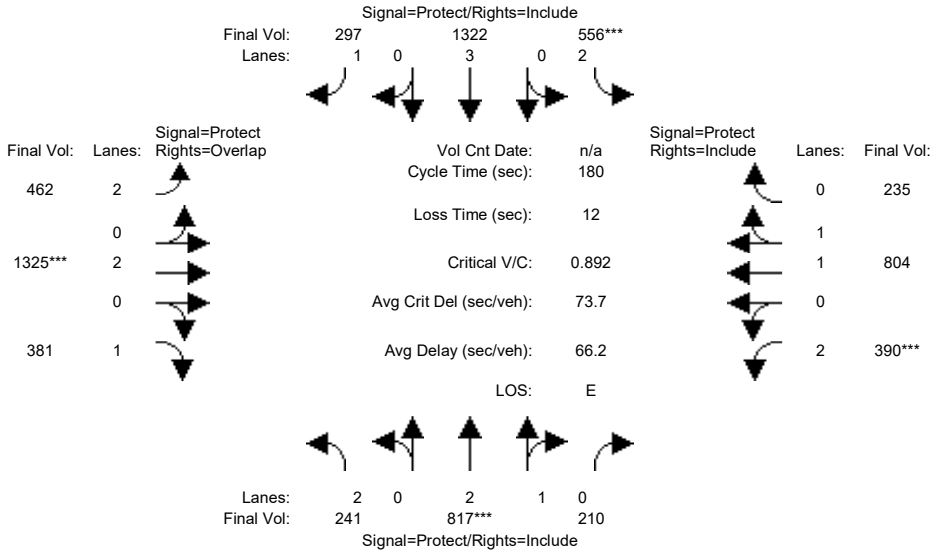
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	1	17	0	6	22	17	12	5	1	0	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	817	210	556	1322	297	462	1325	381	390	804	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	817	210	556	1322	297	462	1325	381	390	804	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	817	210	556	1322	297	462	1325	381	390	804	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	817	210	556	1322	297	462	1325	381	390	804	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.36	0.64	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.54	0.46
Final Sat.:	3150	4453	1145	3150	5700	1750	3150	3800	1750	3150	2863	837
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.18	0.23	0.17	0.15	0.35	0.22	0.12	0.28	0.28
Crit Moves:		****		****				****		****		
Green Time:	18.0	37.0	37.0	35.6	54.6	54.6	32.7	70.4	88.4	25.0	62.6	62.6
Volume/Cap:	0.76	0.89	0.89	0.89	0.76	0.56	0.81	0.89	0.44	0.89	0.81	0.81
Delay/Veh:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	78.5	78.5	85.4	58.9	53.9	78.9	58.5	30.2	96.1	57.1	57.1
LOS by Move:	F	E-	E-	F	E+	D-	E-	E+	C	F	E+	E+
HCM2kAvgQ:	9	21	21	19	22	14	15	35	14	14	27	27

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

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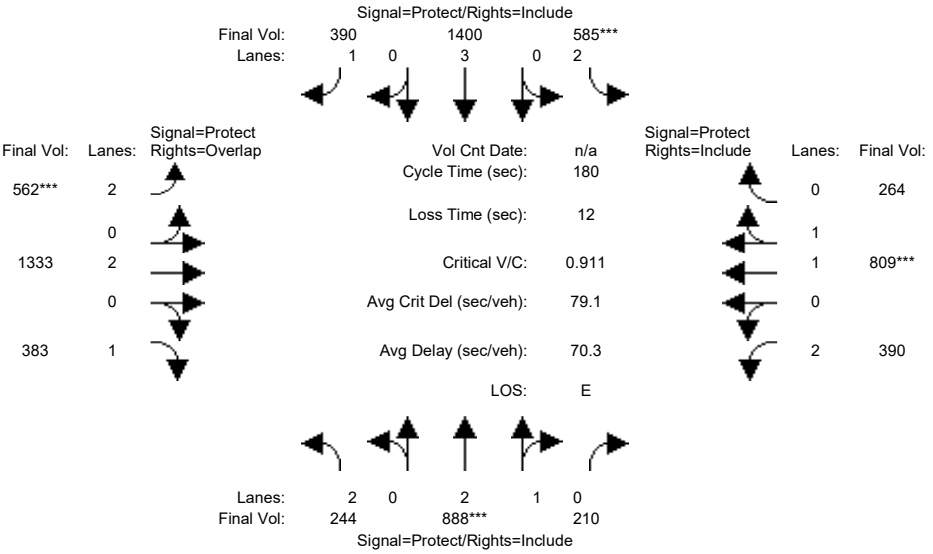
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	800	210	550	1300	280	450	1320	380	390	800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	800	210	550	1300	280	450	1320	380	390	800	230
Added Vol:	4	88	0	35	100	110	112	13	3	0	9	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	888	210	585	1400	390	562	1333	383	390	809	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	888	210	585	1400	390	562	1333	383	390	809	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	888	210	585	1400	390	562	1333	383	390	809	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	888	210	585	1400	390	562	1333	383	390	809	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.41	0.59	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	3150	4528	1071	3150	5700	1750	3150	3800	1750	3150	2789	910
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.19	0.25	0.22	0.18	0.35	0.22	0.12	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	18.1	38.7	38.7	36.7	57.4	57.4	35.2	68.4	86.5	24.1	57.3	57.3
Volume/Cap:	0.77	0.91	0.91	0.91	0.77	0.70	0.91	0.92	0.46	0.92	0.91	0.91
Delay/Veh:	90.0	79.4	79.4	87.3	57.5	57.7	88.6	63.4	31.5	102.7	69.5	69.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	79.4	79.4	87.3	57.5	57.7	88.6	63.4	31.5	102.7	69.5	69.5
LOS by Move:	F	E-	E-	F	E+	E+	F	E	C	F	E	E
HCM2kAvgQ:	10	23	23	20	23	20	19	36	14	14	31	31

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

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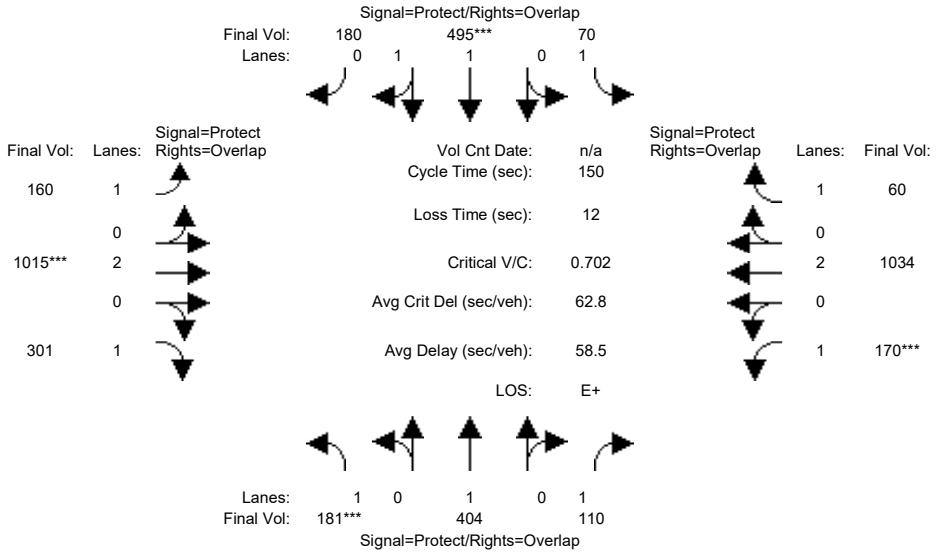
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	1	4	0	0	5	0	0	5	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	404	110	70	495	180	160	1015	301	170	1034	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	404	110	70	495	180	160	1015	301	170	1034	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	404	110	70	495	180	160	1015	301	170	1034	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	404	110	70	495	180	160	1015	301	170	1034	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2713	986	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.06	0.04	0.18	0.18	0.09	0.27	0.17	0.10	0.27	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.64	0.14	0.43	0.67	0.46	0.74	0.72	0.33	0.75	0.72	0.07
Delay/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	47.9	25.0	71.3	54.4	36.5	87.7	62.9	38.6	87.7	62.5	37.6
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2kAvgQ:	10	17	3	3	15	12	9	24	13	9	24	3

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

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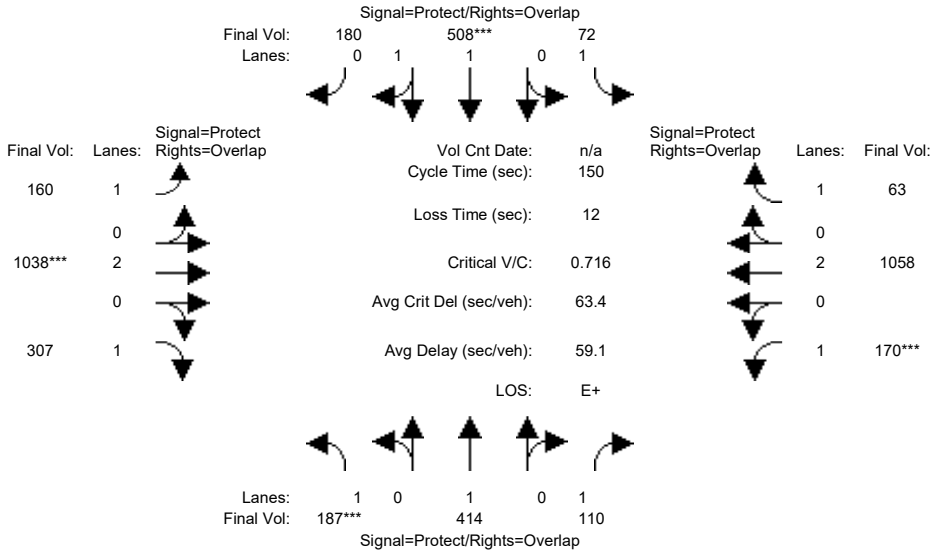
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	400	110	70	490	180	160	1010	300	170	1030	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	400	110	70	490	180	160	1010	300	170	1030	60
Added Vol:	7	14	0	2	18	0	0	28	7	0	28	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	414	110	72	508	180	160	1038	307	170	1058	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	414	110	72	508	180	160	1038	307	170	1058	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	414	110	72	508	180	160	1038	307	170	1058	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	414	110	72	508	180	160	1038	307	170	1058	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2731	968	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.06	0.04	0.19	0.19	0.09	0.27	0.18	0.10	0.28	0.04
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.69	0.65	0.14	0.44	0.68	0.47	0.74	0.74	0.33	0.75	0.74	0.08
Delay/Veh:	72.4	48.5	25.0	71.5	54.8	36.7	87.7	63.6	38.7	87.7	63.3	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	48.5	25.0	71.5	54.8	36.7	87.7	63.6	38.7	87.7	63.3	37.7
LOS by Move:	E	D	C	E	D-	D+	F	E	D+	F	E	D+
HCM2kAvgQ:	11	18	3	3	15	12	9	25	14	9	25	3

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

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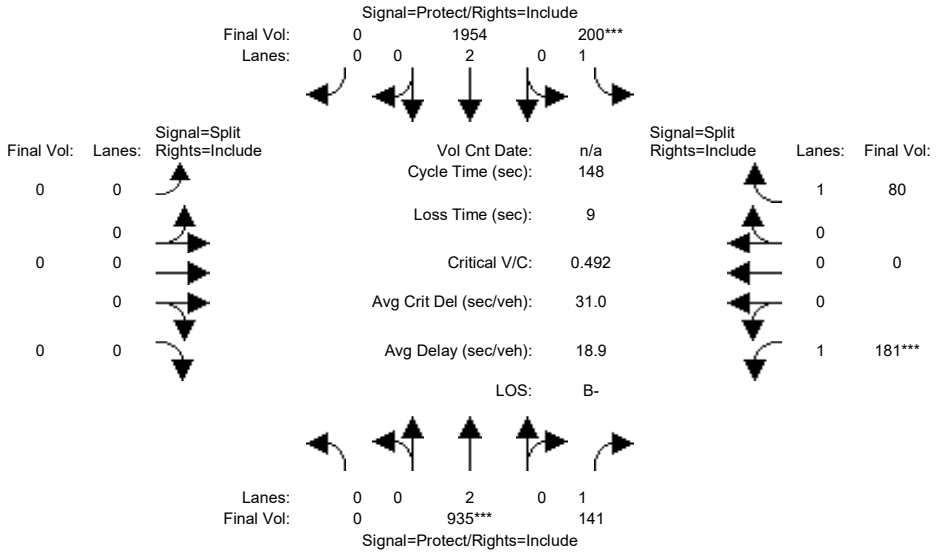
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	5	1	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	141	200	1954	0	0	0	0	181	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	141	200	1954	0	0	0	0	181	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	935	141	200	1954	0	0	0	0	181	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	935	141	200	1954	0	0	0	0	181	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.11	0.51	0.00	0.00	0.00	0.00	0.10	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.66	0.67	0.00	0.00	0.00	0.00	0.58	0.00	0.26
Delay/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.2	66.3	9.6	0.0	0.0	0.0	0.0	61.8	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	12	3	11	23	0	0	0	0	9	0	4

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

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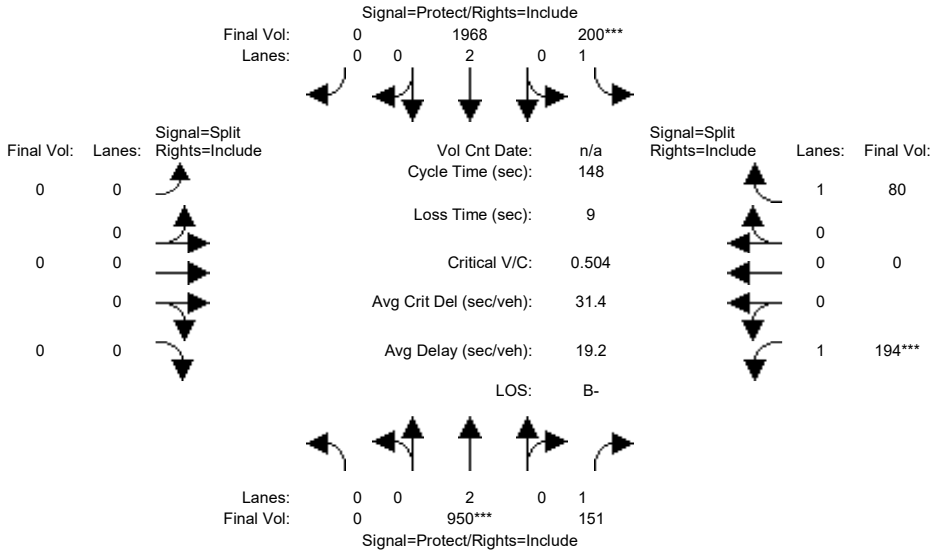
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	200	1950	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	200	1950	0	0	0	0	180	0	80
Added Vol:	0	20	11	0	18	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	950	151	200	1968	0	0	0	0	194	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	151	200	1968	0	0	0	0	194	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	151	200	1968	0	0	0	0	194	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	950	151	200	1968	0	0	0	0	194	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.11	0.52	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.15	0.66	0.68	0.00	0.00	0.00	0.00	0.62	0.00	0.26
Delay/Veh:	0.0	17.5	14.3	66.3	9.7	0.0	0.0	0.0	0.0	63.4	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.3	66.3	9.7	0.0	0.0	0.0	0.0	63.4	0.0	56.0
LOS by Move:	A	B	B	E	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	12	3	11	23	0	0	0	0	10	0	4

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

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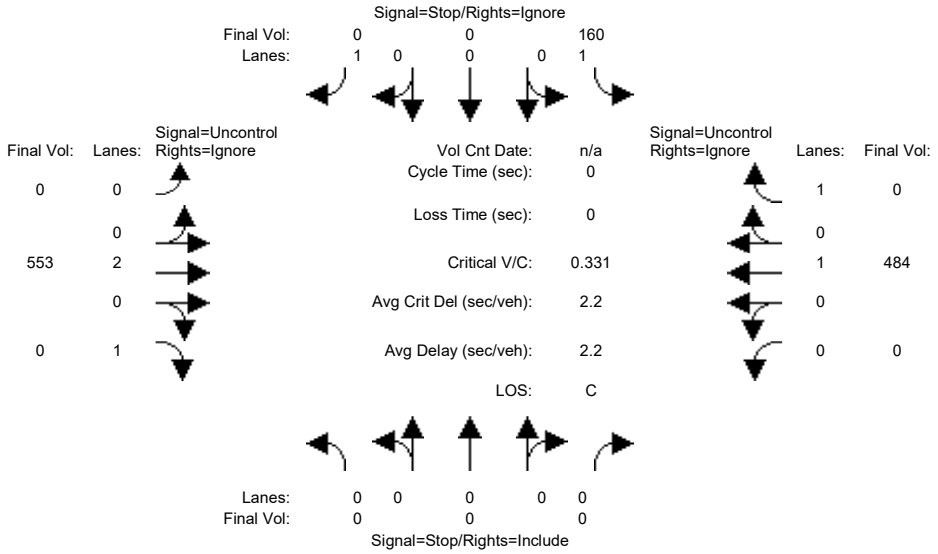
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	270	0	550	210	0	480	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	270	0	550	210	0	480	550
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	270	0	553	210	0	484	563
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	553	0	0	484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	553	0	0	484	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	761	xxxx	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	377	xxxx	587	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	344	351	xxxxx	483	351	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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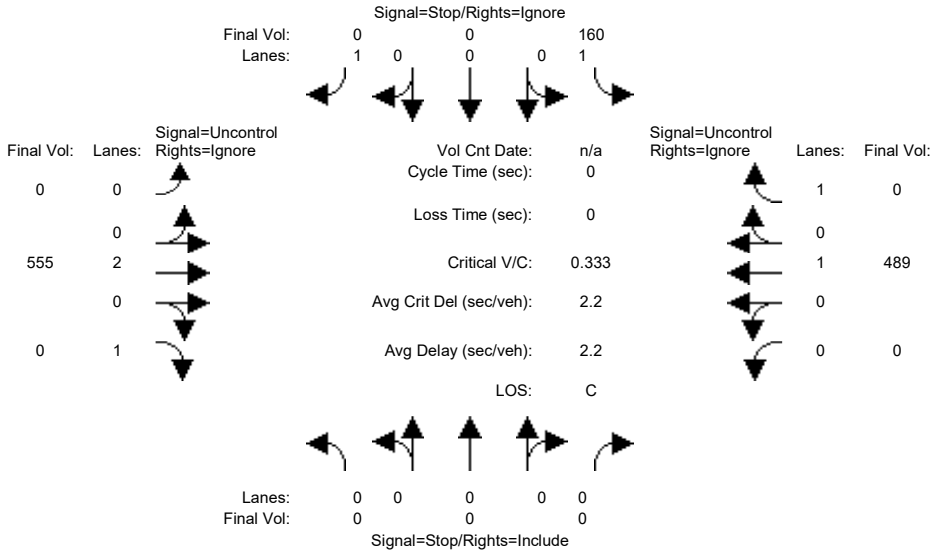
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)




```
Street Name:          I-280 SB Ramps                    Alpine Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   160    0   270     0  550   210     0  480   550
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   160    0   270     0  550   210     0  480   550
Added Vol:      0    0     0     0    0     0     0    5     0     0    9    46
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   160    0   270     0  555   210     0  489   596
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0    0     0   160    0     0     0  555     0     0  489     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   160    0     0     0  555     0     0  489     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   767 xxxx   489  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   373 xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   373 xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    342  349 xxxxx   480  349 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.33 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  16.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             16.2           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```

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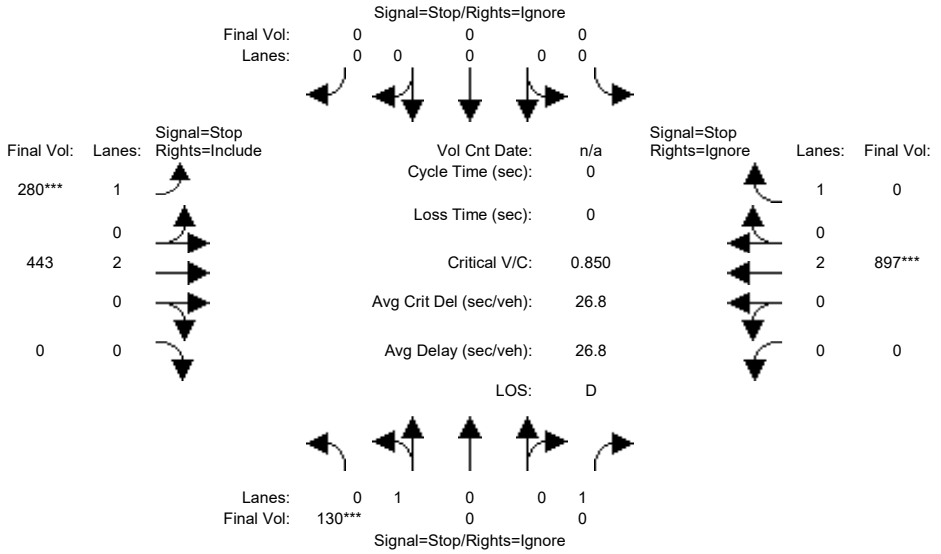
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	12	0	0	0	0	3	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	272	0	0	0	280	443	0	0	897	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	443	0	0	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	443	0	0	897	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	443	0	0	897	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	470	1001	0	0	1055	573
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.44	xxxx	xxxx	0.85	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	0.0	0.0	0.0	0.0	20.4	15.0	0.0	0.0	36.4	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.5			xxxxxx			17.1			36.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.5			xxxxxx			17.1			36.4		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.7	0.0	0.0	3.9	0.0

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

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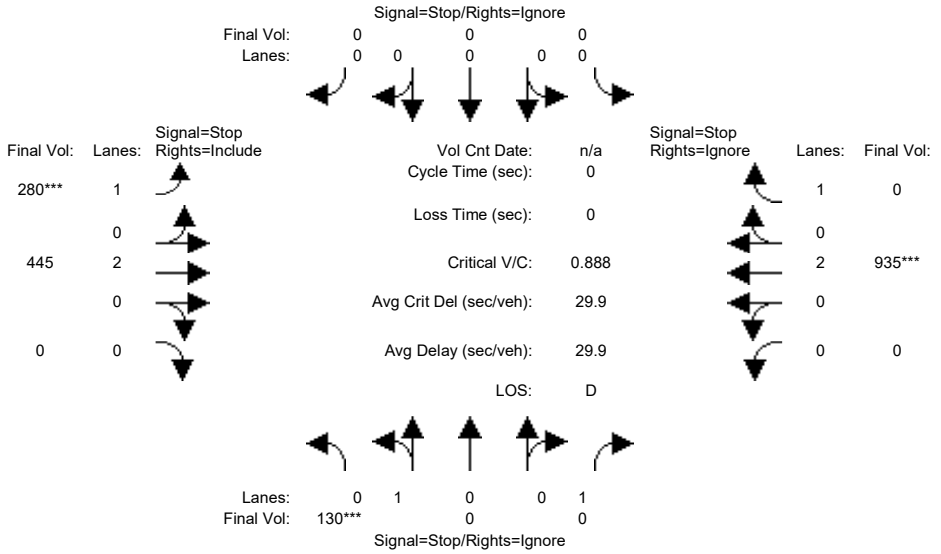
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	440	0	0	880	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	440	0	0	880	430
Added Vol:	0	0	41	0	0	0	0	5	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	301	0	0	0	280	445	0	0	935	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	445	0	0	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	445	0	0	935	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	445	0	0	935	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	413	0	475	0	0	0	466	992	0	0	1053	573
Capacity Analysis Module:												
Vol/Sat:	0.31	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.45	xxxx	xxxx	0.89	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	0.0	0.0	0.0	0.0	20.8	15.3	0.0	0.0	41.8	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.7			xxxxxx			17.4			41.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.7			xxxxxx			17.4			41.8		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.8	0.0	0.0	4.7	0.0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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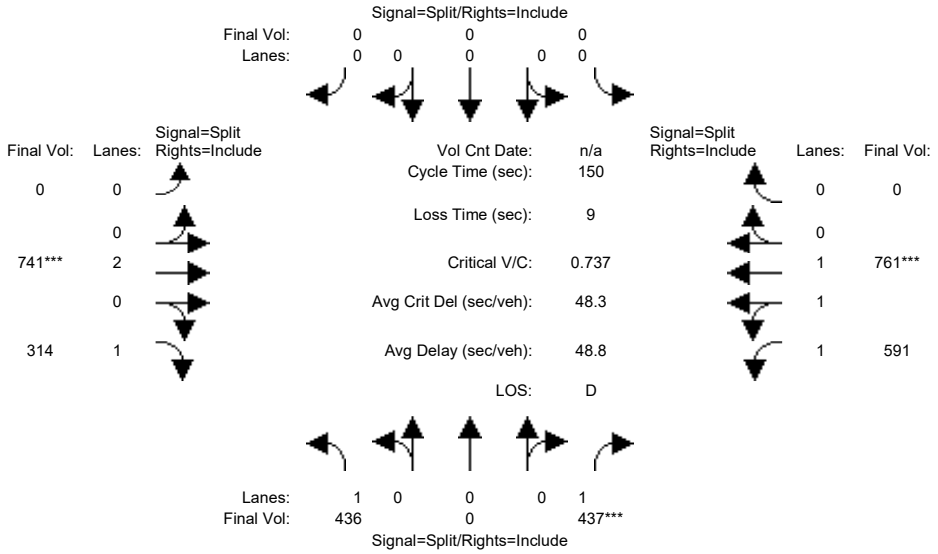
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	16	0	27	0	0	0	0	1	14	21	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	0	437	0	0	0	0	741	314	591	761	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	0	437	0	0	0	0	741	314	591	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	0	437	0	0	0	0	741	314	591	761	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	0	437	0	0	0	0	741	314	591	761	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.35	1.65	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2381	3065	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.20	0.18	0.25	0.25	0.00
Crit Moves:			****					****			****	
Green Time:	50.8	0.0	50.8	0.0	0.0	0.0	0.0	39.7	39.7	50.5	50.5	0.0
Volume/Cap:	0.74	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.68	0.74	0.74	0.00
Delay/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	0.0	48.6	0.0	0.0	0.0	0.0	53.3	53.5	45.5	45.5	0.0
LOS by Move:	D	A	D	A	A	A	A	D-	D-	D	D	A
HCM2kAvgQ:	19	0	19	0	0	0	0	17	15	18	18	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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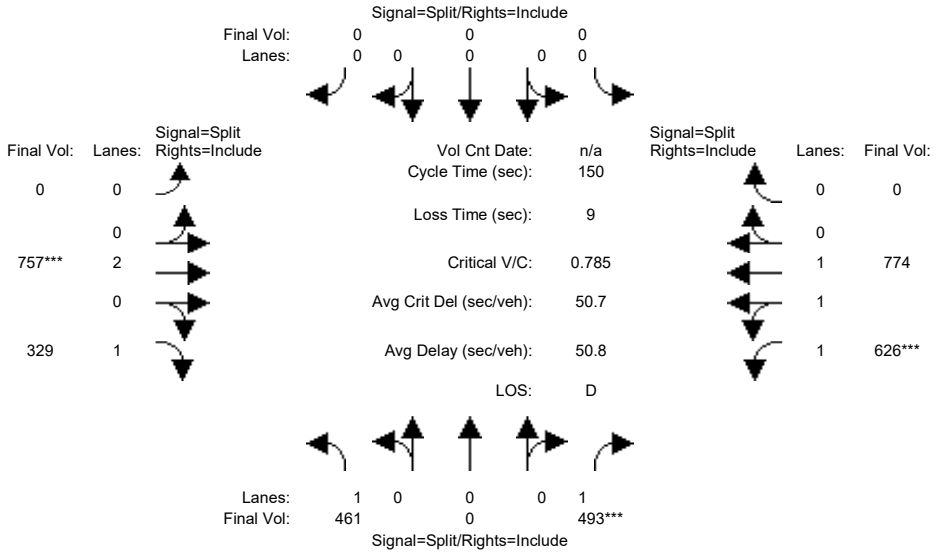
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	420	0	410	0	0	0	0	740	300	570	760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	0	410	0	0	0	0	740	300	570	760	0
Added Vol:	41	0	83	0	0	0	0	17	29	56	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	0	493	0	0	0	0	757	329	626	774	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	0	493	0	0	0	0	757	329	626	774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	0	493	0	0	0	0	757	329	626	774	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	0	493	0	0	0	0	757	329	626	774	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.38	1.62	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2435	3011	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.19	0.26	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	53.8	0.0	53.8	0.0	0.0	0.0	0.0	38.1	38.1	49.1	49.1	0.0
Volume/Cap:	0.73	0.00	0.79	0.00	0.00	0.00	0.00	0.79	0.74	0.79	0.79	0.00
Delay/Veh:	46.3	0.0	49.4	0.0	0.0	0.0	0.0	56.5	58.0	48.0	48.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	0.0	49.4	0.0	0.0	0.0	0.0	56.5	58.0	48.0	48.0	0.0
LOS by Move:	D	A	D	A	A	A	A	E+	E+	D	D	A
HCM2kAvgQ:	19	0	21	0	0	0	0	18	16	20	20	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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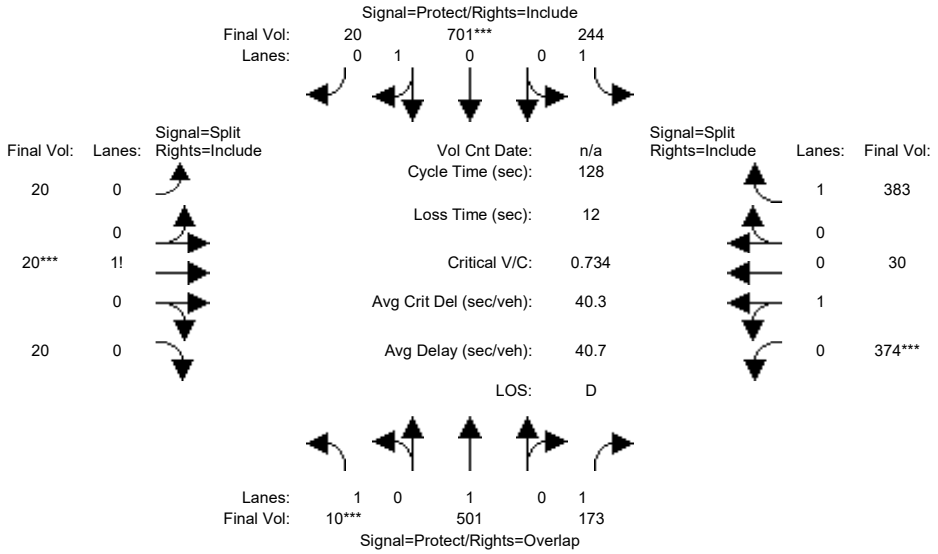
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	1	3	34	1	0	0	0	0	4	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	501	173	244	701	20	20	20	20	374	30	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	501	173	244	701	20	20	20	20	374	30	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	501	173	244	701	20	20	20	20	374	30	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	501	173	244	701	20	20	20	20	374	30	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	583	583	583	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.10	0.14	0.40	0.40	0.03	0.03	0.03	0.22	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	8.0	47.2	83.1	24.9	64.1	64.1	8.0	8.0	8.0	35.9	35.9	35.9
Volume/Cap:	0.09	0.72	0.15	0.72	0.80	0.80	0.55	0.55	0.55	0.80	0.80	0.78
Delay/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	38.2	8.8	55.3	31.8	31.8	64.0	64.0	64.0	51.5	51.5	50.3
LOS by Move:	E+	D+	A	E+	C	C	E	E	E	D-	D-	D
HCM2kAvgQ:	0	17	3	10	25	25	3	3	3	17	17	17

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

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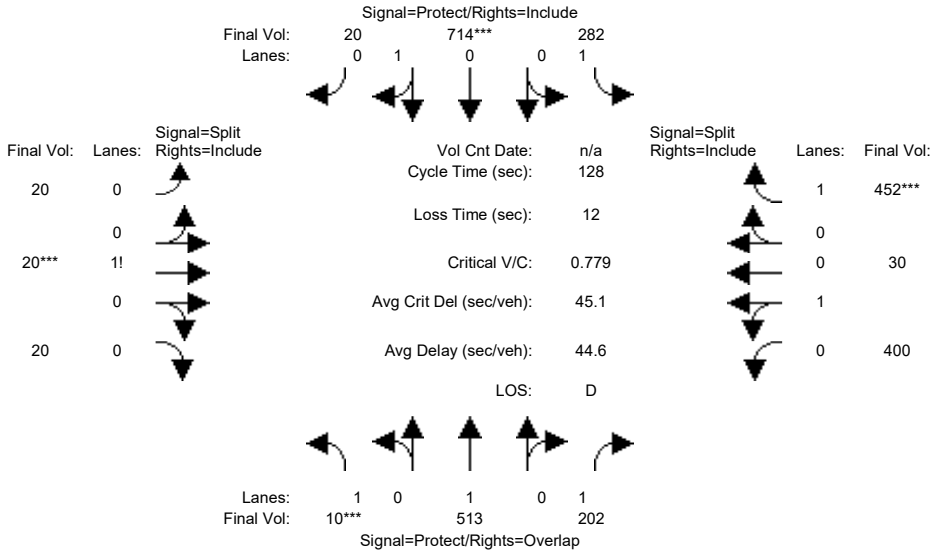
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	500	170	210	700	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	170	210	700	20	20	20	20	370	30	340
Added Vol:	0	13	32	72	14	0	0	0	0	30	0	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	513	202	282	714	20	20	20	20	400	30	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	513	202	282	714	20	20	20	20	400	30	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	513	202	282	714	20	20	20	20	400	30	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	513	202	282	714	20	20	20	20	400	30	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1751	49	583	583	583	1674	126	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.12	0.16	0.41	0.41	0.03	0.03	0.03	0.24	0.24	0.26
Crit Moves:	****				****			****				****
Green Time:	8.0	43.3	82.1	25.9	61.2	61.2	8.0	8.0	8.0	38.8	38.8	38.8
Volume/Cap:	0.09	0.80	0.18	0.80	0.85	0.85	0.55	0.55	0.55	0.79	0.79	0.85
Delay/Veh:	56.9	45.3	9.4	60.5	37.6	37.6	64.0	64.0	64.0	48.4	48.4	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	45.3	9.4	60.5	37.6	37.6	64.0	64.0	64.0	48.4	48.4	54.5
LOS by Move:	E+	D	A	E	D+	D+	E	E	E	D	D	D-
HCM2kAvgQ:	0	18	3	12	28	28	3	3	3	18	18	21

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

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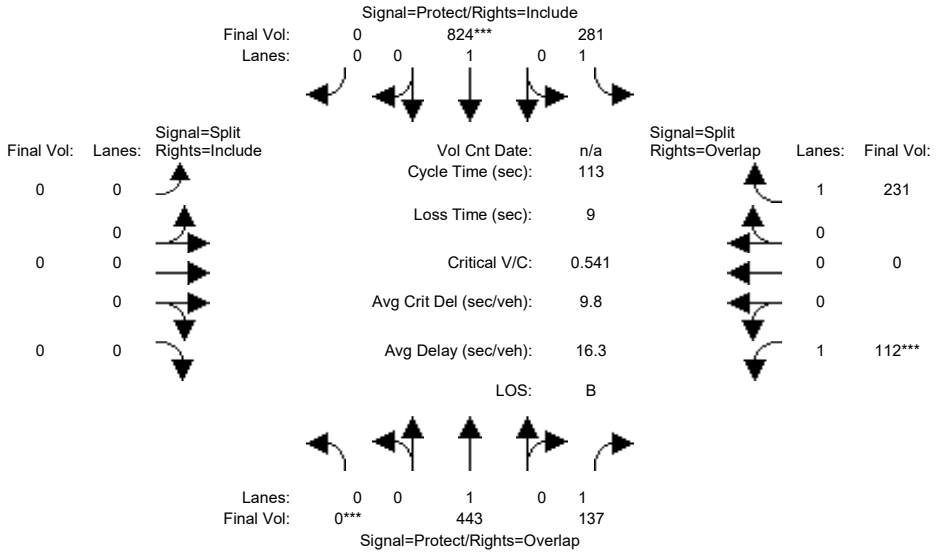
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	3	17	1	4	0	0	0	0	22	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	137	281	824	0	0	0	0	112	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	443	137	281	824	0	0	0	0	112	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	443	137	281	824	0	0	0	0	112	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	443	137	281	824	0	0	0	0	112	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.16	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.7	67.0	37.0	90.6	0.0	0.0	0.0	0.0	13.4	0.0	50.3
Volume/Cap:	0.00	0.49	0.13	0.49	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.30
Delay/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.7	10.2	31.1	4.3	0.0	0.0	0.0	0.0	49.8	0.0	20.2
LOS by Move:	A	C+	B+	C	A	A	A	A	A	D	A	C+
HCM2kAvgQ:	0	10	2	8	10	0	0	0	0	5	0	5

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

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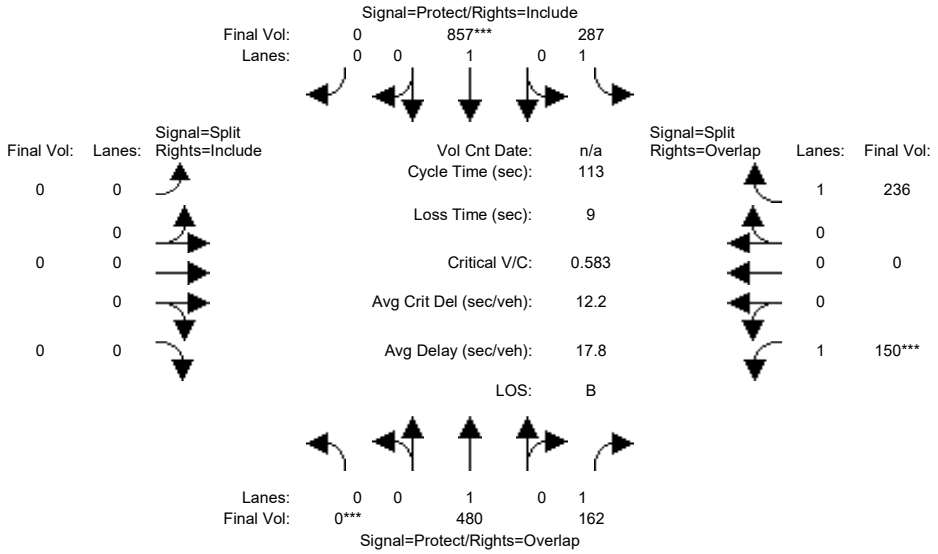
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	440	120	280	820	0	0	0	0	90	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	440	120	280	820	0	0	0	0	90	0	230
Added Vol:	0	40	42	7	37	0	0	0	0	60	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	162	287	857	0	0	0	0	150	0	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	480	162	287	857	0	0	0	0	150	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	162	287	857	0	0	0	0	150	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	480	162	287	857	0	0	0	0	150	0	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.16	0.45	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.0	69.6	34.4	87.4	0.0	0.0	0.0	0.0	16.6	0.0	51.0
Volume/Cap:	0.00	0.54	0.15	0.54	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.30
Delay/Veh:	0.0	22.0	9.2	33.8	5.9	0.0	0.0	0.0	0.0	48.4	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	9.2	33.8	5.9	0.0	0.0	0.0	0.0	48.4	0.0	19.9
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D	A	B-
HCM2kAvgQ:	0	11	2	8	12	0	0	0	0	6	0	6

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

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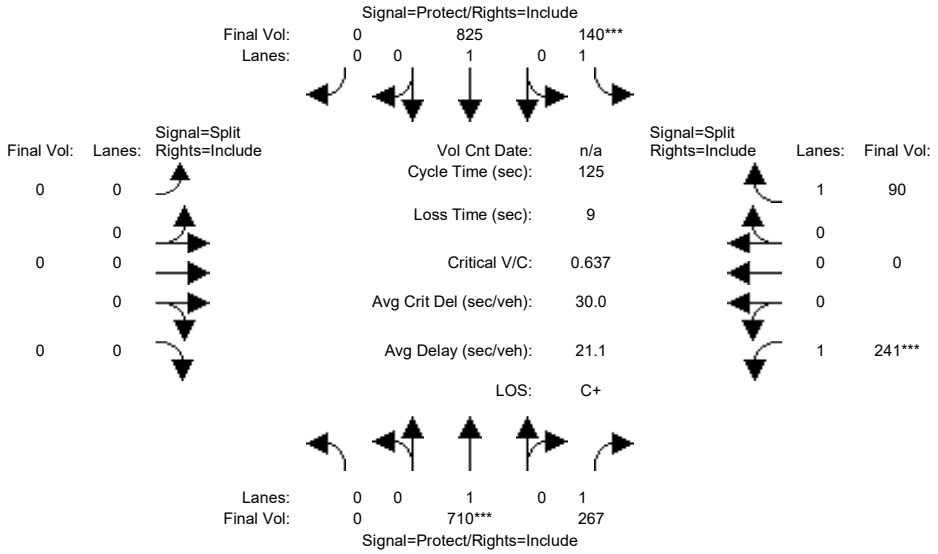
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	20	17	0	25	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	267	140	825	0	0	0	0	241	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	710	267	140	825	0	0	0	0	241	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	267	140	825	0	0	0	0	241	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	710	267	140	825	0	0	0	0	241	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.08	0.43	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	73.3	73.3	15.7	89.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.64	0.26	0.64	0.61	0.00	0.00	0.00	0.00	0.64	0.00	0.24
Delay/Veh:	0.0	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	0.0	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	12.8	58.1	10.0	0.0	0.0	0.0	0.0	48.1	0.0	40.8
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	17	5	6	16	0	0	0	0	10	0	3

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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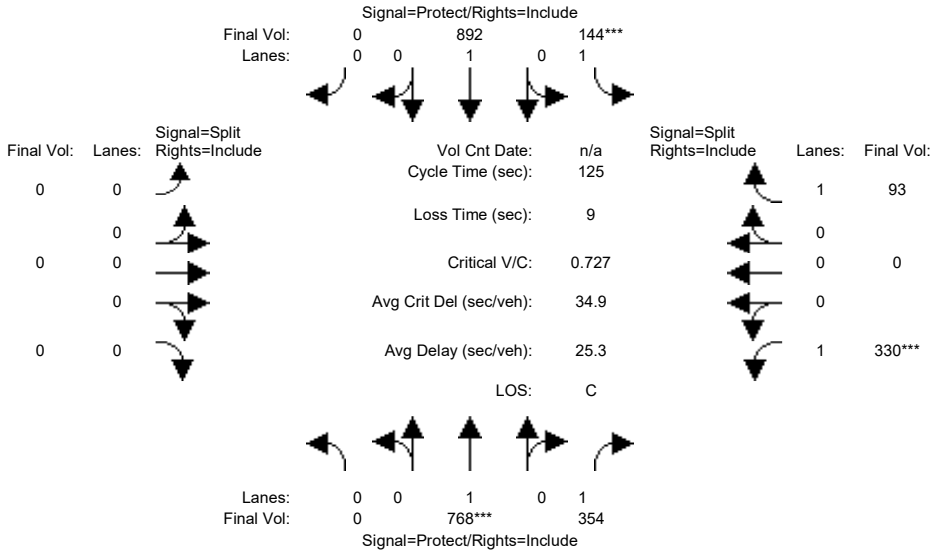
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	690	250	140	800	0	0	0	0	220	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	250	140	800	0	0	0	0	220	0	90
Added Vol:	0	78	104	4	92	0	0	0	0	110	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	768	354	144	892	0	0	0	0	330	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	768	354	144	892	0	0	0	0	330	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	768	354	144	892	0	0	0	0	330	0	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	768	354	144	892	0	0	0	0	330	0	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.20	0.08	0.47	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	69.5	69.5	14.1	83.6	0.0	0.0	0.0	0.0	32.4	0.0	32.4
Volume/Cap:	0.00	0.73	0.36	0.73	0.70	0.00	0.00	0.00	0.00	0.73	0.00	0.21
Delay/Veh:	0.0	23.3	15.7	66.3	14.7	0.0	0.0	0.0	0.0	48.1	0.0	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	15.7	66.3	14.7	0.0	0.0	0.0	0.0	48.1	0.0	36.4
LOS by Move:	A	C	B	E	B	A	A	A	A	D	A	D+
HCM2kAvgQ:	0	21	8	6	21	0	0	0	0	14	0	3

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

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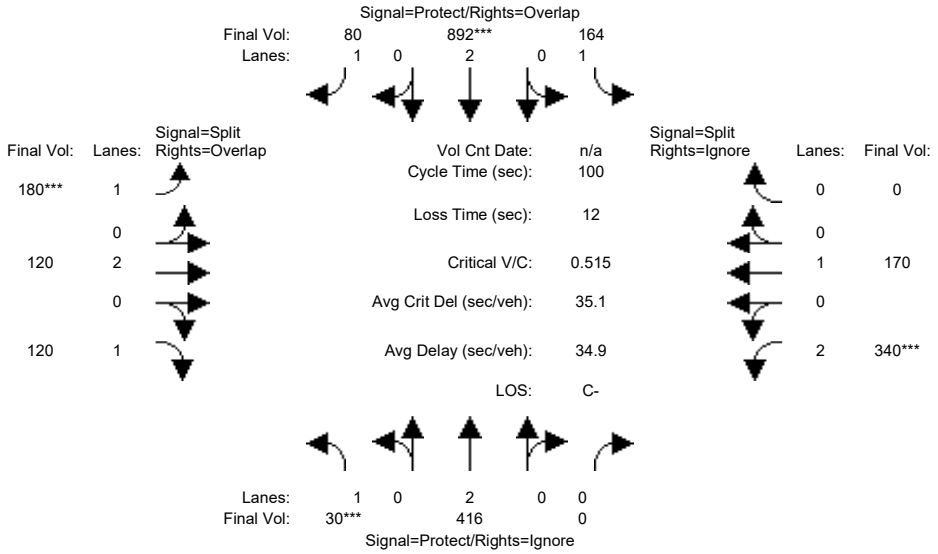
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	16	0	4	22	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	416	0	164	892	80	180	120	120	340	170	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	416	0	164	892	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	416	0	164	892	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	416	0	164	892	80	180	120	120	340	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.09	0.23	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.33	0.00	0.49	0.58	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.3	0.0	43.9	28.2	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2kAvgQ:	1	5	0	5	12	1	8	2	4	7	6	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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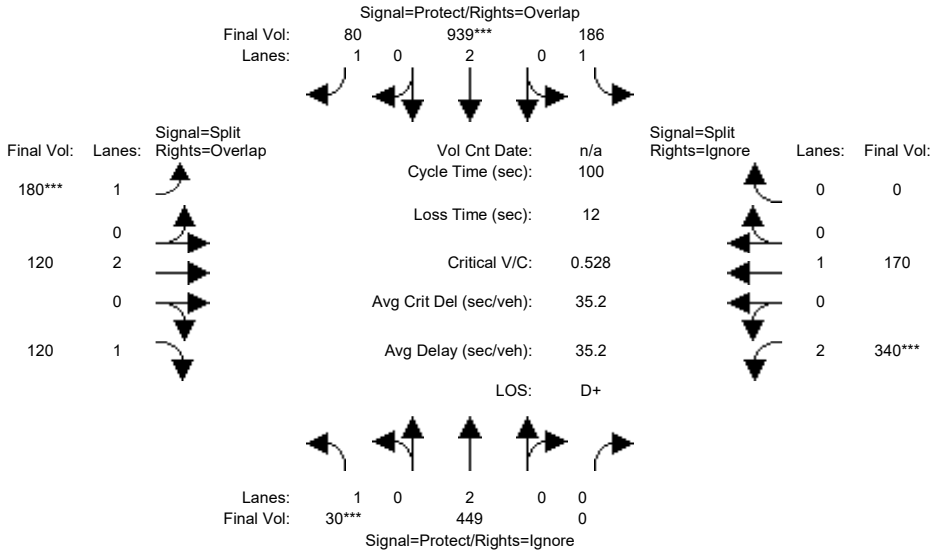
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	400	0	160	870	80	180	120	120	340	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	400	0	160	870	80	180	120	120	340	170	0
Added Vol:	0	49	0	26	69	0	0	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	449	0	186	939	80	180	120	120	340	170	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	449	0	186	939	80	180	120	120	340	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	449	0	186	939	80	180	120	120	340	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	449	0	186	939	80	180	120	120	340	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.11	0.25	0.05	0.10	0.03	0.07	0.11	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.15	0.36	0.00	0.55	0.61	0.08	0.72	0.22	0.26	0.46	0.40	0.00
Delay/Veh:	47.5	30.6	0.0	45.3	28.9	12.9	58.5	45.3	35.2	39.5	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	30.6	0.0	45.3	28.9	12.9	58.5	45.3	35.2	39.5	39.0	0.0
LOS by Move:	D	C	A	D	C	B	E+	D	D+	D	D	A
HCM2kAvgQ:	1	6	0	6	12	1	8	2	4	7	6	0

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

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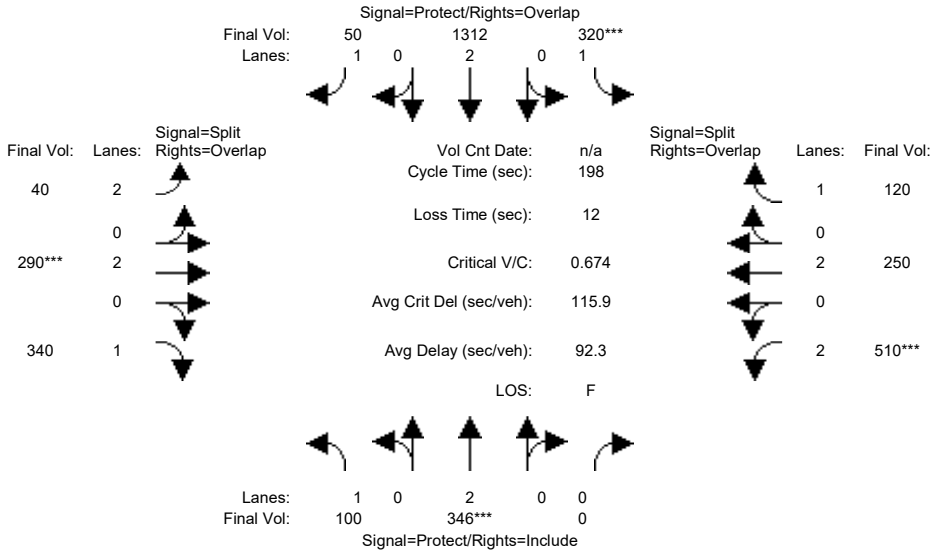
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	346	0	320	1312	50	40	290	340	510	250	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	346	0	320	1312	50	40	290	340	510	250	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	346	0	320	1312	50	40	290	340	510	250	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	346	0	320	1312	50	40	290	340	510	250	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.00	0.18	0.35	0.03	0.02	0.13	0.19	0.23	0.11	0.07
Crit Moves:		****		****				****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.55	0.38	0.00	0.86	0.98	0.04	0.06	0.44	0.49	1.19	0.58	0.17
Delay/Veh:	93.3	67.0	0.0	97.5	88.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	67.0	0.0	97.5	88.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2kAvgQ:	7	9	0	22	45	1	1	8	17	26	7	5

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

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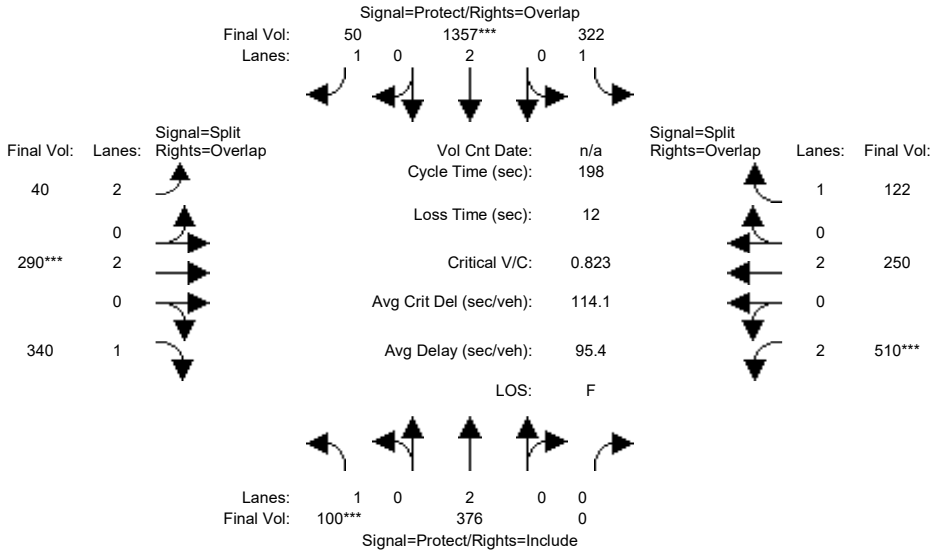
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	46	0	2	67	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	376	0	322	1357	50	40	290	340	510	250	122
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	376	0	322	1357	50	40	290	340	510	250	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	376	0	322	1357	50	40	290	340	510	250	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	376	0	322	1357	50	40	290	340	510	250	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.18	0.36	0.03	0.02	0.13	0.19	0.23	0.11	0.07
Crit Moves:	****				****			****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.55	0.41	0.00	0.86	1.02	0.04	0.06	0.44	0.49	1.19	0.58	0.17
Delay/Veh:	93.3	67.6	0.0	98.3	97.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	67.6	0.0	98.3	97.8	13.7	53.6	61.0	48.0	191.7	79.2	39.9
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	E-	D
HCM2kAvgQ:	7	10	0	22	48	1	1	8	17	26	7	5

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

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Stanford GUP EIR
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2018 PM Half-Offset Alternative

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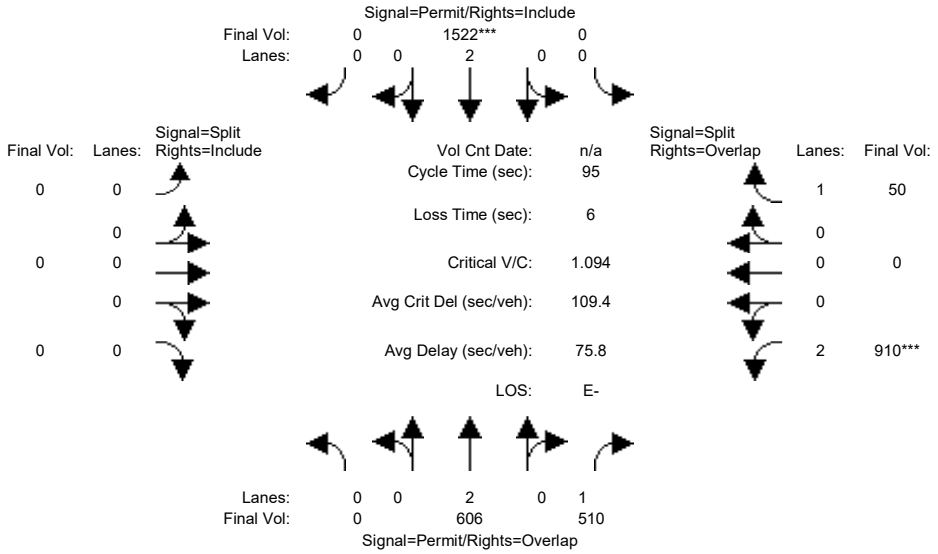
Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	510	0	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	0	1500	0	0	0	0	910	0	50
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	606	510	0	1522	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	606	510	0	1522	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	606	510	0	1522	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	606	510	0	1522	0	0	0	0	910	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.29	0.00	0.60	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.26	0.31	0.00	0.96	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	0.0	51.4	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	0.0	51.4	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	A	D-	A	A	A	A	F	A	C
HCM2kAvgQ:	0	4	2	0	26	0	0	0	0	34	0	1

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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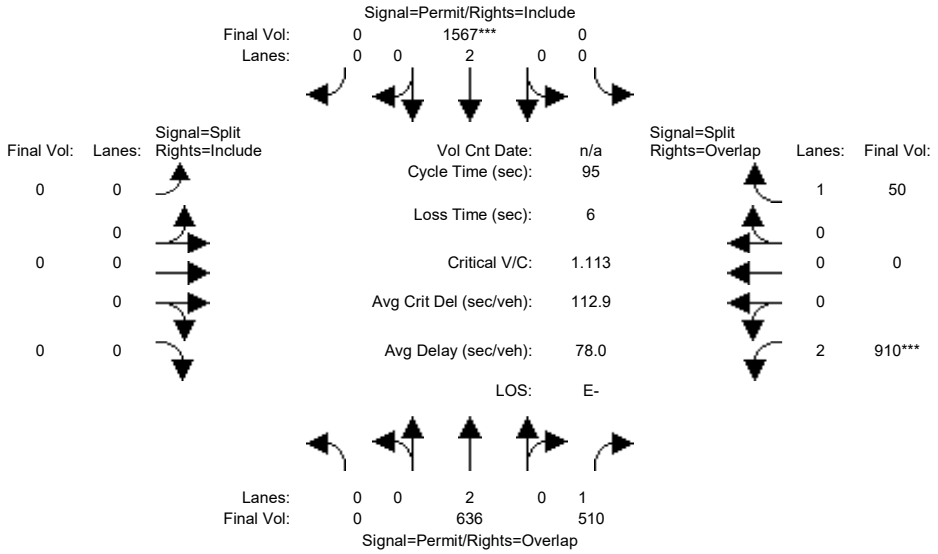
Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	63	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	590	510	0	1500	0	0	0	0	910	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	510	0	1500	0	0	0	0	910	0	50
Added Vol:	0	46	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	636	510	0	1567	0	0	0	0	910	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	636	510	0	1567	0	0	0	0	910	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	510	0	1567	0	0	0	0	910	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	636	510	0	1567	0	0	0	0	910	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.29	0.00	0.62	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.27	0.31	0.00	0.99	0.00	0.00	0.00	0.00	1.36	0.00	0.09
Delay/Veh:	0.0	8.6	0.4	0.0	58.5	0.0	0.0	0.0	0.0	206.5	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.4	0.0	58.5	0.0	0.0	0.0	0.0	206.5	0.0	24.3
LOS by Move:	A	A	A	A	E+	A	A	A	A	F	A	C
HCM2kAvgQ:	0	4	2	0	28	0	0	0	0	34	0	1

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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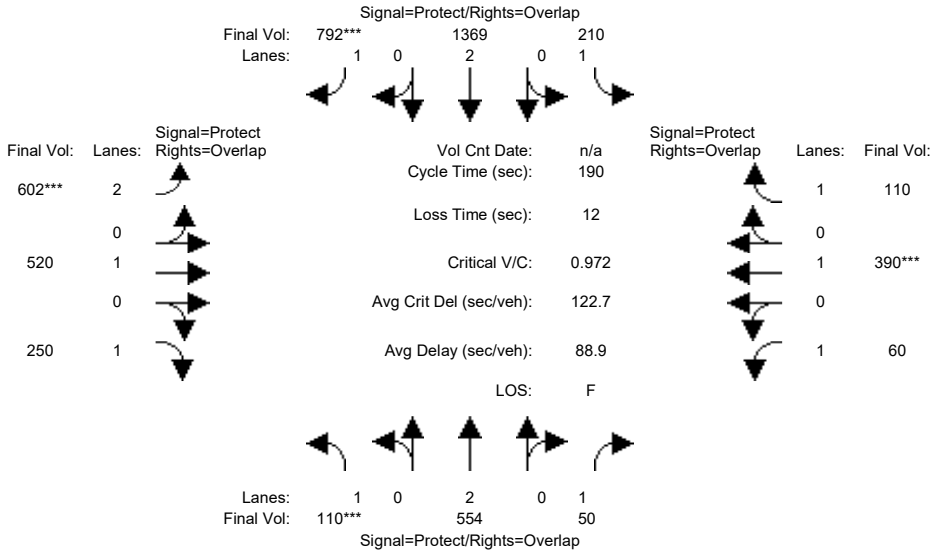
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	14	0	0	19	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	554	50	210	1369	792	602	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	554	50	210	1369	792	602	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	554	50	210	1369	792	602	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	554	50	210	1369	792	602	520	250	60	390	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.36	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.42	0.07	0.66	0.84	1.06	1.05	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	48.2	31.6	94.3	81.5	129.5	136.1	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2kAvgQ:	7	11	1	13	39	57	29	30	10	5	26	4

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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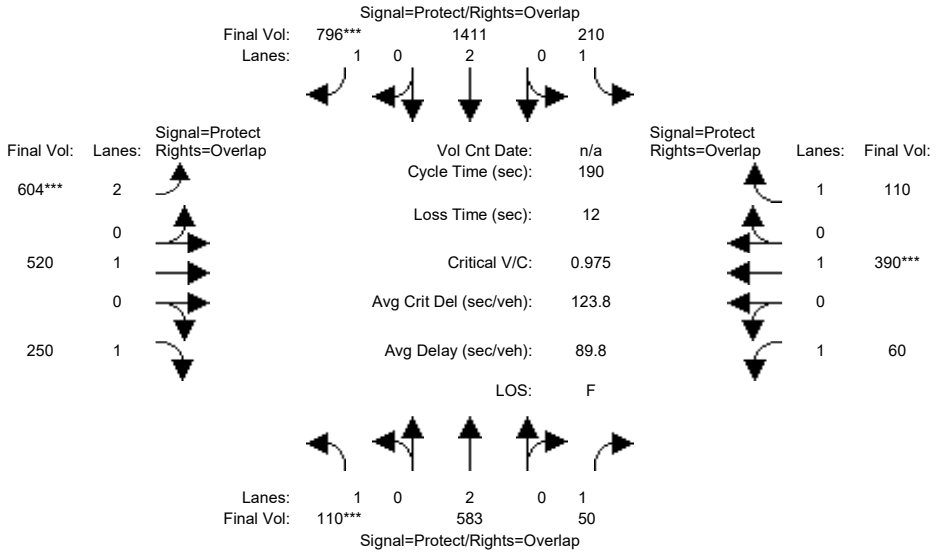
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	540	50	210	1350	790	600	520	250	60	390	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	50	210	1350	790	600	520	250	60	390	110
Added Vol:	0	43	0	0	61	6	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	583	50	210	1411	796	604	520	250	60	390	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	583	50	210	1411	796	604	520	250	60	390	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	583	50	210	1411	796	604	520	250	60	390	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	583	50	210	1411	796	604	520	250	60	390	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.12	0.37	0.65	0.19	0.27	0.14	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.44	0.07	0.66	0.86	1.06	1.06	0.79	0.32	0.51	0.89	0.15
Delay/Veh:	96.5	48.6	31.6	94.3	83.9	131.2	137.2	66.9	37.2	95.7	95.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	48.6	31.6	94.3	83.9	131.2	137.2	66.9	37.2	95.7	95.8	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D+	F	F	D+
HCM2kAvgQ:	7	12	1	13	40	57	29	30	10	5	26	4

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

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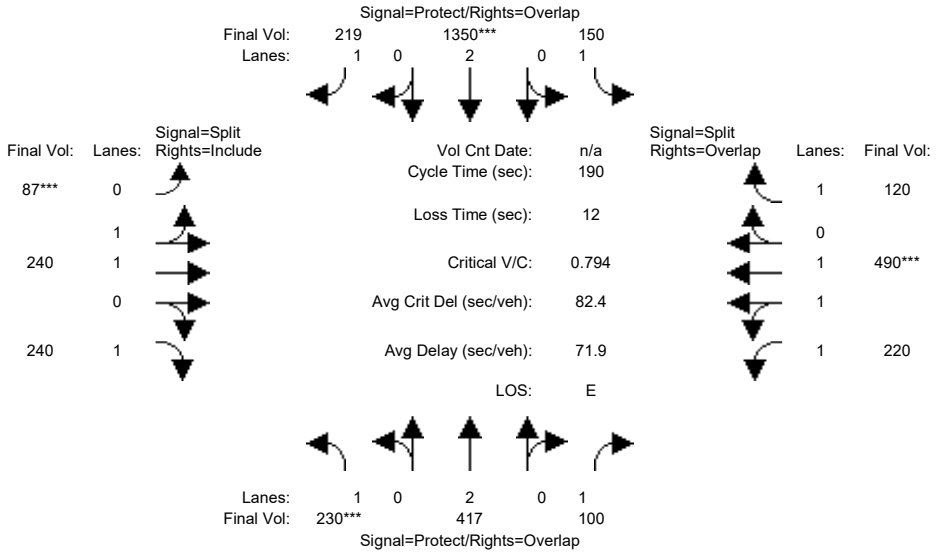
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	7	0	0	10	9	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	417	100	150	1350	219	87	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	417	100	150	1350	219	87	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	417	100	150	1350	219	87	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	417	100	150	1350	219	87	240	240	220	490	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	1.45	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	2715	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.06	0.09	0.36	0.13	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	****				****		****				****	
Green Time:	25.4	70.5	116.6	24.5	69.6	107.2	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.98	0.30	0.09	0.67	0.97	0.22	0.45	0.45	0.69	0.52	0.71	0.18
Delay/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.2	45.0	16.0	91.2	80.2	22.0	71.7	71.7	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	19	9	3	9	42	7	9	9	16	13	15	5

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

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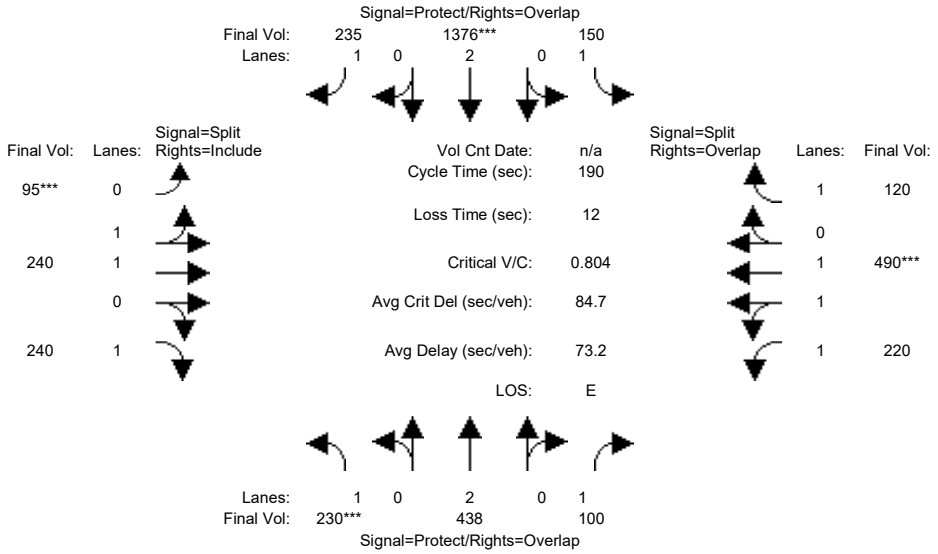
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	410	100	150	1340	210	80	240	240	220	490	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	410	100	150	1340	210	80	240	240	220	490	120
Added Vol:	0	28	0	0	36	25	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	438	100	150	1376	235	95	240	240	220	490	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	438	100	150	1376	235	95	240	240	220	490	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	438	100	150	1376	235	95	240	240	220	490	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	438	100	150	1376	235	95	240	240	220	490	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	1.42	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1049	2650	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.06	0.09	0.36	0.13	0.09	0.09	0.14	0.13	0.17	0.07
Crit Moves:	****				****		****				****	
Green Time:	25.3	70.5	116.6	24.5	69.7	107.3	37.6	37.6	37.6	46.1	46.1	70.5
Volume/Cap:	0.99	0.31	0.09	0.67	0.99	0.24	0.46	0.46	0.69	0.52	0.71	0.18
Delay/Veh:	142.5	45.3	16.0	91.2	84.4	22.2	71.9	71.9	81.2	66.6	72.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.5	45.3	16.0	91.2	84.4	22.2	71.9	71.9	81.2	66.6	72.3	43.0
LOS by Move:	F	D	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	19	9	3	9	43	7	9	9	16	13	15	5

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

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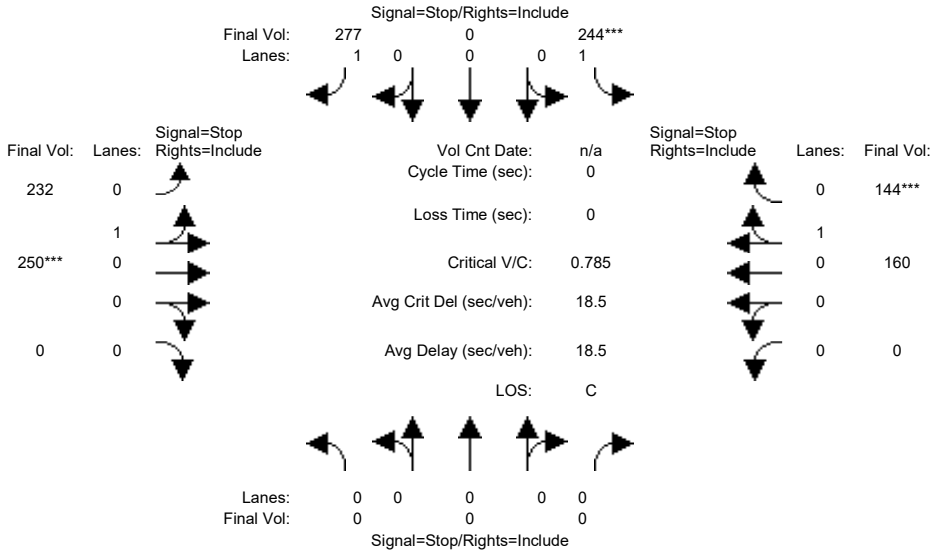
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	4	0	17	12	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	277	232	250	0	0	160	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	277	232	250	0	0	160	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	277	232	250	0	0	160	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	277	232	250	0	0	160	144
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.48	0.52	0.00	0.00	0.53	0.47
Final Sat.:	0	0	0	503	0	602	296	318	0	0	321	289
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.49	xxxx	0.46	0.78	0.78	xxxx	xxxx	0.50	0.50
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.8	0.0	13.0	25.9	25.9	0.0	0.0	13.9	13.9
LOS by Move:	*	*	*	C	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			14.3			25.9			13.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.3			25.9			13.9		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	0.8	2.9	2.9	2.9	0.9	0.9	0.9

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

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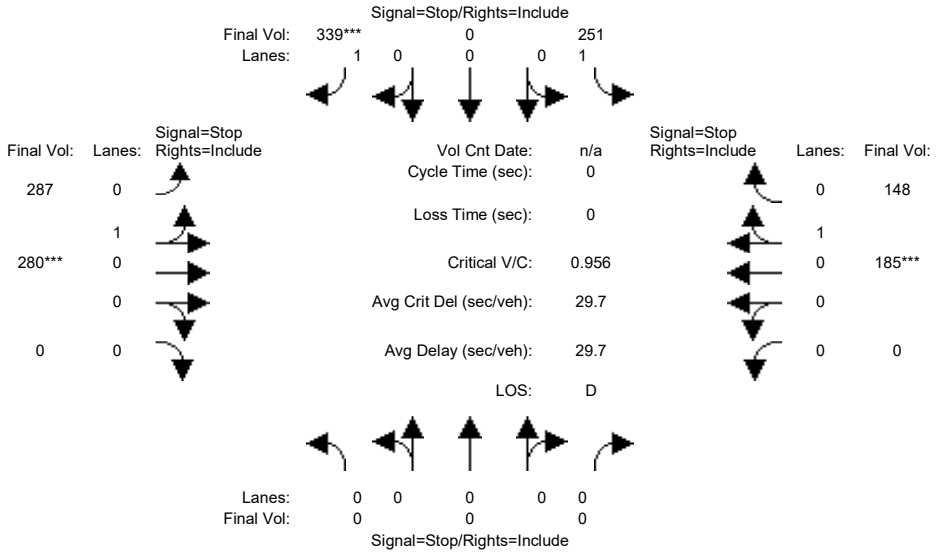
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	240	0	260	220	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	260	220	250	0	0	160	140
Added Vol:	0	0	0	11	0	79	67	30	0	0	25	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	251	0	339	287	280	0	0	185	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	251	0	339	287	280	0	0	185	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	251	0	339	287	280	0	0	185	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	251	0	339	287	280	0	0	185	148
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	485	0	577	300	293	0	0	322	258
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.52	xxxx	0.59	0.96	0.96	xxxx	xxxx	0.57	0.57
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	16.9	50.5	50.5	0.0	0.0	16.6	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	16.9	50.5	50.5	0.0	0.0	16.6	16.6
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx			17.1			50.5			16.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.1			50.5			16.6		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	1.3	6.8	6.8	6.8	1.2	1.2	1.2

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

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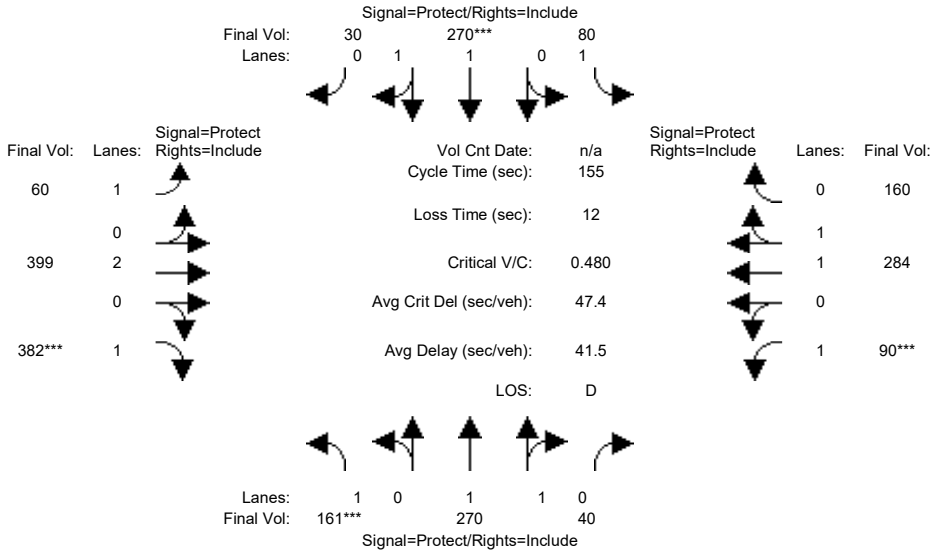
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	270	40	80	270	30	60	380	380	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	270	40	80	270	30	60	380	380	90	270	160
Added Vol:	1	0	0	0	0	0	0	19	2	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	270	40	80	270	30	60	399	382	90	284	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	270	40	80	270	30	60	399	382	90	284	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	270	40	80	270	30	60	399	382	90	284	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	270	40	80	270	30	60	399	382	90	284	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.73	0.27	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.26	0.74
Final Sat.:	1750	3222	477	1750	3330	370	1750	3800	1750	1750	2366	1333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.05	0.08	0.08	0.03	0.11	0.22	0.05	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	29.7	36.2	36.2	19.7	26.2	26.2	23.8	70.5	70.5	16.6	63.3	63.3
Volume/Cap:	0.48	0.36	0.36	0.36	0.48	0.48	0.22	0.23	0.48	0.48	0.29	0.29
Delay/Veh:	56.9	50.0	50.0	62.8	58.8	58.8	57.9	25.8	29.9	67.1	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	50.0	50.0	62.8	58.8	58.8	57.9	25.8	29.9	67.1	30.9	30.9
LOS by Move:	E+	D	D	E	E+	E+	E+	C	C	E	C	C
HCM2kAvgQ:	7	6	6	4	6	6	3	5	13	4	7	7

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

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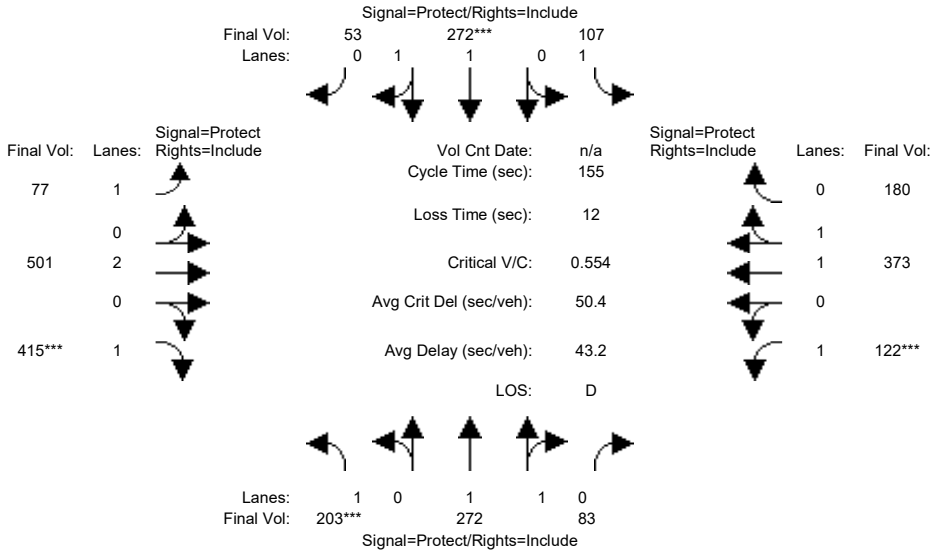
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	270	40	80	270	30	60	380	380	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	270	40	80	270	30	60	380	380	90	270	160
Added Vol:	43	2	43	27	2	23	17	121	35	32	103	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	272	83	107	272	53	77	501	415	122	373	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	272	83	107	272	53	77	501	415	122	373	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	272	83	107	272	53	77	501	415	122	373	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	272	83	107	272	53	77	501	415	122	373	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.52	0.48	1.00	1.66	0.34	1.00	2.00	1.00	1.00	1.33	0.67
Final Sat.:	1750	2834	865	1750	3096	603	1750	3800	1750	1750	2495	1204
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.06	0.09	0.09	0.04	0.13	0.24	0.07	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	32.5	34.9	34.9	22.2	24.6	24.6	19.9	66.4	66.4	19.5	66.0	66.0
Volume/Cap:	0.55	0.43	0.43	0.43	0.55	0.55	0.34	0.31	0.55	0.55	0.35	0.35
Delay/Veh:	56.6	51.9	51.9	61.8	61.3	61.3	62.5	29.3	34.1	66.7	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	51.9	51.9	61.8	61.3	61.3	62.5	29.3	34.1	66.7	30.2	30.2
LOS by Move:	E+	D-	D-	E	E	E	E	C	C-	E	C	C
HCM2kAvgQ:	9	7	7	5	7	7	3	7	16	6	9	9

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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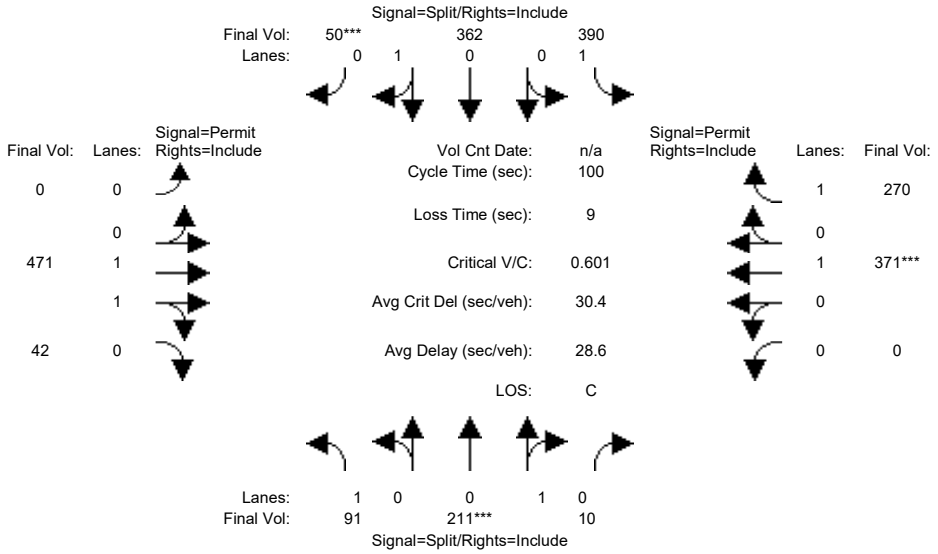
Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	1	1	0	0	2	0	0	41	2	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	211	10	390	362	50	0	471	42	0	371	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	211	10	390	362	50	0	471	42	0	371	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	211	10	390	362	50	0	471	42	0	371	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	211	10	390	362	50	0	471	42	0	371	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.95	0.05	1.00	0.88	0.12	0.00	1.83	0.17	0.00	1.00	1.00
Final Sat.:	1750	1719	81	1750	1582	218	0	3397	303	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.22	0.23	0.23	0.00	0.14	0.14	0.00	0.20	0.15
Crit Moves:		****				****					****	
Green Time:	20.4	20.4	20.4	38.1	38.1	38.1	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.25	0.60	0.60	0.59	0.60	0.60	0.00	0.43	0.43	0.00	0.60	0.47
Delay/Veh:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	38.9	38.9	26.0	26.4	26.4	0.0	26.7	26.7	0.0	30.0	27.6
LOS by Move:	C-	D+	D+	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	2	6	6	10	10	10	0	6	6	0	9	7

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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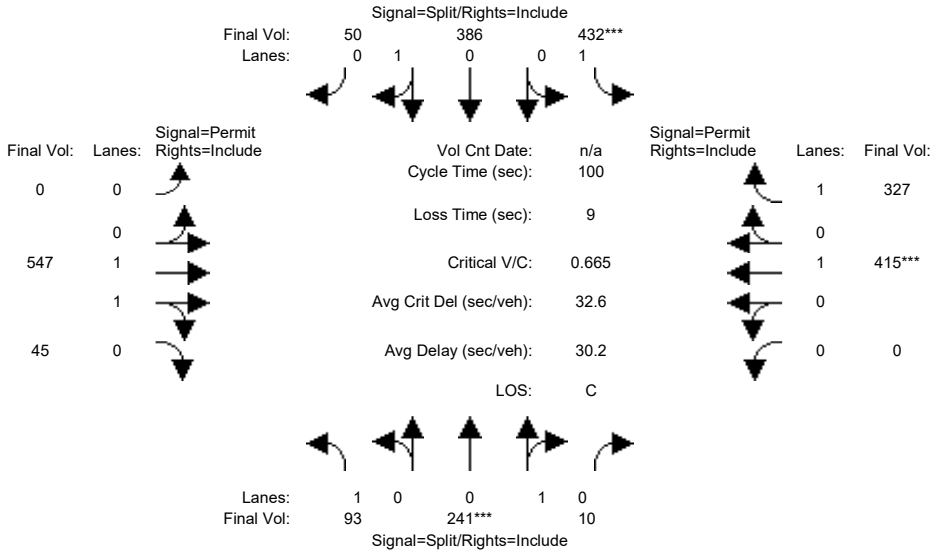
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	210	10	390	360	50	0	430	40	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	210	10	390	360	50	0	430	40	0	340	270
Added Vol:	3	31	0	42	26	0	0	117	5	0	75	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	241	10	432	386	50	0	547	45	0	415	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	241	10	432	386	50	0	547	45	0	415	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	241	10	432	386	50	0	547	45	0	415	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	241	10	432	386	50	0	547	45	0	415	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.84	0.16	0.00	1.00	1.00
Final Sat.:	1750	1728	72	1750	1594	206	0	3419	281	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.25	0.24	0.24	0.00	0.16	0.16	0.00	0.22	0.19
Crit Moves:		****		****							****	
Green Time:	21.0	21.0	21.0	37.1	37.1	37.1	0.0	32.9	32.9	0.0	32.9	32.9
Volume/Cap:	0.25	0.66	0.66	0.66	0.65	0.65	0.00	0.49	0.49	0.00	0.66	0.57
Delay/Veh:	33.3	40.7	40.7	28.8	28.4	28.4	0.0	27.1	27.1	0.0	31.5	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	40.7	40.7	28.8	28.4	28.4	0.0	27.1	27.1	0.0	31.5	29.1
LOS by Move:	C-	D	D	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	2	8	8	12	11	11	0	8	8	0	11	9

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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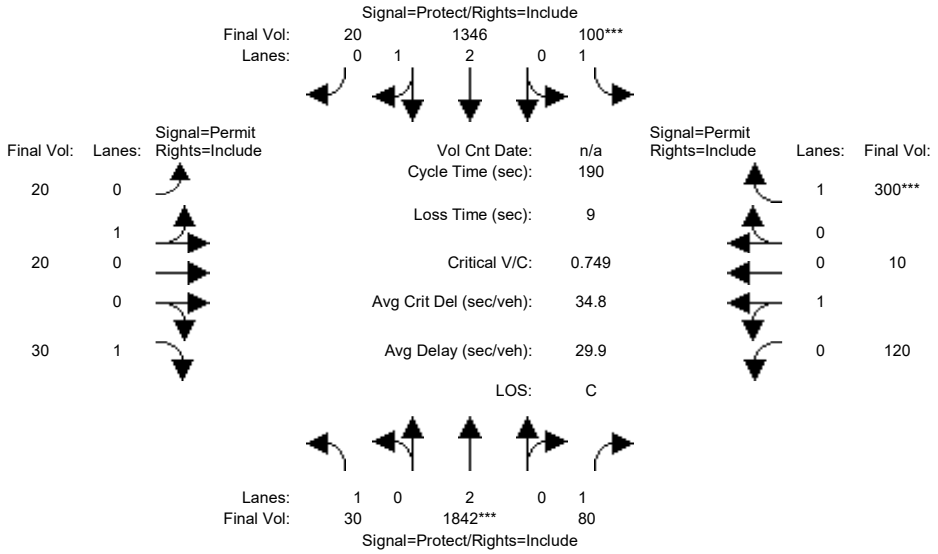
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	22	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1842	80	100	1346	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1842	80	100	1346	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1842	80	100	1346	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1842	80	100	1346	20	20	20	30	120	10	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.95	0.05	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5518	82	900	900	1750	1662	138	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.06	0.24	0.24	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:		****		****								****
Green Time:	18.0	123	123.0	14.5	119	119.5	43.5	43.5	43.5	43.5	43.5	43.5
Volume/Cap:	0.18	0.75	0.07	0.75	0.39	0.39	0.10	0.10	0.07	0.32	0.32	0.75
Delay/Veh:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	24.2	12.4	106.6	17.4	17.4	57.9	57.9	57.5	61.3	61.3	75.8
LOS by Move:	E-	C	B	F	B	B	E+	E+	E+	E	E	E-
HCM2kAvgQ:	2	35	2	8	13	13	2	2	1	6	6	19

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

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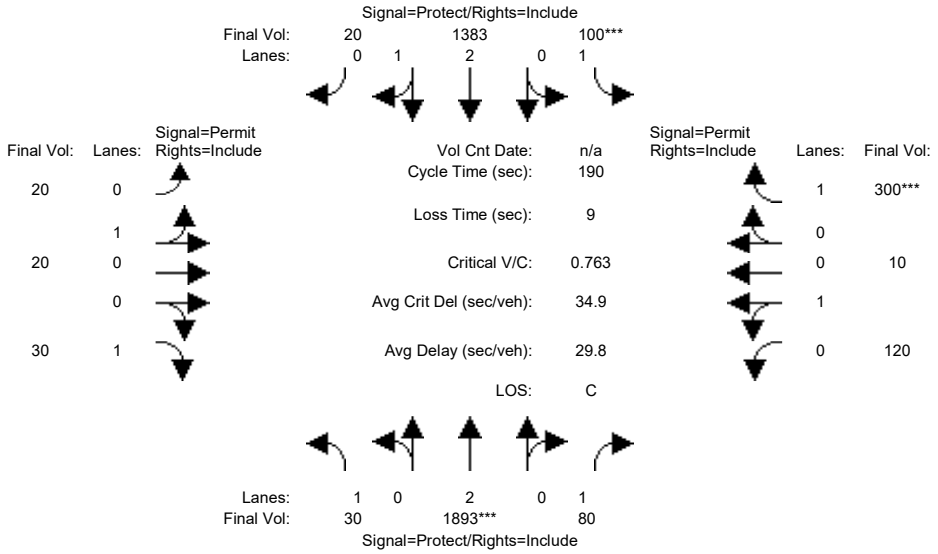
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1820	80	100	1330	20	20	20	30	120	10	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1820	80	100	1330	20	20	20	30	120	10	300
Added Vol:	0	73	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1893	80	100	1383	20	20	20	30	120	10	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1893	80	100	1383	20	20	20	30	120	10	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1893	80	100	1383	20	20	20	30	120	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1893	80	100	1383	20	20	20	30	120	10	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	0.50	0.50	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	5520	80	900	900	1750	1662	138	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.05	0.06	0.25	0.25	0.02	0.02	0.02	0.07	0.07	0.17
Crit Moves:		****		****								****
Green Time:	17.7	124	124.1	14.2	121	120.6	42.7	42.7	42.7	42.7	42.7	42.7
Volume/Cap:	0.18	0.76	0.07	0.76	0.39	0.39	0.10	0.10	0.08	0.32	0.32	0.76
Delay/Veh:	80.0	24.2	12.0	109.1	17.0	17.0	58.5	58.5	58.2	62.0	62.0	77.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	24.2	12.0	109.1	17.0	17.0	58.5	58.5	58.2	62.0	62.0	77.5
LOS by Move:	F	C	B	F	B	B	E+	E+	E+	E	E	E-
HCM2kAvgQ:	2	36	2	8	13	13	2	2	1	7	7	19

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

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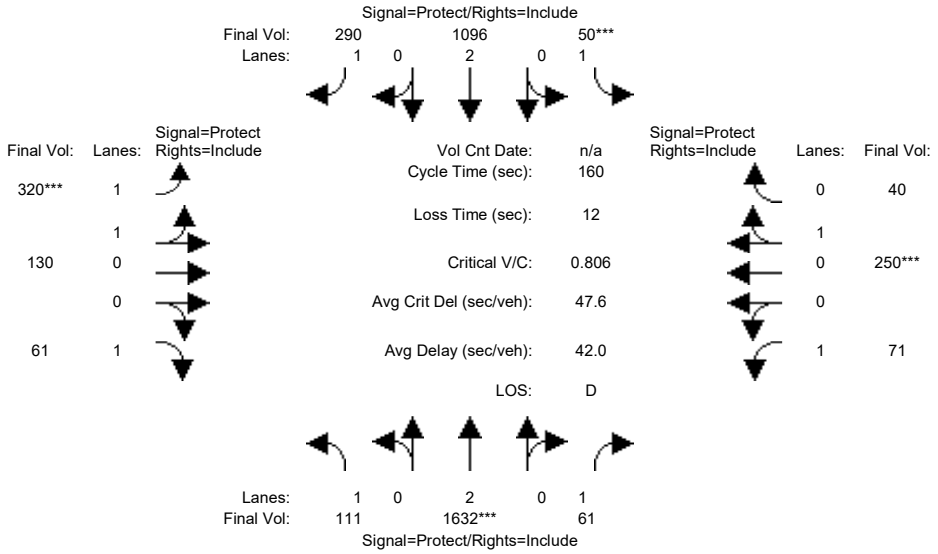
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	1	22	1	0	16	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1632	61	50	1096	290	320	130	61	71	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1632	61	50	1096	290	320	130	61	71	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1632	61	50	1096	290	320	130	61	71	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1632	61	50	1096	290	320	130	61	71	250	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.03	0.03	0.29	0.17	0.13	0.13	0.03	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	16.5	84.4	84.4	7.0	74.9	74.9	24.9	42.1	42.1	14.5	31.7	31.7
Volume/Cap:	0.62	0.81	0.07	0.65	0.62	0.35	0.81	0.48	0.13	0.45	0.81	0.81
Delay/Veh:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	34.0	18.5	93.7	32.4	27.4	74.3	50.2	45.2	70.9	74.7	74.7
LOS by Move:	E	C-	B-	F	C-	C	E	D	D	E	E	E
HCM2kAvgQ:	6	33	1	3	20	9	13	10	2	4	16	16

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

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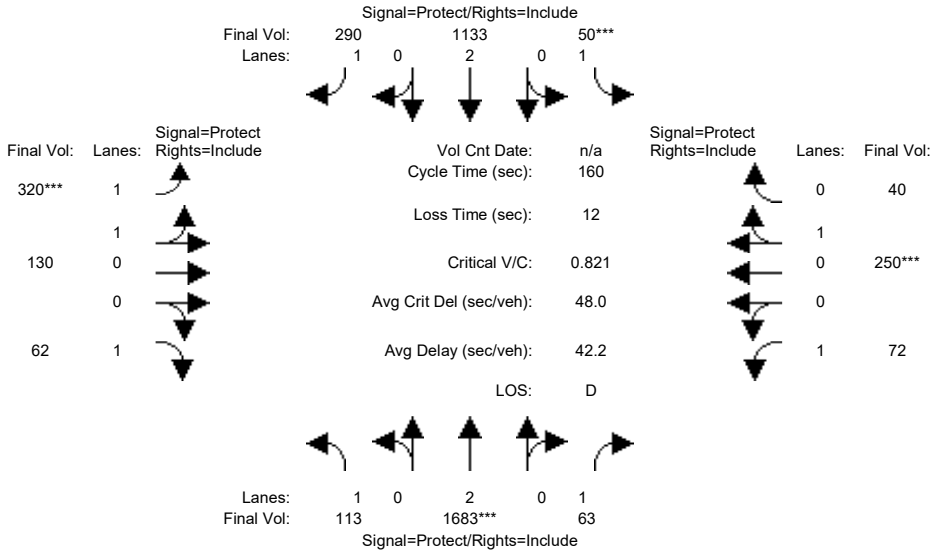
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1610	60	50	1080	290	320	130	60	70	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1610	60	50	1080	290	320	130	60	70	250	40
Added Vol:	3	73	3	0	53	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1683	63	50	1133	290	320	130	62	72	250	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1683	63	50	1133	290	320	130	62	72	250	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1683	63	50	1133	290	320	130	62	72	250	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1683	63	50	1133	290	320	130	62	72	250	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	2524	1025	1750	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.04	0.03	0.30	0.17	0.13	0.13	0.04	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	16.5	85.5	85.5	7.0	76.0	76.0	24.5	41.3	41.3	14.3	31.1	31.1
Volume/Cap:	0.63	0.83	0.07	0.65	0.63	0.35	0.83	0.49	0.14	0.46	0.83	0.83
Delay/Veh:	75.7	34.2	18.0	93.7	32.1	26.7	76.1	50.8	45.8	71.4	77.1	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	34.2	18.0	93.7	32.1	26.7	76.1	50.8	45.8	71.4	77.1	77.1
LOS by Move:	E-	C-	B-	F	C-	C	E-	D	D	E	E-	E-
HCM2kAvgQ:	6	34	2	3	20	9	14	10	2	4	16	16

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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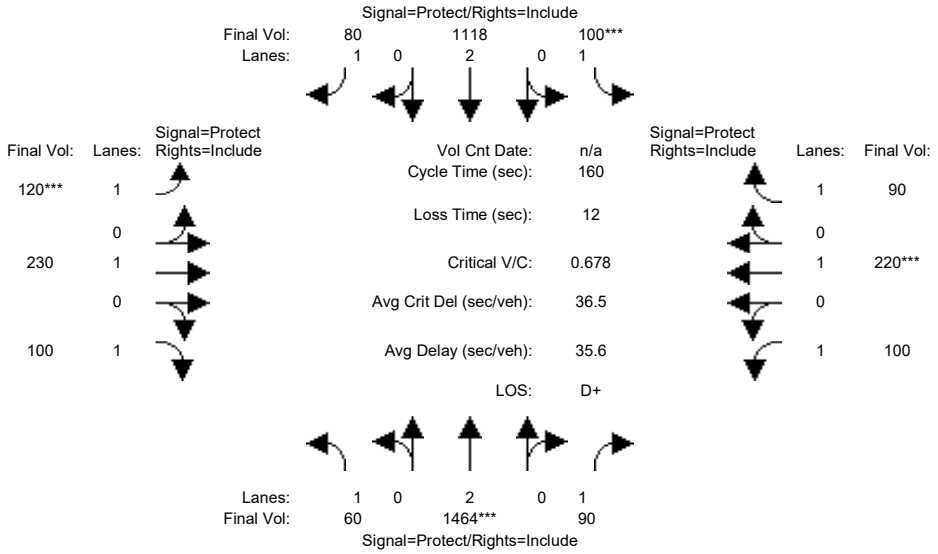
Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1464	90	100	1118	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1464	90	100	1118	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1464	90	100	1118	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1464	90	100	1118	80	120	230	100	100	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.06	0.29	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:		****			****			****			****	
Green Time:	13.5	91.0	91.0	13.5	90.9	90.9	16.2	29.6	29.6	14.0	27.3	27.3
Volume/Cap:	0.41	0.68	0.09	0.68	0.52	0.08	0.68	0.65	0.31	0.65	0.68	0.30
Delay/Veh:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	25.1	15.7	83.1	21.3	15.7	79.5	64.9	56.9	80.5	67.8	58.5
LOS by Move:	E	C	B	F	C+	B	E-	E	E+	F	E	E+
HCM2kAvgQ:	3	24	2	5	16	2	7	11	5	6	11	4

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

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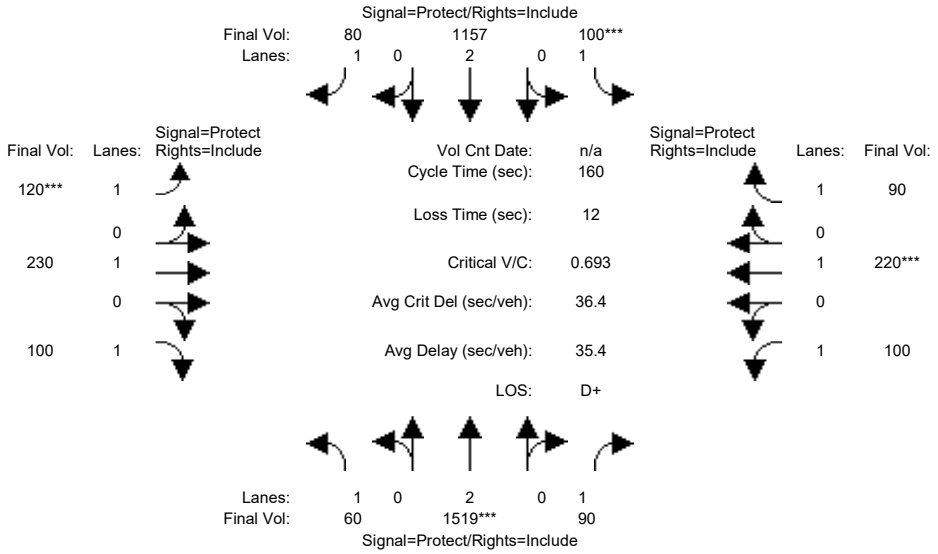
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1440	90	100	1100	80	120	230	100	100	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1440	90	100	1100	80	120	230	100	100	220	90
Added Vol:	0	79	0	0	57	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1519	90	100	1157	80	120	230	100	100	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1519	90	100	1157	80	120	230	100	100	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1519	90	100	1157	80	120	230	100	100	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1519	90	100	1157	80	120	230	100	100	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.06	0.30	0.05	0.07	0.12	0.06	0.06	0.12	0.05
Crit Moves:		****		****			****				****	
Green Time:	13.2	92.3	92.3	13.2	92.2	92.2	15.8	28.9	28.9	13.6	26.7	26.7
Volume/Cap:	0.41	0.69	0.09	0.69	0.53	0.08	0.69	0.67	0.32	0.67	0.69	0.31
Delay/Veh:	71.6	24.9	15.2	85.0	20.9	15.1	81.2	66.2	57.5	82.2	69.3	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	24.9	15.2	85.0	20.9	15.1	81.2	66.2	57.5	82.2	69.3	59.1
LOS by Move:	E	C	B	F	C+	B	F	E	E+	F	E	E+
HCM2kAvgQ:	3	26	2	5	17	2	7	11	5	6	11	4

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

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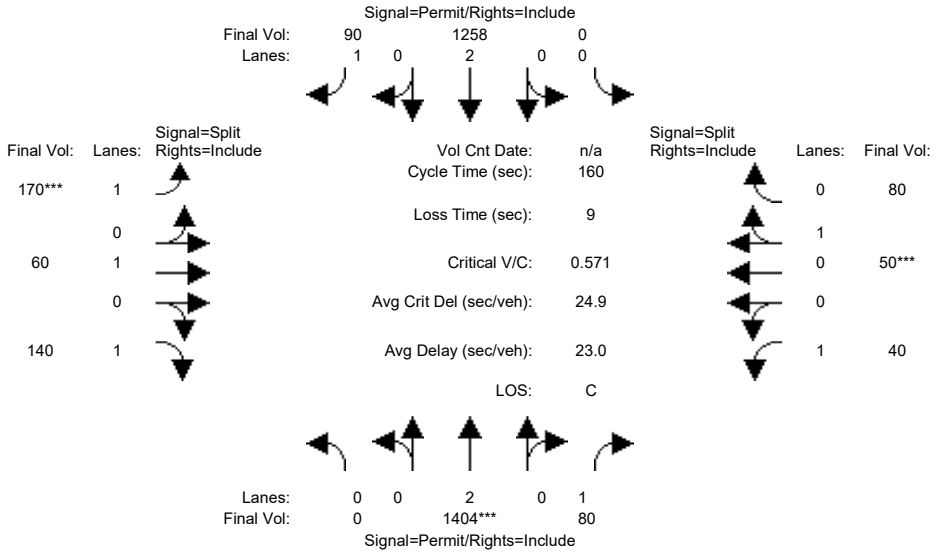
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	0	24	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1404	80	0	1258	90	170	60	140	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1404	80	0	1258	90	170	60	140	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1404	80	0	1258	90	170	60	140	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1404	80	0	1258	90	170	60	140	40	50	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	692	1108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.00	0.33	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:		****					****				****	
Green Time:	0.0	104	103.5	0.0	104	103.5	27.2	27.2	27.2	20.2	20.2	20.2
Volume/Cap:	0.00	0.57	0.07	0.00	0.51	0.08	0.57	0.19	0.47	0.18	0.57	0.57
Delay/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	10.5	0.0	15.1	10.5	63.7	57.2	61.1	62.9	69.2	69.2
LOS by Move:	A	B	B+	A	B	B+	E	E+	E	E	E	E
HCM2kAvgQ:	0	18	1	0	16	2	8	2	7	2	7	7

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

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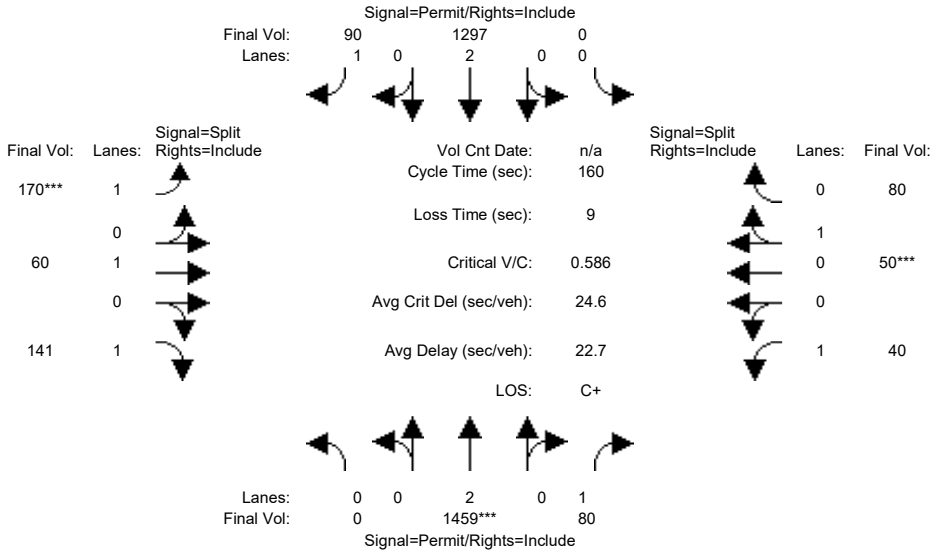
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1380	80	0	1240	90	170	60	140	40	50	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1380	80	0	1240	90	170	60	140	40	50	80
Added Vol:	0	79	0	0	57	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1459	80	0	1297	90	170	60	141	40	50	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1459	80	0	1297	90	170	60	141	40	50	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1459	80	0	1297	90	170	60	141	40	50	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1459	80	0	1297	90	170	60	141	40	50	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	692	1108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.05	0.00	0.34	0.05	0.10	0.03	0.08	0.02	0.07	0.07
Crit Moves:		****					****				****	
Green Time:	0.0	105	104.8	0.0	105	104.8	26.5	26.5	26.5	19.7	19.7	19.7
Volume/Cap:	0.00	0.59	0.07	0.00	0.52	0.08	0.59	0.19	0.49	0.19	0.59	0.59
Delay/Veh:	0.0	15.8	10.0	0.0	14.7	10.1	64.8	57.8	61.9	63.4	70.3	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	10.0	0.0	14.7	10.1	64.8	57.8	61.9	63.4	70.3	70.3
LOS by Move:	A	B	B+	A	B	B+	E	E+	E	E	E	E
HCM2kAvgQ:	0	19	1	0	16	2	8	2	7	2	7	7

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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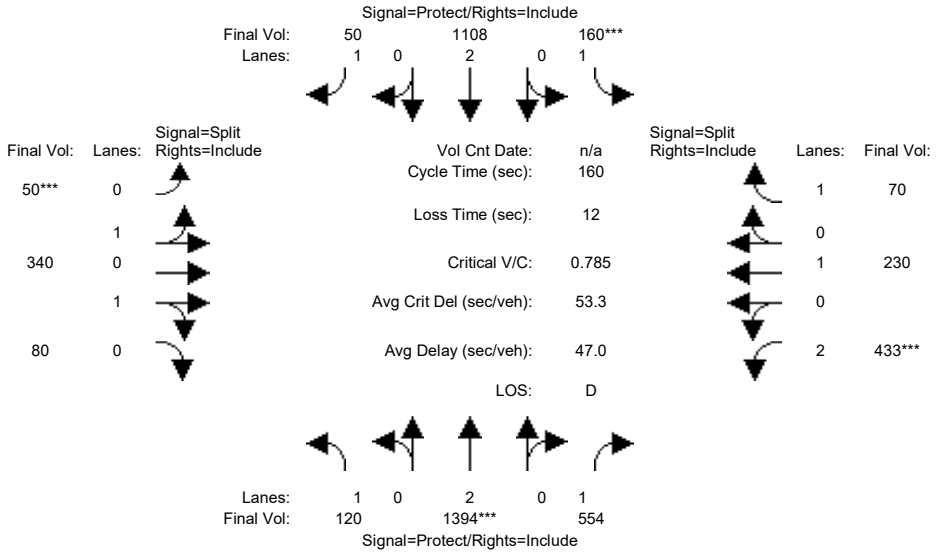
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1370	550	160	1090	50	50	340	80	430	230	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1370	550	160	1090	50	50	340	80	430	230	70
Added Vol:	0	24	4	0	18	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1394	554	160	1108	50	50	340	80	433	230	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1394	554	160	1108	50	50	340	80	433	230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1394	554	160	1108	50	50	340	80	433	230	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1394	554	160	1108	50	50	340	80	433	230	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.21	1.45	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	383	2604	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.32	0.09	0.29	0.03	0.13	0.13	0.13	0.14	0.12	0.04
Crit Moves:		****		****			****			****		
Green Time:	17.8	74.8	74.8	18.6	75.6	75.6	26.6	26.6	26.6	28.0	28.0	28.0
Volume/Cap:	0.62	0.79	0.68	0.79	0.62	0.06	0.79	0.79	0.79	0.79	0.69	0.23
Delay/Veh:	73.7	38.3	35.5	86.7	32.1	22.9	70.7	70.7	70.7	70.4	68.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	38.3	35.5	86.7	32.1	22.9	70.7	70.7	70.7	70.4	68.1	57.1
LOS by Move:	E	D+	D+	F	C-	C+	E	E	E	E	E	E+
HCM2kAvgQ:	6	29	22	9	20	1	13	13	13	13	11	3

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

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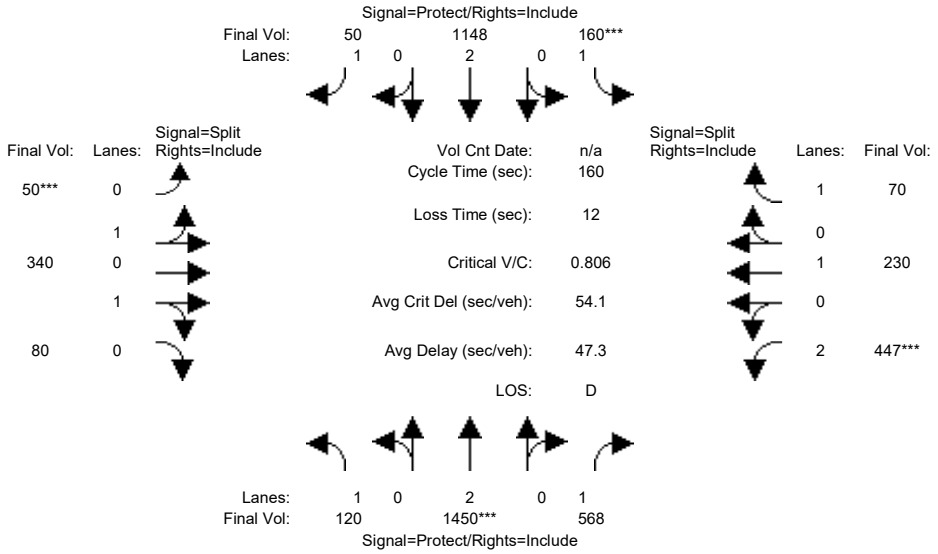
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1370	550	160	1090	50	50	340	80	430	230	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1370	550	160	1090	50	50	340	80	430	230	70
Added Vol:	0	80	18	0	58	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1450	568	160	1148	50	50	340	80	447	230	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1450	568	160	1148	50	50	340	80	447	230	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1450	568	160	1148	50	50	340	80	447	230	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1450	568	160	1148	50	50	340	80	447	230	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.21	1.45	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	383	2604	613	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.32	0.09	0.30	0.03	0.13	0.13	0.13	0.14	0.12	0.04
Crit Moves:		****		****			****			****		
Green Time:	17.4	75.8	75.8	18.2	76.5	76.5	25.9	25.9	25.9	28.2	28.2	28.2
Volume/Cap:	0.63	0.81	0.69	0.81	0.63	0.06	0.81	0.81	0.81	0.81	0.69	0.23
Delay/Veh:	75.0	38.6	35.2	90.1	31.9	22.4	72.7	72.7	72.7	71.8	67.7	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	38.6	35.2	90.1	31.9	22.4	72.7	72.7	72.7	71.8	67.7	56.9
LOS by Move:	E	D+	D+	F	C	C+	E	E	E	E	E	E+
HCM2kAvgQ:	6	30	23	9	20	1	14	14	14	13	11	3

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

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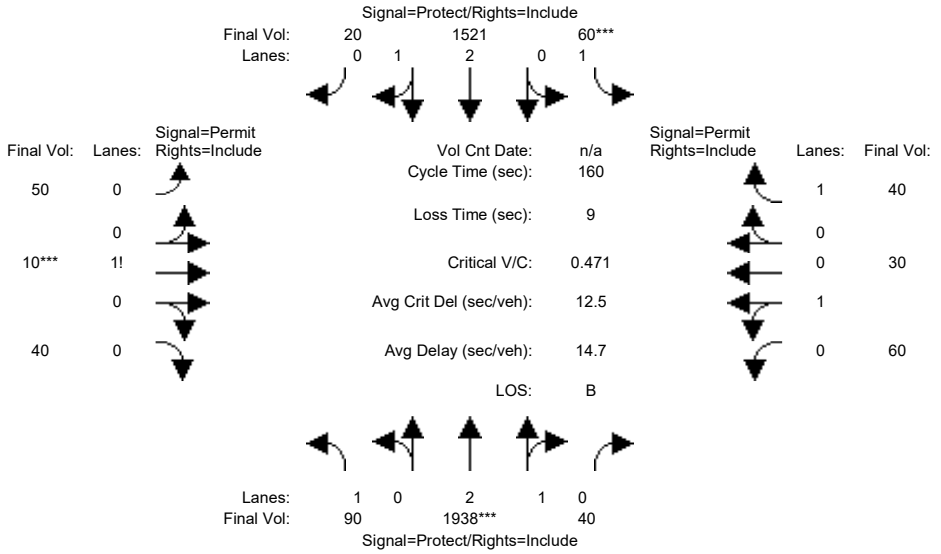
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1938	40	60	1521	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1938	40	60	1521	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1938	40	60	1521	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1938	40	60	1521	20	50	10	40	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5487	113	1750	5527	73	875	175	700	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.03	0.28	0.28	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:		****			****			****				
Green Time:	20.7	120	120.0	11.6	111	110.9	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.40	0.47	0.47	0.47	0.40	0.40	0.47	0.47	0.47	0.41	0.41	0.19
Delay/Veh:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	7.8	7.8	74.0	10.5	10.5	67.2	67.2	67.2	66.3	66.3	63.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	12	12	3	10	10	5	5	5	5	5	2

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

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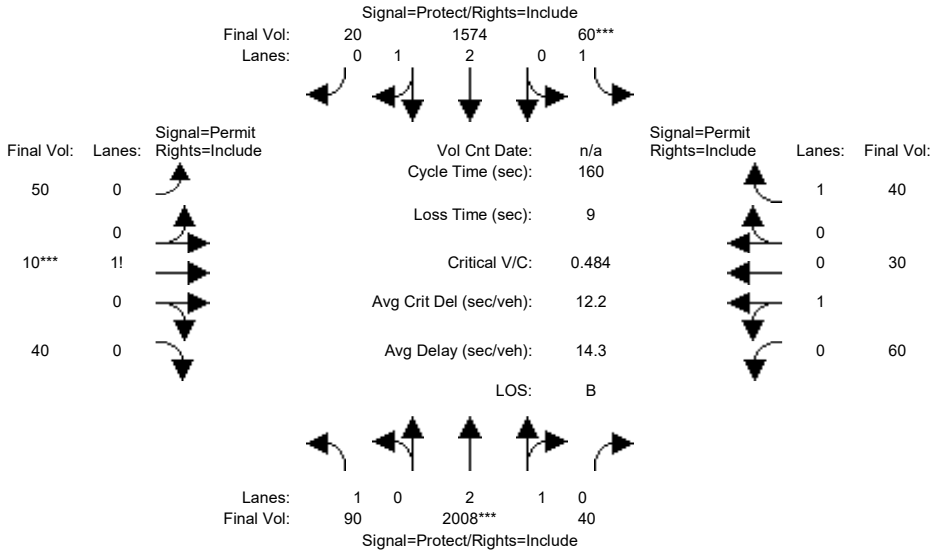
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1910	40	60	1500	20	50	10	40	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1910	40	60	1500	20	50	10	40	60	30	40
Added Vol:	0	98	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2008	40	60	1574	20	50	10	40	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2008	40	60	1574	20	50	10	40	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2008	40	60	1574	20	50	10	40	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	2008	40	60	1574	20	50	10	40	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	0.50	0.10	0.40	0.67	0.33	1.00
Final Sat.:	1750	5490	109	1750	5530	70	875	175	700	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.28	0.28	0.06	0.06	0.06	0.05	0.05	0.02
Crit Moves:		****		****				****				
Green Time:	20.2	121	120.8	11.3	112	111.9	18.9	18.9	18.9	18.9	18.9	18.9
Volume/Cap:	0.41	0.48	0.48	0.48	0.41	0.41	0.48	0.48	0.48	0.42	0.42	0.19
Delay/Veh:	65.6	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	7.7	7.7	74.5	10.2	10.2	67.8	67.8	67.8	66.9	66.9	64.2
LOS by Move:	E	A	A	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	13	13	3	11	11	5	5	5	5	5	2

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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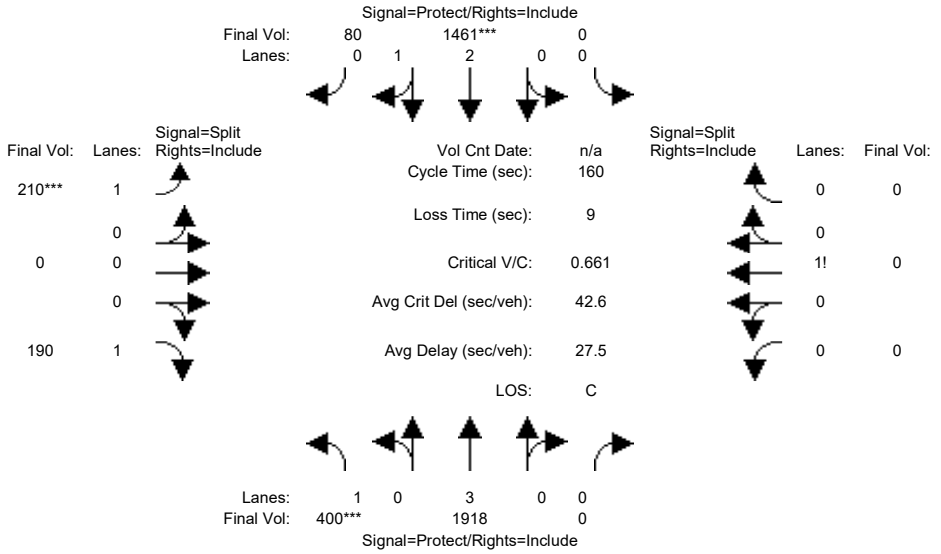
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1918	0	0	1461	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1918	0	0	1461	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1918	0	0	1461	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1918	0	0	1461	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5309	291	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.00	0.00	0.28	0.28	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	55.3	122	0.0	0.0	66.6	66.6	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.44	0.00	0.00	0.66	0.66	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	6.9	0.0	0.0	38.3	38.3	66.0	0.0	63.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2kAvgQ:	18	11	0	0	20	20	11	0	10	0	0	0

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

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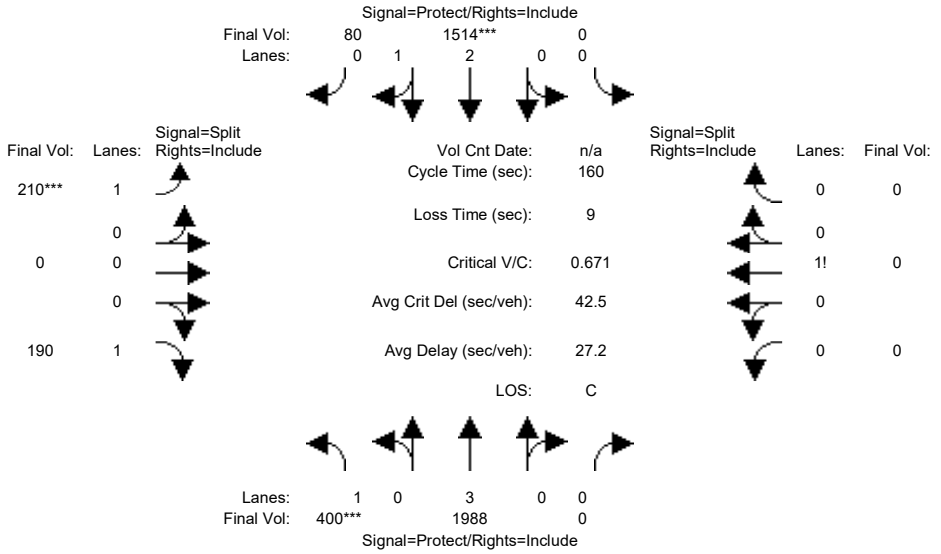
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1890	0	0	1440	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1890	0	0	1440	80	210	0	190	0	0	0
Added Vol:	0	98	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1988	0	0	1514	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1988	0	0	1514	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1988	0	0	1514	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1988	0	0	1514	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5319	281	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.00	0.00	0.28	0.28	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	54.5	122	0.0	0.0	67.9	67.9	28.6	0.0	28.6	0.0	0.0	0.0
Volume/Cap:	0.67	0.46	0.00	0.00	0.67	0.67	0.67	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	48.1	6.9	0.0	0.0	37.8	37.8	66.9	0.0	63.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	6.9	0.0	0.0	37.8	37.8	66.9	0.0	63.9	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D+	D+	E	A	E	A	A	A
HCM2kAvgQ:	18	11	0	0	21	21	11	0	10	0	0	0

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

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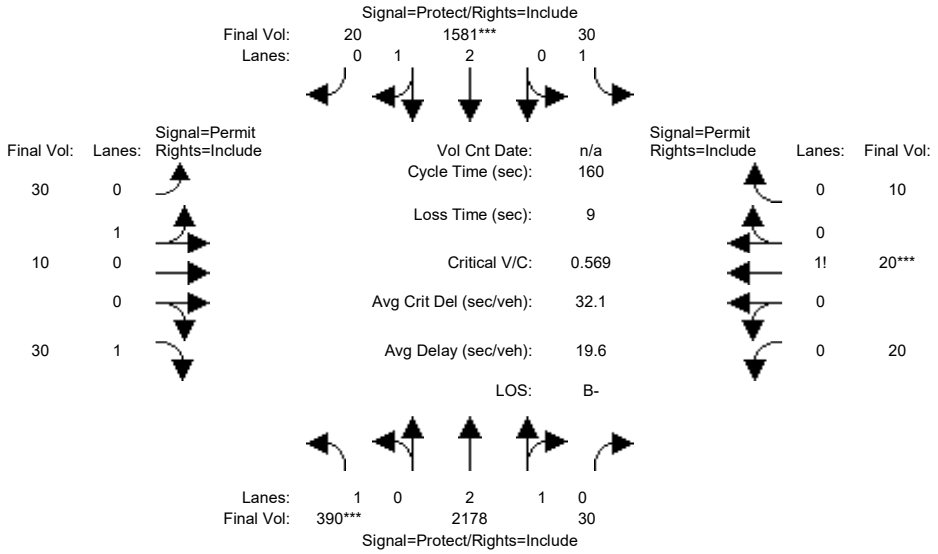
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	28	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2178	30	30	1581	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2178	30	30	1581	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2178	30	30	1581	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	2178	30	30	1581	20	30	10	30	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5524	76	1750	5530	70	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.39	0.02	0.29	0.29	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	61.8	127	126.9	14.1	79.2	79.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.50	0.50	0.19	0.58	0.58	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	5.7	5.7	68.3	28.8	28.8	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2kAvgQ:	16	12	12	1	18	18	2	2	2	3	3	3

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

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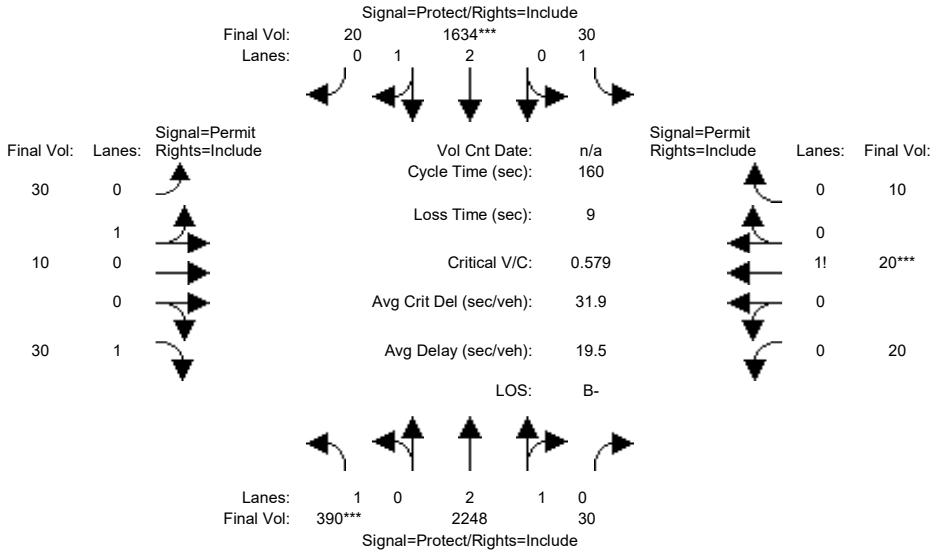
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	2150	30	30	1560	20	30	10	30	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	2150	30	30	1560	20	30	10	30	20	20	10
Added Vol:	0	98	0	0	74	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2248	30	30	1634	20	30	10	30	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	2248	30	30	1634	20	30	10	30	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2248	30	30	1634	20	30	10	30	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	2248	30	30	1634	20	30	10	30	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.96	0.04	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5532	68	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.41	0.02	0.30	0.30	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	60.6	127	127.3	13.7	80.4	80.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.51	0.51	0.20	0.59	0.59	0.36	0.36	0.27	0.46	0.46	0.46
Delay/Veh:	41.1	5.7	5.7	68.7	28.5	28.5	73.8	73.8	72.9	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	5.7	5.7	68.7	28.5	28.5	73.8	73.8	72.9	75.4	75.4	75.4
LOS by Move:	D	A	A	E	C	C	E	E	E	E-	E-	E-
HCM2kAvgQ:	16	13	13	1	19	19	2	2	2	3	3	3

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

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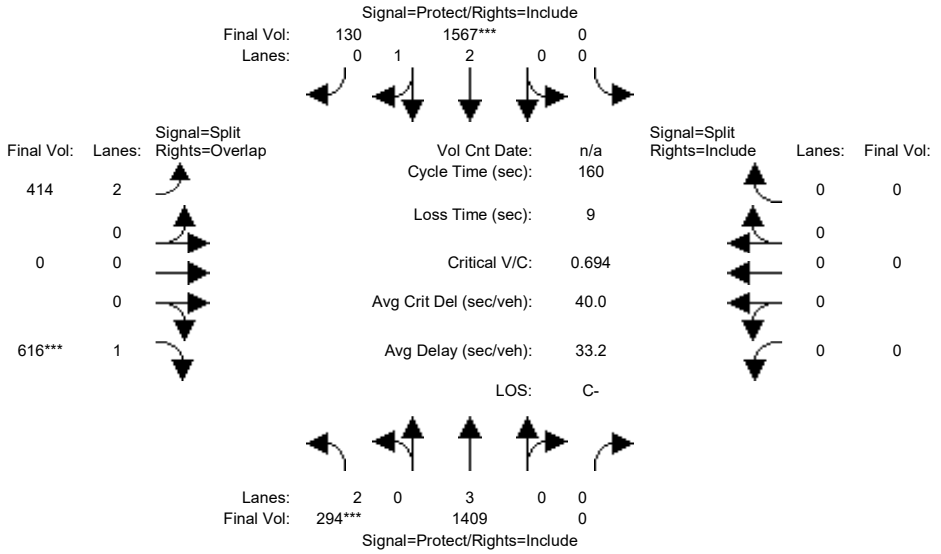
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	4	9	0	0	7	10	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1409	0	0	1567	130	414	0	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1409	0	0	1567	130	414	0	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1409	0	0	1567	130	414	0	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1409	0	0	1567	130	414	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5170	429	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.30	0.30	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.5	91.4	0.0	0.0	69.9	69.9	59.6	0.0	81.1	0.0	0.0	0.0
Volume/Cap:	0.69	0.43	0.00	0.00	0.69	0.69	0.35	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	19.6	0.0	0.0	37.3	37.3	36.4	0.0	32.4	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D+	D+	D+	A	C-	A	A	A
HCM2kAvgQ:	8	12	0	0	22	22	8	0	25	0	0	0

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

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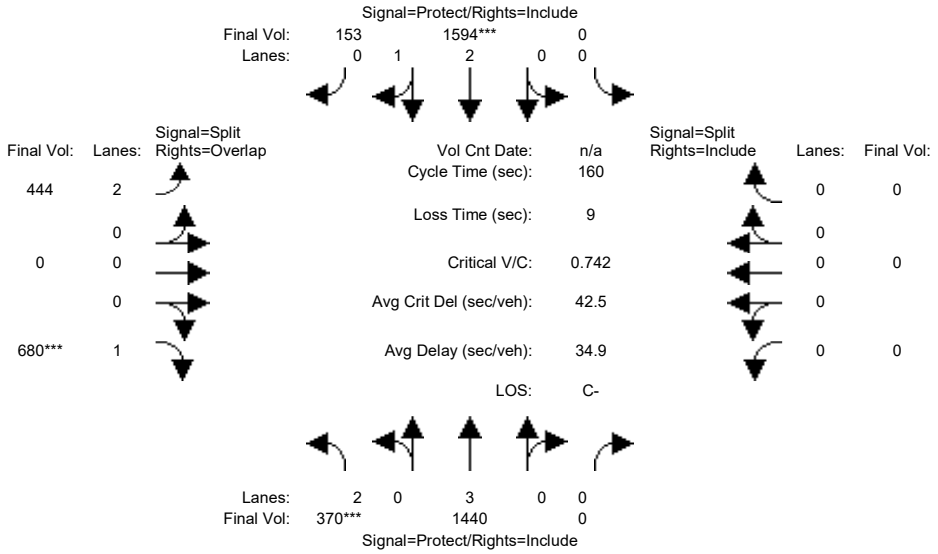
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1400	0	0	1560	120	400	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1400	0	0	1560	120	400	0	610	0	0	0
Added Vol:	80	40	0	0	34	33	44	0	70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1440	0	0	1594	153	444	0	680	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1440	0	0	1594	153	444	0	680	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1440	0	0	1594	153	444	0	680	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1440	0	0	1594	153	444	0	680	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5109	490	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.00	0.00	0.31	0.31	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	25.3	92.6	0.0	0.0	67.2	67.2	58.4	0.0	83.8	0.0	0.0	0.0
Volume/Cap:	0.74	0.44	0.00	0.00	0.74	0.74	0.39	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	70.2	19.1	0.0	0.0	40.4	40.4	37.7	0.0	33.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	19.1	0.0	0.0	40.4	40.4	37.7	0.0	33.0	0.0	0.0	0.0
LOS by Move:	E	B-	A	A	D	D	D+	A	C-	A	A	A
HCM2kAvgQ:	10	12	0	0	24	24	9	0	28	0	0	0

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

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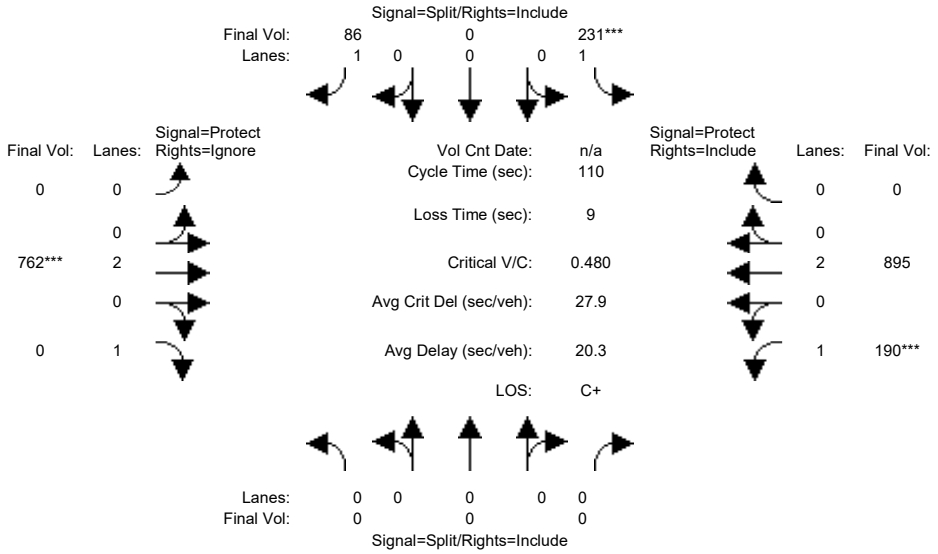
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	1	0	6	0	32	9	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	86	0	762	159	190	895	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	86	0	762	0	190	895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	86	0	762	0	190	895	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	0	86	0	762	0	190	895	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.20	0.00	0.11	0.24	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.2	0.0	30.2	0.0	45.9	0.0	24.9	70.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.18	0.00	0.48	0.00	0.48	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	30.6	0.0	23.6	0.0	37.9	9.2	0.0
LOS by Move:	A	A	A	C-	A	C	A	C	A	D+	A	A
HCM2kAvgQ:	0	0	0	7	0	2	0	9	0	6	7	0

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

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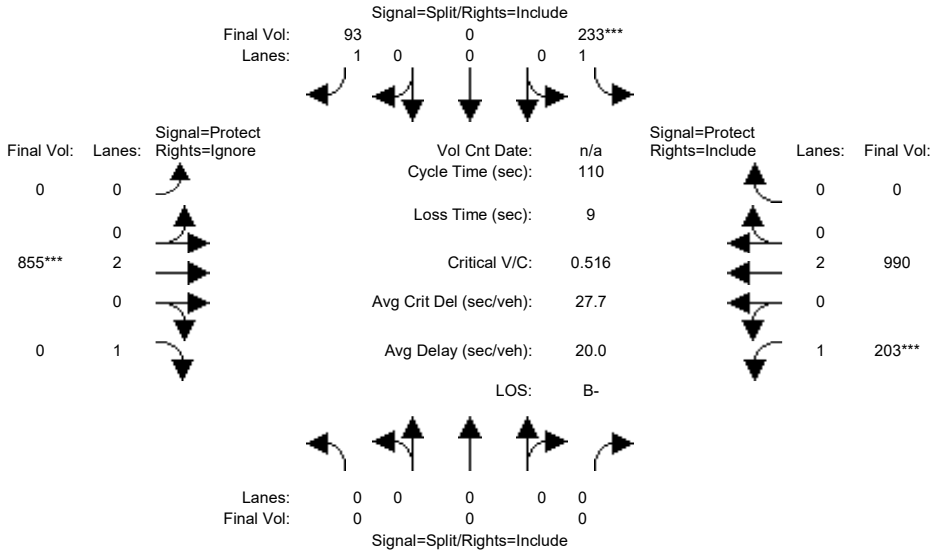
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	230	0	80	0	730	150	190	870	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	80	0	730	150	190	870	0
Added Vol:	0	0	0	3	0	13	0	125	34	13	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	93	0	855	184	203	990	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	93	0	855	0	203	990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	93	0	855	0	203	990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	93	0	855	0	203	990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.00	0.23	0.00	0.12	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.4	0.0	28.4	0.0	47.9	0.0	24.7	72.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.21	0.00	0.52	0.00	0.52	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	36.0	0.0	32.2	0.0	22.9	0.0	38.6	8.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.0	0.0	32.2	0.0	22.9	0.0	38.6	8.7	0.0
LOS by Move:	A	A	A	D+	A	C-	A	C+	A	D+	A	A
HCM2kAvgQ:	0	0	0	8	0	3	0	10	0	6	7	0

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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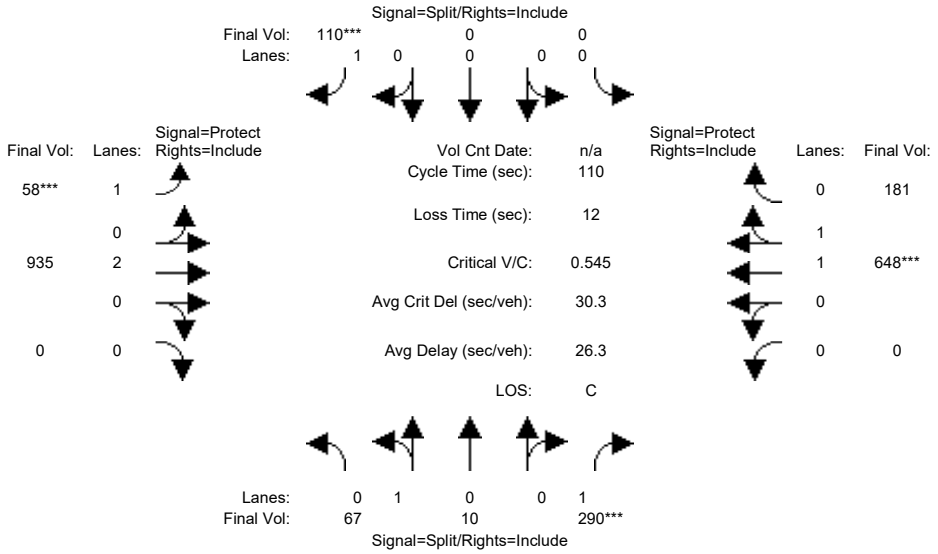
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	7	0	0	0	0	0	8	25	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	10	290	0	0	110	58	935	0	0	648	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	10	290	0	0	110	58	935	0	0	648	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	10	290	0	0	110	58	935	0	0	648	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	10	290	0	0	110	58	935	0	0	648	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.87	0.13	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	1566	234	1750	0	0	1750	1750	3800	0	0	2892	808
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.17	0.00	0.00	0.06	0.03	0.25	0.00	0.00	0.22	0.22
Crit Moves:			****			****	****				****	
Green Time:	33.3	33.3	33.3	0.0	0.0	12.6	7.0	52.1	0.0	0.0	45.1	45.1
Volume/Cap:	0.14	0.14	0.55	0.00	0.00	0.55	0.52	0.52	0.00	0.00	0.55	0.55
Delay/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	33.2	0.0	0.0	49.1	54.2	20.5	0.0	0.0	25.1	25.1
LOS by Move:	C	C	C-	A	A	D	D-	C+	A	A	C	C
HCM2kAvgQ:	2	2	9	0	0	5	2	11	0	0	11	11

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

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SJ15-1585
2018 PM Half-Offset Alternative

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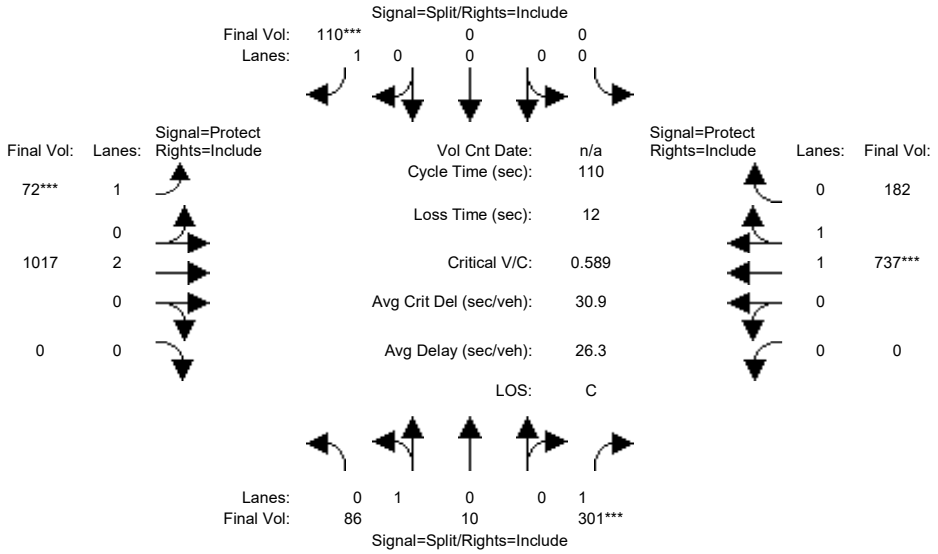
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	290	0	0	110	50	910	0	0	630	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	290	0	0	110	50	910	0	0	630	180
Added Vol:	26	0	11	0	0	0	22	107	0	0	107	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	10	301	0	0	110	72	1017	0	0	737	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	10	301	0	0	110	72	1017	0	0	737	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	10	301	0	0	110	72	1017	0	0	737	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	10	301	0	0	110	72	1017	0	0	737	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.90	0.10	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.59	0.41
Final Sat.:	1612	187	1750	0	0	1750	1750	3800	0	0	2967	733
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.17	0.00	0.00	0.06	0.04	0.27	0.00	0.00	0.25	0.25
Crit Moves:			****			****	****				****	
Green Time:	32.1	32.1	32.1	0.0	0.0	11.7	7.7	54.1	0.0	0.0	46.4	46.4
Volume/Cap:	0.18	0.18	0.59	0.00	0.00	0.59	0.59	0.54	0.00	0.00	0.59	0.59
Delay/Veh:	29.3	29.3	35.1	0.0	0.0	51.7	57.0	19.7	0.0	0.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	35.1	0.0	0.0	51.7	57.0	19.7	0.0	0.0	25.0	25.0
LOS by Move:	C	C	D+	A	A	D-	E+	B-	A	A	C	C
HCM2kAvgQ:	3	3	10	0	0	5	3	12	0	0	12	12

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
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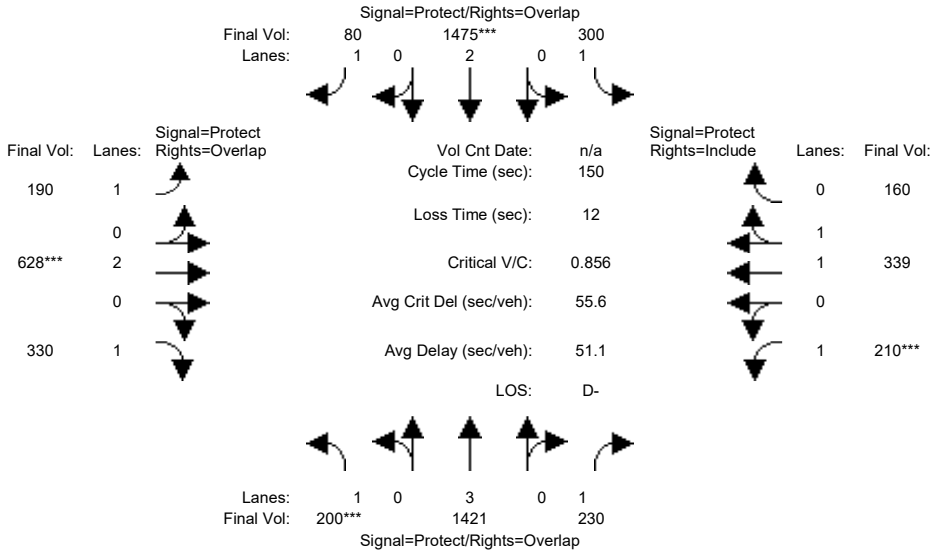
2018 PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	0	11	0	0	15	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1421	230	300	1475	80	190	628	330	210	339	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1421	230	300	1475	80	190	628	330	210	339	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1421	230	300	1475	80	190	628	330	210	339	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1421	230	300	1475	80	190	628	330	210	339	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2513	1186
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.17	0.39	0.05	0.11	0.17	0.19	0.12	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	20.0	52.2	73.2	35.9	68.0	90.3	22.3	29.0	49.0	21.0	27.7	27.7
Volume/Cap:	0.86	0.72	0.27	0.72	0.86	0.08	0.73	0.86	0.58	0.86	0.73	0.73
Delay/Veh:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	43.8	22.8	58.3	41.1	12.5	71.1	68.3	43.4	87.4	61.7	61.7
LOS by Move:	F	D	C+	E+	D	B	E	E	D	F	E	E
HCM2kAvgQ:	10	18	6	13	30	2	9	15	13	11	11	11

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

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SJ15-1585
2018 PM Half-Offset Alternative

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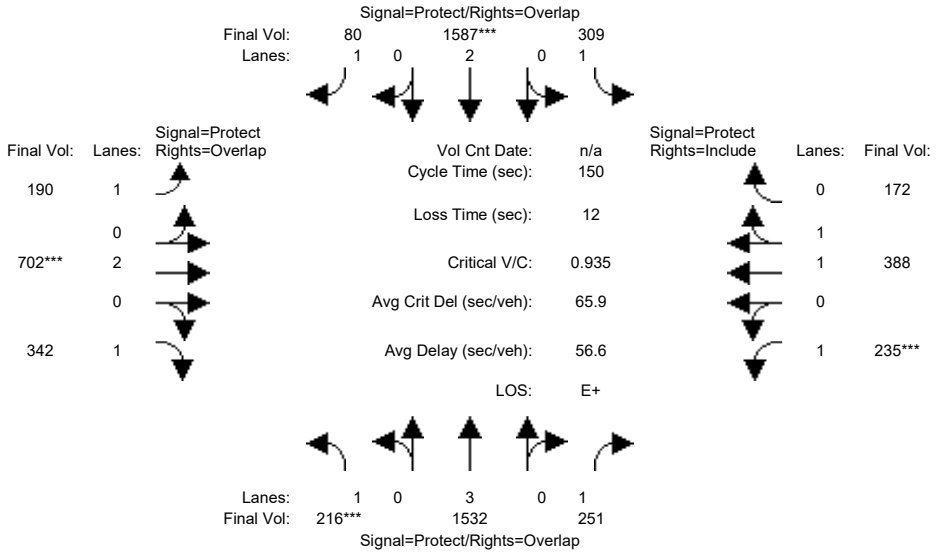
2018 with Half-Offset PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1410	230	300	1460	80	190	590	330	210	310	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1410	230	300	1460	80	190	590	330	210	310	160
Added Vol:	16	122	21	9	127	0	0	112	12	25	78	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	1532	251	309	1587	80	190	702	342	235	388	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1532	251	309	1587	80	190	702	342	235	388	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1532	251	309	1587	80	190	702	342	235	388	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1532	251	309	1587	80	190	702	342	235	388	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2563	1136
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.14	0.18	0.42	0.05	0.11	0.18	0.20	0.13	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	19.8	52.4	73.9	34.4	67.0	88.4	21.4	29.6	49.4	21.5	29.8	29.8
Volume/Cap:	0.93	0.77	0.29	0.77	0.93	0.08	0.76	0.93	0.59	0.93	0.76	0.76
Delay/Veh:	105.9	45.3	22.7	62.9	49.6	13.3	74.8	78.0	43.6	102.9	61.4	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.9	45.3	22.7	62.9	49.6	13.3	74.8	78.0	43.6	102.9	61.4	61.4
LOS by Move:	F	D	C+	E	D	B	E	E-	D	F	E	E
HCM2kAvgQ:	12	20	7	14	36	2	9	18	14	13	12	12

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

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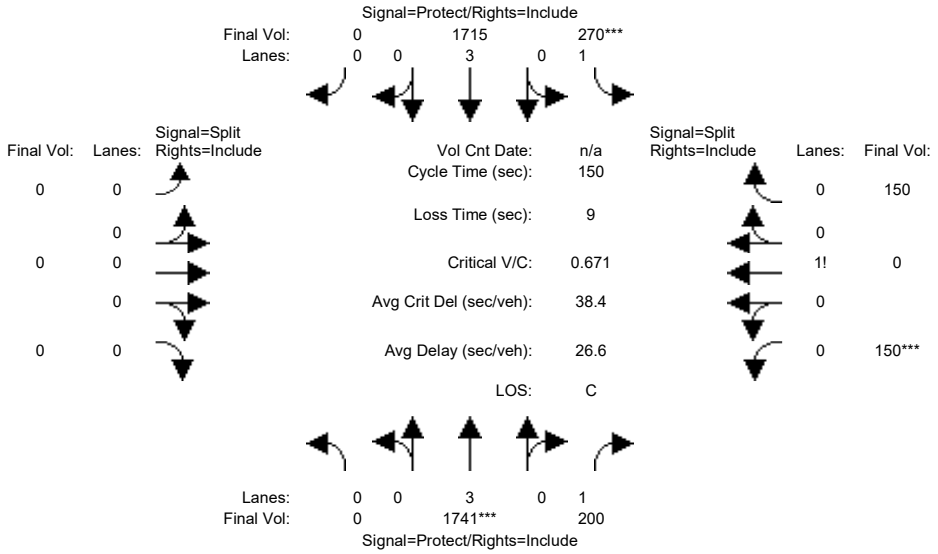
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1741	200	270	1715	0	0	0	0	150	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1741	200	270	1715	0	0	0	0	150	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	200	270	1715	0	0	0	0	150	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1741	200	270	1715	0	0	0	0	150	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.11	0.15	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	68.2	68.2	34.5	103	0.0	0.0	0.0	0.0	38.3	0.0	38.3
Volume/Cap:	0.00	0.67	0.25	0.67	0.44	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	25.3	57.0	10.7	0.0	0.0	0.0	0.0	54.2	0.0	54.2
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	D-	A	D-
HCM2kAvgQ:	0	20	6	12	11	0	0	0	0	13	0	13

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

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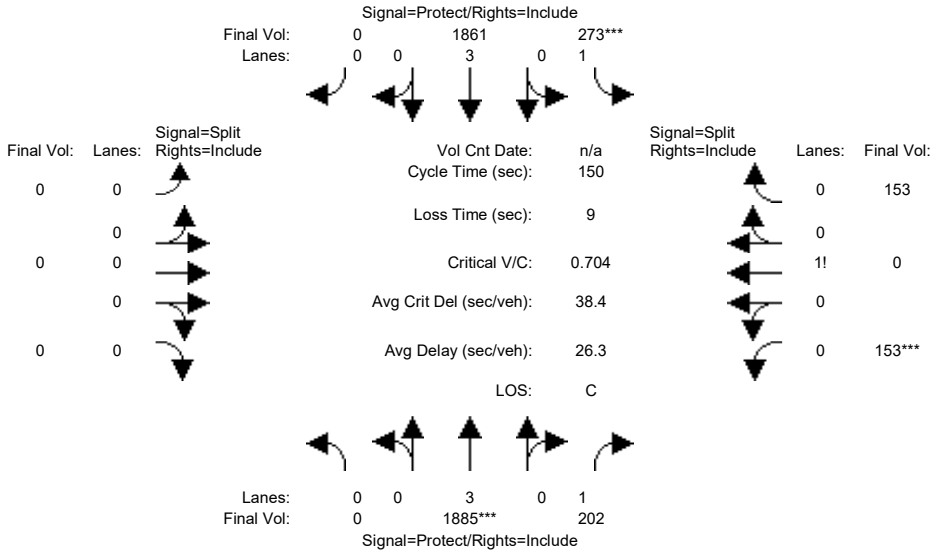
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1730	200	270	1700	0	0	0	0	150	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	200	270	1700	0	0	0	0	150	0	150
Added Vol:	0	155	2	3	161	0	0	0	0	3	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1885	202	273	1861	0	0	0	0	153	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1885	202	273	1861	0	0	0	0	153	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1885	202	273	1861	0	0	0	0	153	0	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1885	202	273	1861	0	0	0	0	153	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.12	0.16	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	70.5	70.5	33.2	104	0.0	0.0	0.0	0.0	37.3	0.0	37.3
Volume/Cap:	0.00	0.70	0.25	0.70	0.47	0.00	0.00	0.00	0.00	0.70	0.00	0.70
Delay/Veh:	0.0	32.4	24.0	59.6	10.7	0.0	0.0	0.0	0.0	56.5	0.0	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.4	24.0	59.6	10.7	0.0	0.0	0.0	0.0	56.5	0.0	56.5
LOS by Move:	A	C-	C	E+	B+	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	22	6	12	12	0	0	0	0	13	0	13

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

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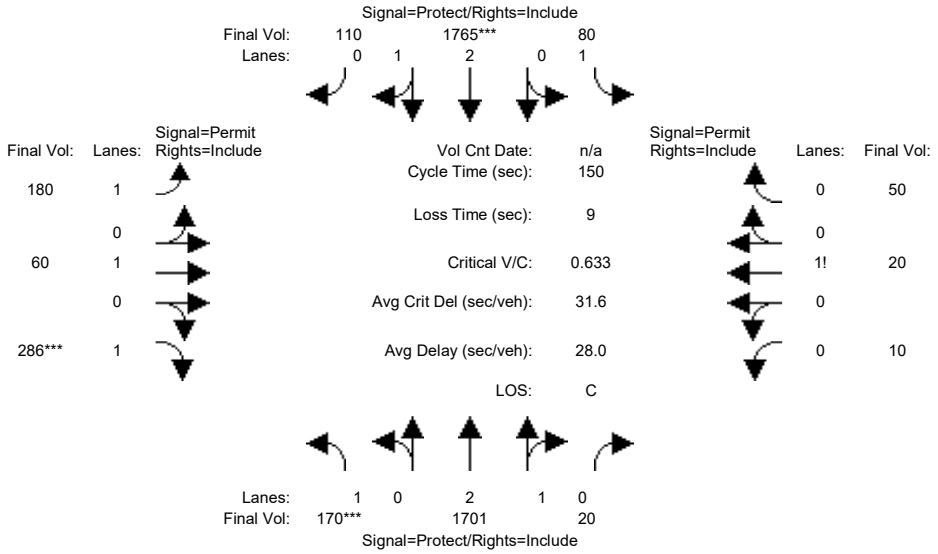
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	20	11	0	0	15	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1701	20	80	1765	110	180	60	286	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1701	20	80	1765	110	180	60	286	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1701	20	80	1765	110	180	60	286	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1701	20	80	1765	110	180	60	286	10	20	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.82	0.18	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5535	65	1750	5271	329	1750	1900	1750	219	438	1094
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.05	0.33	0.33	0.10	0.03	0.16	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	23.0	88.8	88.8	13.5	79.3	79.3	38.7	38.7	38.7	38.7	38.7	38.7
Volume/Cap:	0.63	0.52	0.52	0.51	0.63	0.63	0.40	0.12	0.63	0.18	0.18	0.18
Delay/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	18.2	18.2	67.8	25.5	25.5	46.6	42.8	52.3	43.5	43.5	43.5
LOS by Move:	E	B-	B-	E	C	C	D	D	D-	D	D	D
HCM2kAvgQ:	8	15	15	4	20	20	7	2	12	3	3	3

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

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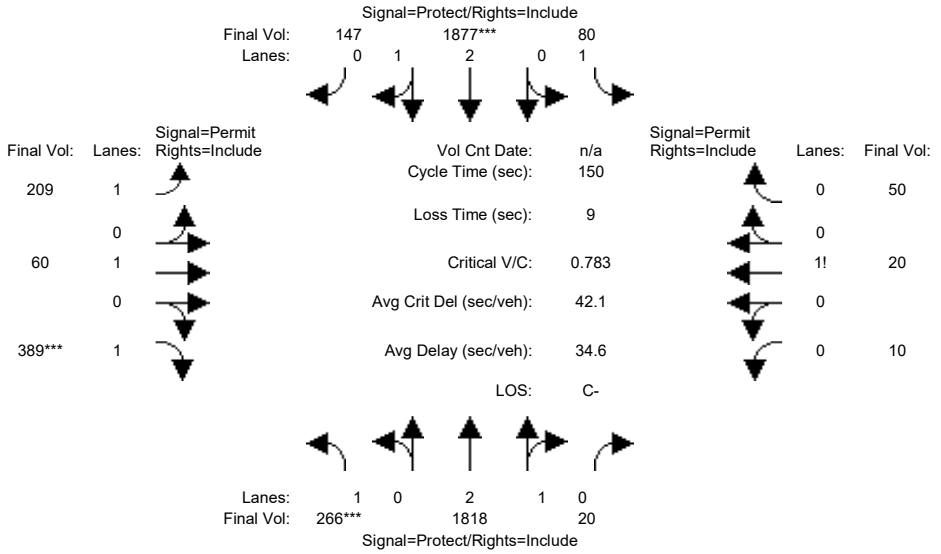
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1690	20	80	1750	110	180	60	260	10	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1690	20	80	1750	110	180	60	260	10	20	50
Added Vol:	116	128	0	0	127	37	29	0	129	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1818	20	80	1877	147	209	60	389	10	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1818	20	80	1877	147	209	60	389	10	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1818	20	80	1877	147	209	60	389	10	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1818	20	80	1877	147	209	60	389	10	20	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.77	0.23	1.00	1.00	1.00	0.13	0.25	0.62
Final Sat.:	1750	5539	61	1750	5193	407	1750	1900	1750	219	438	1094
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.33	0.05	0.36	0.36	0.12	0.03	0.22	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	29.1	86.2	86.2	12.2	69.3	69.3	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.78	0.57	0.57	0.56	0.78	0.78	0.42	0.11	0.78	0.16	0.16	0.16
Delay/Veh:	68.7	20.5	20.5	71.2	35.6	35.6	44.2	39.8	57.4	40.4	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	20.5	20.5	71.2	35.6	35.6	44.2	39.8	57.4	40.4	40.4	40.4
LOS by Move:	E	C+	C+	E	D+	D+	D	D	E+	D	D	D
HCM2kAvgQ:	13	17	17	4	27	27	8	2	18	3	3	3

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

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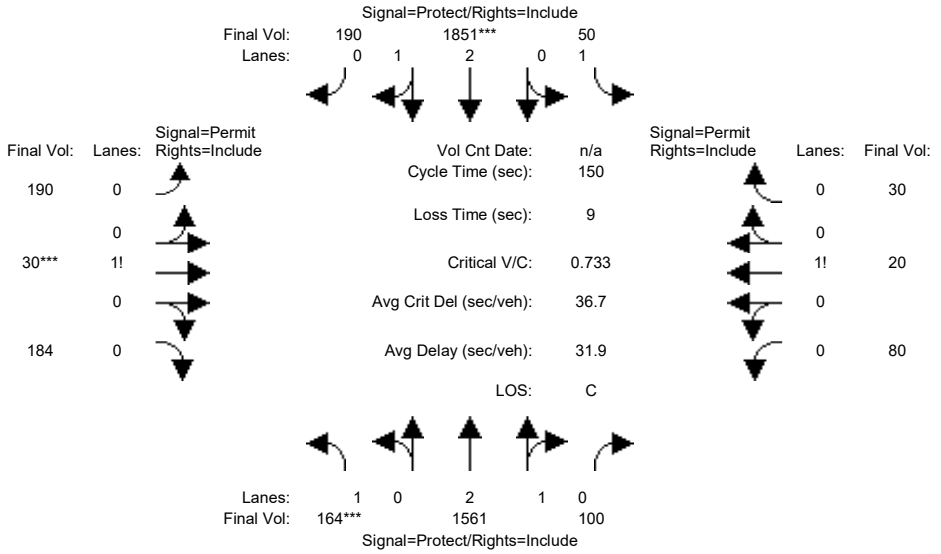
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1530	100	50	1810	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1530	100	50	1810	190	190	30	180	80	20	30
Added Vol:	4	31	0	0	41	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1561	100	50	1851	190	190	30	184	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1561	100	50	1851	190	190	30	184	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1561	100	50	1851	190	190	30	184	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1561	100	50	1851	190	190	30	184	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.81	0.19	1.00	2.71	0.29	0.47	0.07	0.46	0.62	0.15	0.23
Final Sat.:	1750	5262	337	1750	5078	521	823	130	797	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.03	0.36	0.36	0.23	0.23	0.23	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	19.2	81.0	81.0	12.7	74.6	74.6	47.2	47.2	47.2	47.2	47.2	47.2
Volume/Cap:	0.73	0.55	0.55	0.34	0.73	0.73	0.73	0.73	0.73	0.24	0.24	0.24
Delay/Veh:	74.7	22.8	22.8	66.0	30.9	30.9	50.8	50.8	50.8	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	22.8	22.8	66.0	30.9	30.9	50.8	50.8	50.8	38.2	38.2	38.2
LOS by Move:	E	C+	C+	E	C	C	D	D	D	D+	D+	D+
HCM2kAvgQ:	8	16	16	2	25	25	19	19	19	5	5	5

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

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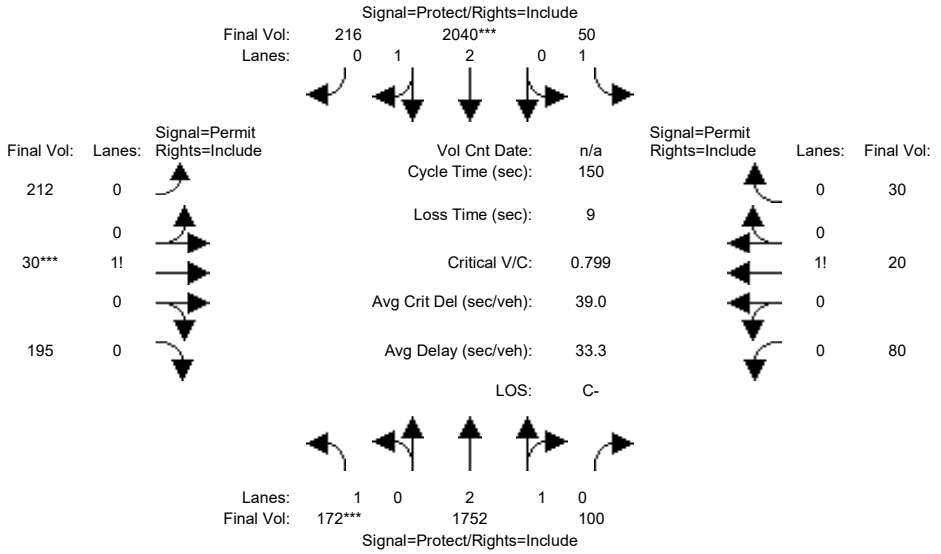
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1530	100	50	1810	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1530	100	50	1810	190	190	30	180	80	20	30
Added Vol:	12	222	0	0	230	26	22	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1752	100	50	2040	216	212	30	195	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1752	100	50	2040	216	212	30	195	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1752	100	50	2040	216	212	30	195	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1752	100	50	2040	216	212	30	195	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.70	0.30	0.48	0.07	0.45	0.62	0.15	0.23
Final Sat.:	1750	5297	302	1750	5063	536	849	120	781	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.03	0.40	0.40	0.25	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	18.5	82.5	82.5	11.6	75.7	75.7	46.9	46.9	46.9	46.9	46.9	46.9
Volume/Cap:	0.80	0.60	0.60	0.37	0.80	0.80	0.80	0.80	0.80	0.24	0.24	0.24
Delay/Veh:	82.6	23.0	23.0	67.4	32.5	32.5	55.4	55.4	55.4	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	23.0	23.0	67.4	32.5	32.5	55.4	55.4	55.4	38.5	38.5	38.5
LOS by Move:	F	C	C	E	C-	C-	E+	E+	E+	D+	D+	D+
HCM2kAvgQ:	9	19	19	2	28	28	21	21	21	5	5	5

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

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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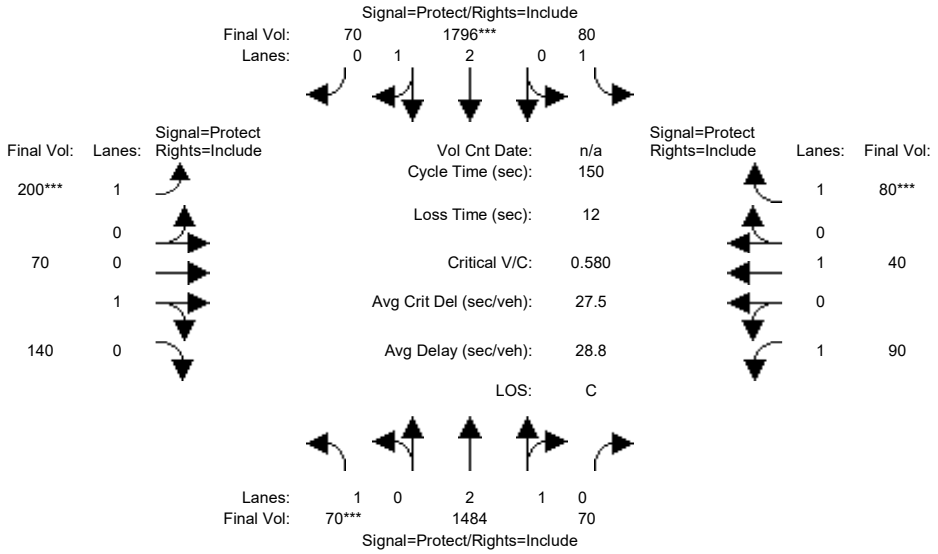
Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	34	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1484	70	80	1796	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1484	70	80	1796	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1484	70	80	1796	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1484	70	80	1796	70	200	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.88	0.12	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5347	252	1750	5390	210	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.05	0.33	0.33	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	10.4	82.7	82.7	13.9	86.2	86.2	29.6	28.7	28.7	12.7	11.8	11.8
Volume/Cap:	0.58	0.50	0.50	0.49	0.58	0.58	0.58	0.61	0.61	0.61	0.27	0.58
Delay/Veh:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	21.0	21.0	67.0	20.6	20.6	57.0	58.6	58.6	73.5	66.0	72.7
LOS by Move:	E	C+	C+	E	C+	C+	E+	E+	E+	E	E	E
HCM2kAvgQ:	3	14	14	4	18	18	9	10	10	5	2	5

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

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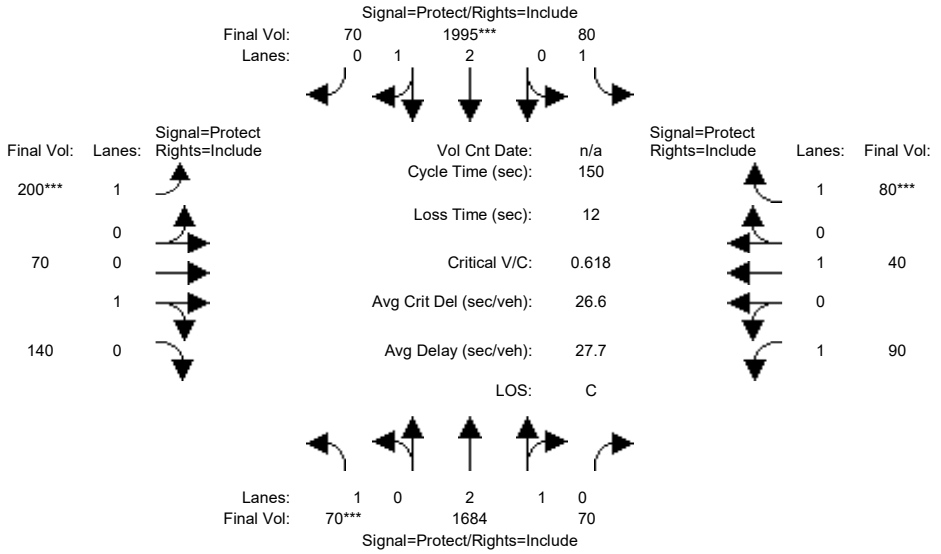
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1450	70	80	1750	70	200	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1450	70	80	1750	70	200	70	140	90	40	80
Added Vol:	0	234	0	0	245	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1684	70	80	1995	70	200	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1684	70	80	1995	70	200	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1684	70	80	1995	70	200	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1684	70	80	1995	70	200	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	2.89	0.11	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5376	223	1750	5410	190	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.05	0.37	0.37	0.11	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	9.7	86.3	86.3	12.9	89.5	89.5	27.7	26.9	26.9	11.9	11.1	11.1
Volume/Cap:	0.62	0.54	0.54	0.53	0.62	0.62	0.62	0.65	0.65	0.65	0.28	0.62
Delay/Veh:	78.3	19.9	19.9	69.4	19.7	19.7	59.9	61.7	61.7	77.4	66.8	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	19.9	19.9	69.4	19.7	19.7	59.9	61.7	61.7	77.4	66.8	76.2
LOS by Move:	E-	B-	B-	E	B-	B-	E+	E	E	E-	E	E-
HCM2kAvgQ:	3	16	16	4	19	19	10	10	10	5	2	5

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

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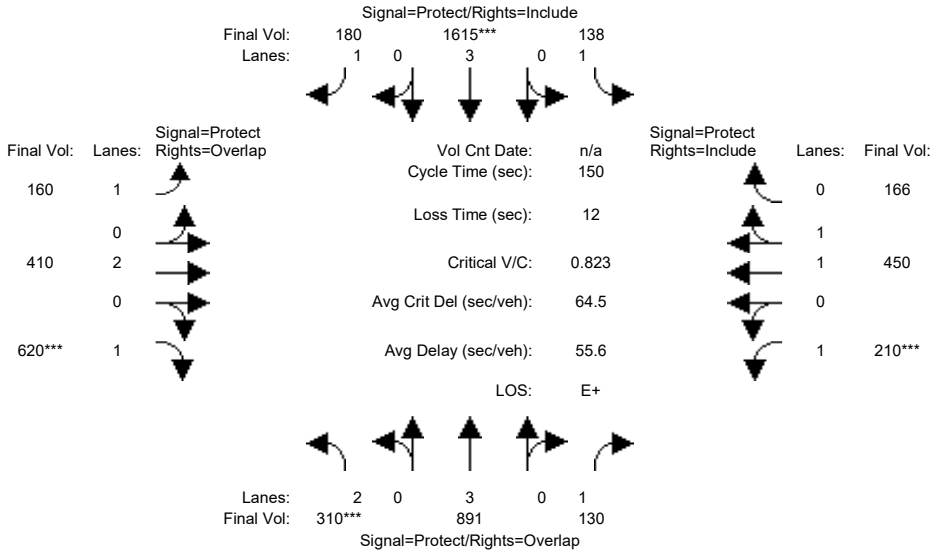
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	0	11	0	8	15	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	891	130	138	1615	180	160	410	620	210	450	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	891	130	138	1615	180	160	410	620	210	450	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	891	130	138	1615	180	160	410	620	210	450	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	891	130	138	1615	180	160	410	620	210	450	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2702	997
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.08	0.28	0.10	0.09	0.11	0.35	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	17.9	46.2	68.1	23.3	51.6	51.6	24.3	46.6	64.5	21.9	44.2	44.2
Volume/Cap:	0.82	0.51	0.16	0.51	0.82	0.30	0.57	0.35	0.82	0.82	0.57	0.57
Delay/Veh:	78.2	42.8	24.3	59.6	48.0	36.2	60.6	40.1	45.0	81.3	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	42.8	24.3	83.5	67.2	50.7	60.6	40.1	45.0	81.3	45.5	45.5
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2kAvgQ:	9	11	4	7	24	6	7	7	28	10	12	12

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

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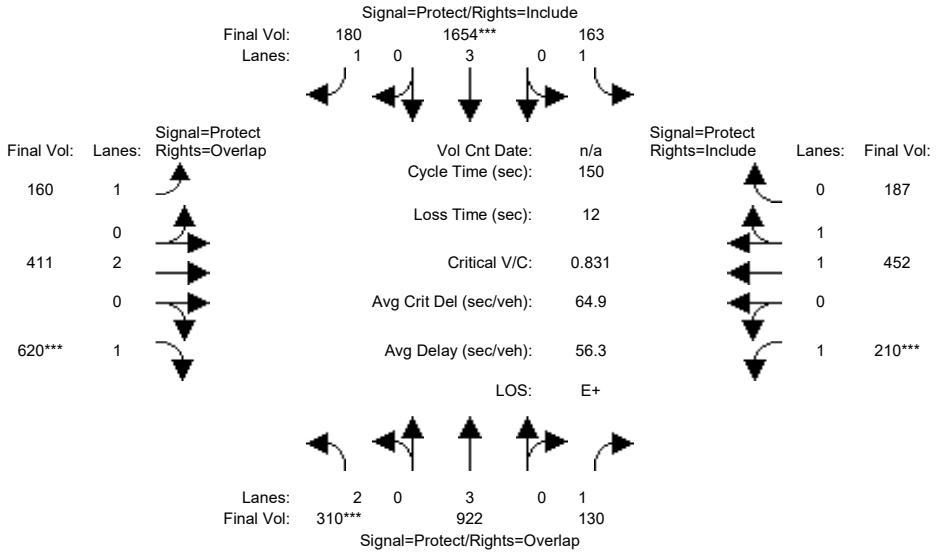
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	880	130	130	1600	180	160	410	620	210	450	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	880	130	130	1600	180	160	410	620	210	450	160
Added Vol:	0	42	0	33	54	0	0	1	0	0	2	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	922	130	163	1654	180	160	411	620	210	452	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	922	130	163	1654	180	160	411	620	210	452	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	922	130	163	1654	180	160	411	620	210	452	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	922	130	163	1654	180	160	411	620	210	452	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2616	1082
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.09	0.29	0.10	0.09	0.11	0.35	0.12	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	17.8	44.5	66.2	25.6	52.4	52.4	23.5	46.2	64.0	21.7	44.4	44.4
Volume/Cap:	0.83	0.55	0.17	0.55	0.83	0.29	0.58	0.35	0.83	0.83	0.58	0.58
Delay/Veh:	79.2	44.6	25.4	58.9	47.9	35.7	61.9	40.5	46.1	82.6	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	44.6	25.4	82.5	67.0	49.9	61.9	40.5	46.1	82.6	45.8	45.8
LOS by Move:	E-	D	C	F	E	D	E	D	D	F	D	D
HCM2kAvgQ:	9	11	4	8	25	6	7	7	28	10	12	12

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

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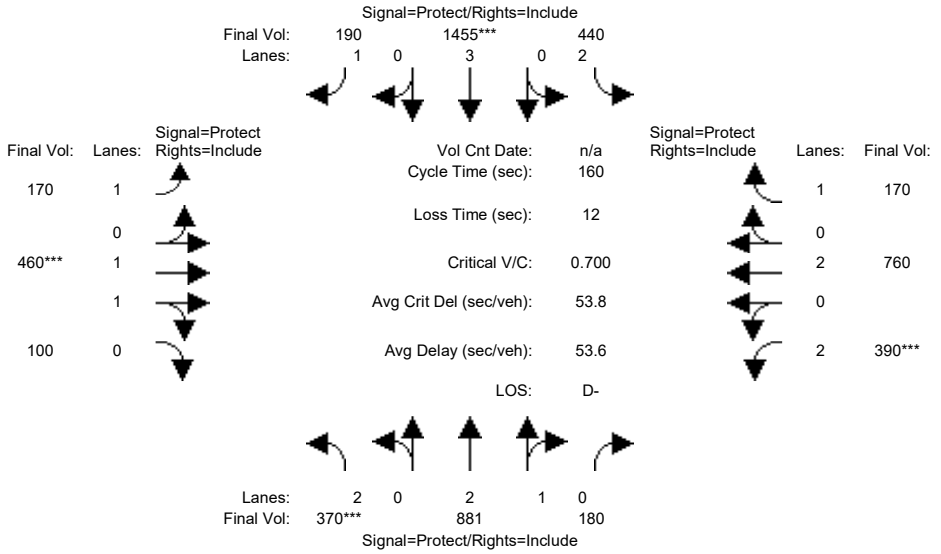
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	11	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	881	180	440	1455	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	881	180	440	1455	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	881	180	440	1455	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	881	180	440	1455	190	170	460	100	390	760	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.47	0.53	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4649	950	3150	5700	1750	1750	3039	661	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	****				****			****		****		
Green Time:	26.8	49.0	49.0	36.1	58.3	58.3	20.6	34.6	34.6	28.3	42.3	42.3
Volume/Cap:	0.70	0.62	0.62	0.62	0.70	0.30	0.76	0.70	0.70	0.70	0.76	0.37
Delay/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	48.2	48.2	57.4	44.5	36.5	81.0	60.7	60.7	65.8	57.4	48.4
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2kAvgQ:	11	15	15	11	19	7	9	13	13	12	18	7

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

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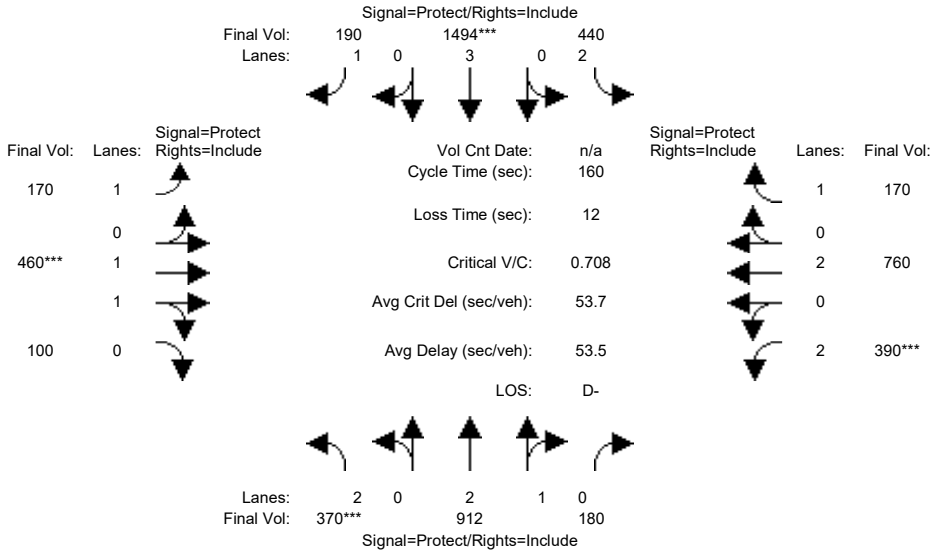
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	870	180	440	1440	190	170	460	100	390	760	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	870	180	440	1440	190	170	460	100	390	760	170
Added Vol:	0	42	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	912	180	440	1494	190	170	460	100	390	760	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	912	180	440	1494	190	170	460	100	390	760	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	912	180	440	1494	190	170	460	100	390	760	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	912	180	440	1494	190	170	460	100	390	760	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.49	0.51	2.00	3.00	1.00	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	3150	4676	923	3150	5700	1750	1750	3039	661	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.14	0.26	0.11	0.10	0.15	0.15	0.12	0.20	0.10
Crit Moves:	****				****			****		****		
Green Time:	26.6	50.0	50.0	35.8	59.2	59.2	20.3	34.2	34.2	28.0	41.9	41.9
Volume/Cap:	0.71	0.62	0.62	0.62	0.71	0.29	0.76	0.71	0.71	0.71	0.76	0.37
Delay/Veh:	67.5	47.7	47.7	57.8	44.1	35.8	82.1	61.2	61.2	66.4	58.1	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	47.7	47.7	57.8	44.1	35.8	82.1	61.2	61.2	66.4	58.1	48.8
LOS by Move:	E	D	D	E+	D	D+	F	E	E	E	E+	D
HCM2kAvgQ:	11	16	16	11	20	7	9	13	13	12	18	7

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

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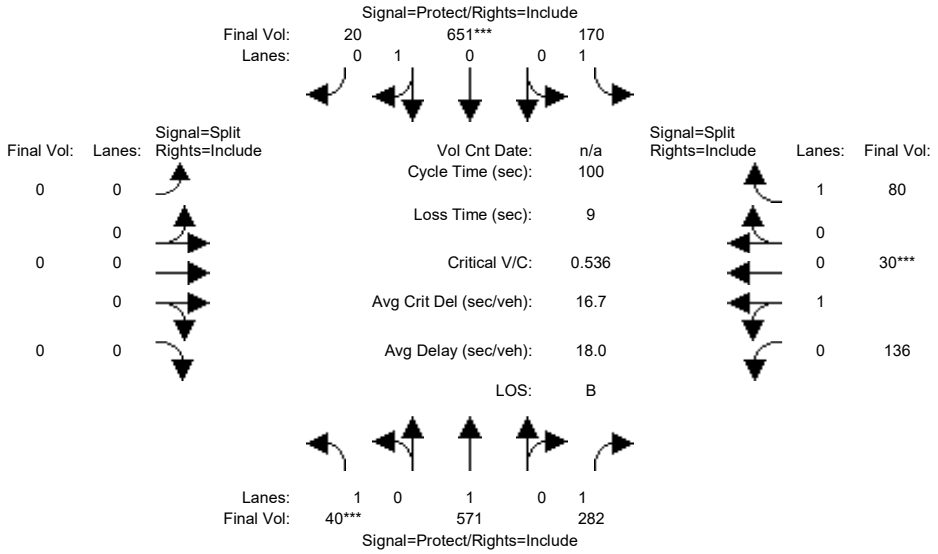
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	1	2	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	571	282	170	651	20	0	0	0	136	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	571	282	170	651	20	0	0	0	136	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	571	282	170	651	20	0	0	0	136	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	571	282	170	651	20	0	0	0	136	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1746	54	0	0	0	1475	325	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.16	0.10	0.37	0.37	0.00	0.00	0.00	0.09	0.09	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	56.2	56.2	18.2	67.3	67.3	0.0	0.0	0.0	16.7	16.7	16.7
Volume/Cap:	0.33	0.53	0.29	0.53	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.27
Delay/Veh:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	14.3	11.6	38.9	9.1	9.1	0.0	0.0	0.0	40.5	40.5	36.9
LOS by Move:	D	B	B+	D+	A	A	A	A	A	D	D	D+
HCM2kAvgQ:	2	11	5	6	11	11	0	0	0	5	5	2

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

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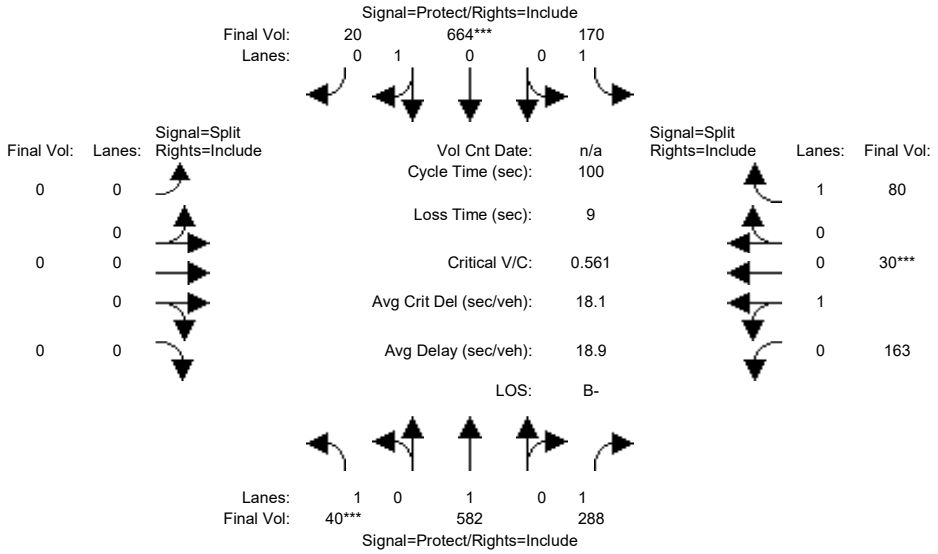
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	570	280	170	650	20	0	0	0	130	30	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	570	280	170	650	20	0	0	0	130	30	80
Added Vol:	0	12	8	0	14	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	582	288	170	664	20	0	0	0	163	30	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	582	288	170	664	20	0	0	0	163	30	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	582	288	170	664	20	0	0	0	163	30	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	582	288	170	664	20	0	0	0	163	30	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.84	0.16	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	0	0	0	1520	280	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.16	0.10	0.38	0.38	0.00	0.00	0.00	0.11	0.11	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	55.1	55.1	17.5	65.5	65.5	0.0	0.0	0.0	18.5	18.5	18.5
Volume/Cap:	0.33	0.56	0.30	0.56	0.58	0.58	0.00	0.00	0.00	0.58	0.58	0.25
Delay/Veh:	45.8	15.2	12.3	40.0	10.3	10.3	0.0	0.0	0.0	39.8	39.8	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	15.2	12.3	40.0	10.3	10.3	0.0	0.0	0.0	39.8	39.8	35.2
LOS by Move:	D	B	B	D	B+	B+	A	A	A	D	D	D+
HCM2kAvgQ:	2	12	5	6	13	13	0	0	0	5	5	2

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

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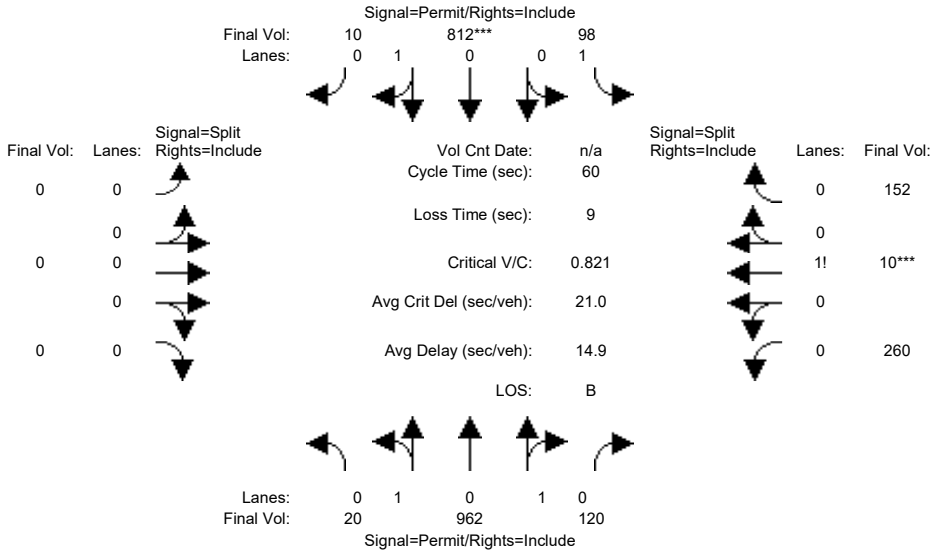
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	2	0	8	2	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	962	120	98	812	10	0	0	0	260	10	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	962	120	98	812	10	0	0	0	260	10	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	962	120	98	812	10	0	0	0	260	10	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	962	120	98	812	10	0	0	0	260	10	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.74	0.22	1.00	0.99	0.01	0.00	0.00	0.00	0.62	0.02	0.36
Final Sat.:	65	3143	392	1750	1778	22	0	0	0	1078	41	630
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.06	0.46	0.46	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	0.0	0.0	0.0	17.6	17.6	17.6
Volume/Cap:	0.55	0.55	0.55	0.10	0.82	0.82	0.00	0.00	0.00	0.82	0.82	0.82
Delay/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	6.3	16.4	16.4	0.0	0.0	0.0	29.9	29.9	29.9
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	7	7	7	1	16	16	0	0	0	9	9	9

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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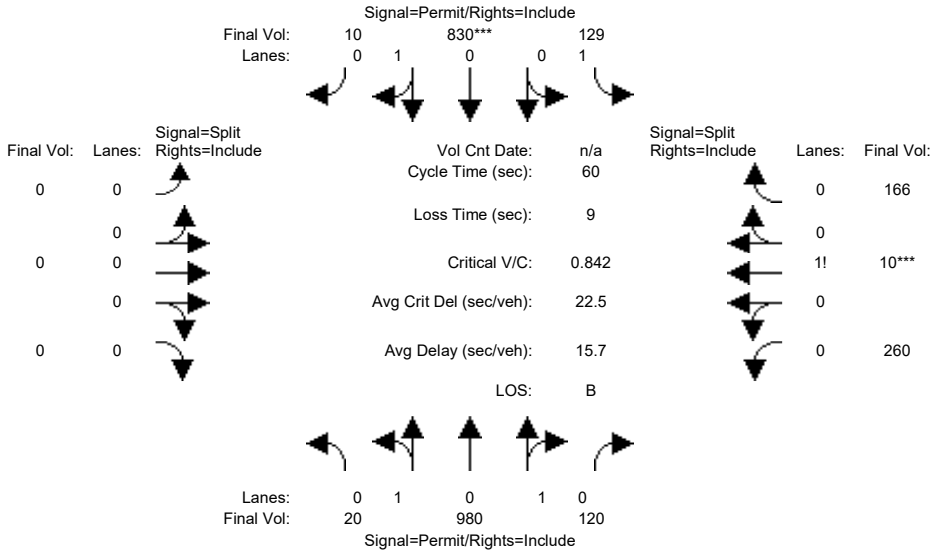
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	960	120	90	810	10	0	0	0	260	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	120	90	810	10	0	0	0	260	10	150
Added Vol:	0	20	0	39	20	0	0	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	980	120	129	830	10	0	0	0	260	10	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	980	120	129	830	10	0	0	0	260	10	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	980	120	129	830	10	0	0	0	260	10	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	980	120	129	830	10	0	0	0	260	10	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.04	1.75	0.21	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	64	3150	386	1750	1779	21	0	0	0	1044	40	666
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.07	0.47	0.47	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:					****						****	
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	0.0	0.0	0.0	17.8	17.8	17.8
Volume/Cap:	0.56	0.56	0.56	0.13	0.84	0.84	0.00	0.00	0.00	0.84	0.84	0.84
Delay/Veh:	9.0	9.0	9.0	6.5	17.8	17.8	0.0	0.0	0.0	31.7	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	6.5	17.8	17.8	0.0	0.0	0.0	31.7	31.7	31.7
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	8	8	8	1	17	17	0	0	0	9	9	9

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

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Stanford GUP EIR
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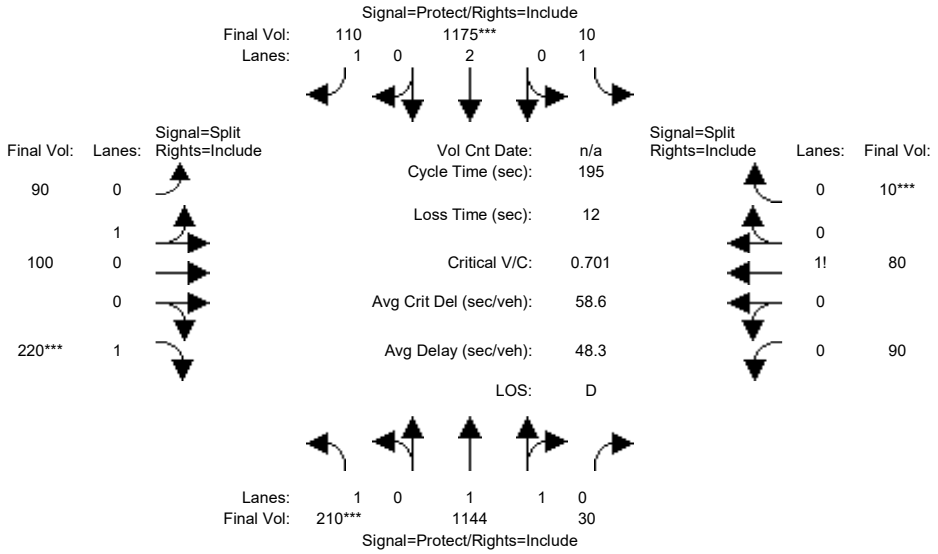
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1140	30	10	1170	110	90	100	220	90	80	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1140	30	10	1170	110	90	100	220	90	80	10
Added Vol:	0	4	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1144	30	10	1175	110	90	100	220	90	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1144	30	10	1175	110	90	100	220	90	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1144	30	10	1175	110	90	100	220	90	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1144	30	10	1175	110	90	100	220	90	80	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.47	0.53	1.00	0.50	0.44	0.06
Final Sat.:	1750	3605	95	1750	3800	1750	853	947	1750	875	778	97
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.01	0.31	0.06	0.11	0.11	0.13	0.10	0.10	0.10
Crit Moves:	****				****				****			****
Green Time:	33.4	107	107.3	12.1	86.0	86.0	35.0	35.0	35.0	28.6	28.6	28.6
Volume/Cap:	0.70	0.58	0.58	0.09	0.70	0.14	0.59	0.59	0.70	0.70	0.70	0.70
Delay/Veh:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	29.3	29.3	86.6	45.4	32.6	76.3	76.3	82.0	87.5	87.5	87.5
LOS by Move:	F	C	C	F	D	C-	E-	E-	F	F	F	F
HCM2kAvgQ:	13	23	23	1	28	4	11	11	13	12	12	12

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

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Stanford GUP EIR
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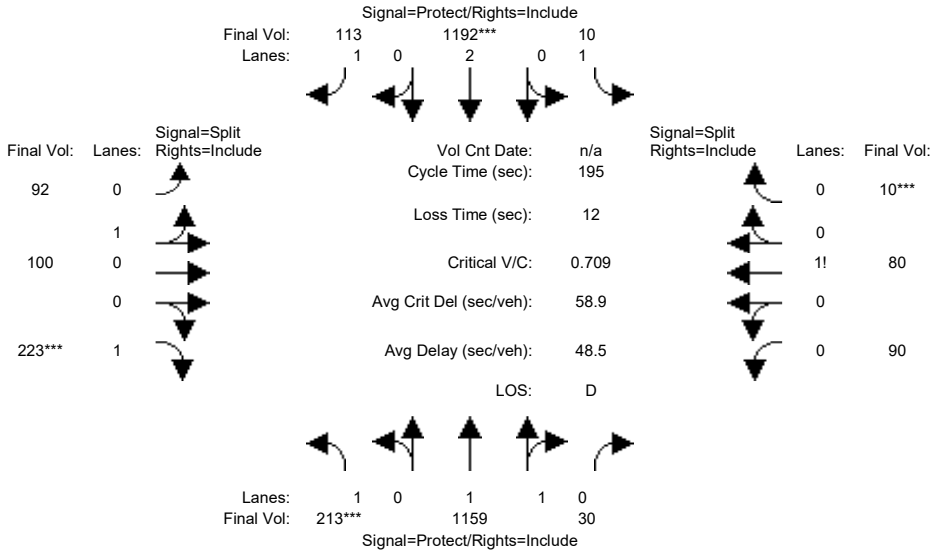
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1140	30	10	1170	110	90	100	220	90	80	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1140	30	10	1170	110	90	100	220	90	80	10
Added Vol:	3	19	0	0	22	3	2	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1159	30	10	1192	113	92	100	223	90	80	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1159	30	10	1192	113	92	100	223	90	80	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1159	30	10	1192	113	92	100	223	90	80	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1159	30	10	1192	113	92	100	223	90	80	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.48	0.52	1.00	0.50	0.44	0.06
Final Sat.:	1750	3607	93	1750	3800	1750	862	937	1750	875	778	97
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.01	0.31	0.06	0.11	0.11	0.13	0.10	0.10	0.10
Crit Moves:	****				****				****			****
Green Time:	33.5	108	107.7	12.0	86.2	86.2	35.0	35.0	35.0	28.3	28.3	28.3
Volume/Cap:	0.71	0.58	0.58	0.09	0.71	0.15	0.59	0.59	0.71	0.71	0.71	0.71
Delay/Veh:	83.8	29.2	29.2	86.7	45.6	32.5	76.4	76.4	82.5	88.4	88.4	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	29.2	29.2	86.7	45.6	32.5	76.4	76.4	82.5	88.4	88.4	88.4
LOS by Move:	F	C	C	F	D	C-	E-	E-	F	F	F	F
HCM2kAvgQ:	13	23	23	1	29	4	11	11	14	12	12	12

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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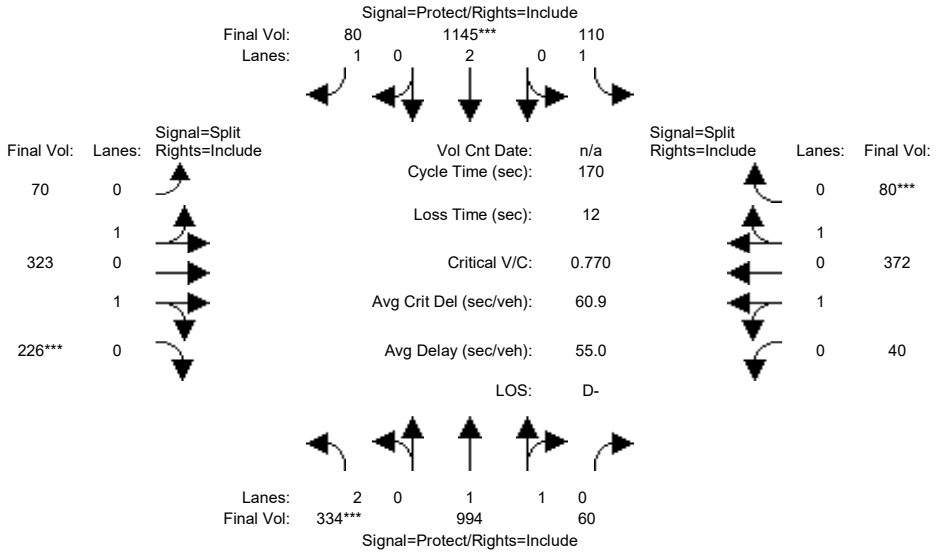
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	4	4	0	0	5	0	0	3	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	994	60	110	1145	80	70	323	226	40	372	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	994	60	110	1145	80	70	323	226	40	372	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	994	60	110	1145	80	70	323	226	40	372	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	994	60	110	1145	80	70	323	226	40	372	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.23	1.04	0.73	0.16	1.51	0.33
Final Sat.:	3150	3489	211	1750	3800	1750	407	1879	1314	293	2722	585
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.06	0.30	0.05	0.17	0.17	0.17	0.14	0.14	0.14
Crit Moves:	****				****				****			****
Green Time:	23.4	73.6	73.6	16.2	66.5	66.5	37.9	37.9	37.9	30.2	30.2	30.2
Volume/Cap:	0.77	0.66	0.66	0.66	0.77	0.12	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	39.2	39.2	83.4	47.6	33.1	66.5	66.5	66.5	72.3	72.3	72.3
LOS by Move:	E-	D	D	F	D	C-	E	E	E	E	E	E
HCM2kAvgQ:	10	21	21	7	27	3	16	16	16	13	13	13

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

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SJ15-1585
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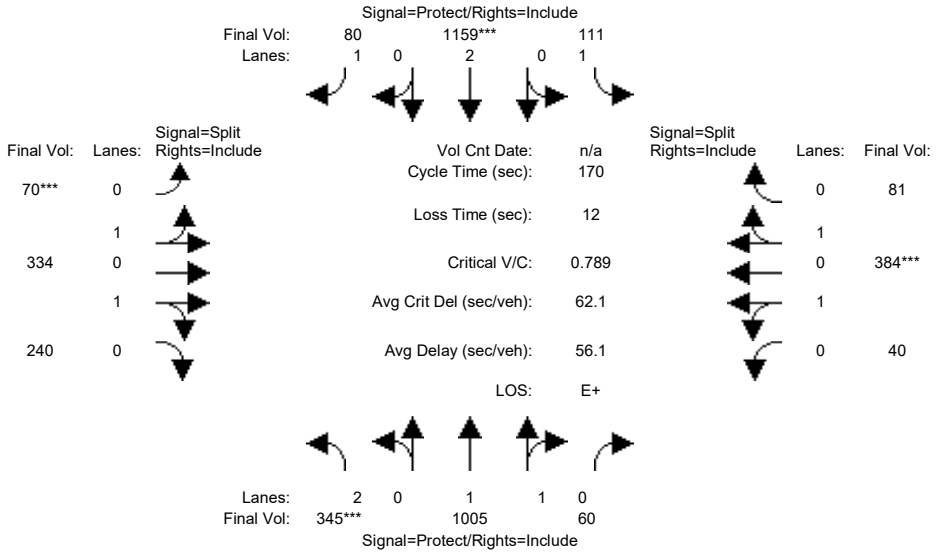
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	15	15	0	1	19	0	0	14	20	0	14	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1005	60	111	1159	80	70	334	240	40	384	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1005	60	111	1159	80	70	334	240	40	384	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1005	60	111	1159	80	70	334	240	40	384	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	1005	60	111	1159	80	70	334	240	40	384	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00	0.22	1.04	0.74	0.16	1.52	0.32
Final Sat.:	3150	3491	208	1750	3800	1750	391	1867	1342	285	2737	577
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.06	0.31	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	23.6	73.1	73.1	16.1	65.7	65.7	38.5	38.5	38.5	30.2	30.2	30.2
Volume/Cap:	0.79	0.67	0.67	0.67	0.79	0.12	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.2	39.9	39.9	84.4	49.0	33.6	67.1	67.1	67.1	73.4	73.4	73.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	39.9	39.9	84.4	49.0	33.6	67.1	67.1	67.1	73.4	73.4	73.4
LOS by Move:	F	D	D	F	D	C-	E	E	E	E	E	E
HCM2kAvgQ:	10	21	21	7	27	3	17	17	17	13	13	13

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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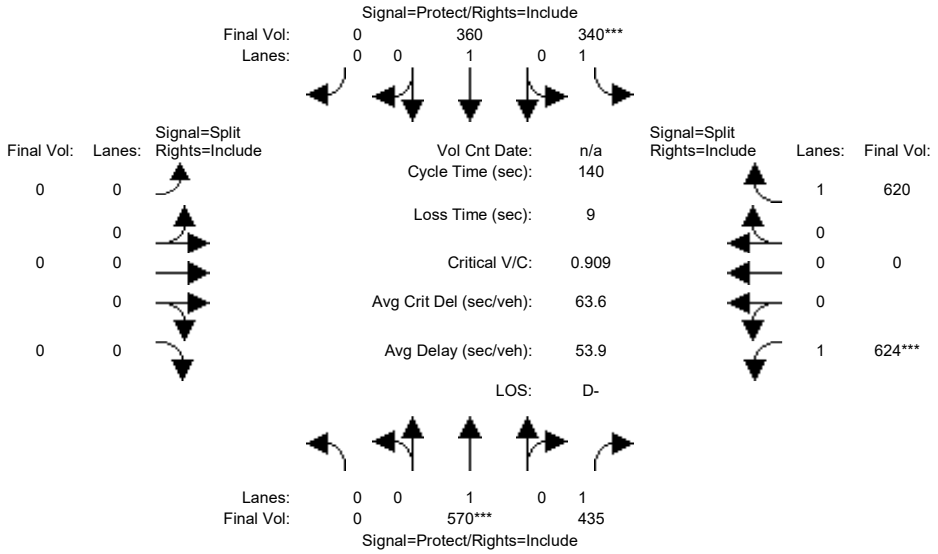
Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	5	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	435	340	360	0	0	0	0	624	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	570	435	340	360	0	0	0	0	624	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	435	340	360	0	0	0	0	624	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	570	435	340	360	0	0	0	0	624	0	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.25	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:		****		****						****		
Green Time:	0.0	46.2	46.2	29.9	76.1	0.0	0.0	0.0	0.0	54.9	0.0	54.9
Volume/Cap:	0.00	0.91	0.75	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.2	47.4	79.1	18.2	0.0	0.0	0.0	0.0	56.3	0.0	55.4
LOS by Move:	A	E	D	E-	B-	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	25	18	19	8	0	0	0	0	30	0	29

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

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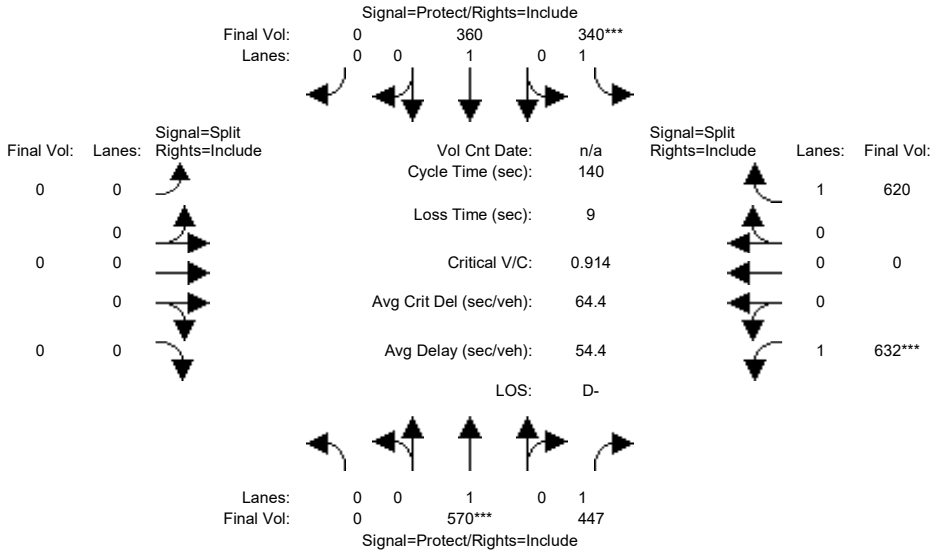
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	570	430	340	360	0	0	0	0	620	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	570	430	340	360	0	0	0	0	620	0	620
Added Vol:	0	0	17	0	0	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	570	447	340	360	0	0	0	0	632	0	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	570	447	340	360	0	0	0	0	632	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	570	447	340	360	0	0	0	0	632	0	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	570	447	340	360	0	0	0	0	632	0	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.26	0.19	0.19	0.00	0.00	0.00	0.00	0.36	0.00	0.35
Crit Moves:		****		****						****		
Green Time:	0.0	45.9	45.9	29.8	75.7	0.0	0.0	0.0	0.0	55.3	0.0	55.3
Volume/Cap:	0.00	0.91	0.78	0.91	0.35	0.00	0.00	0.00	0.00	0.91	0.00	0.90
Delay/Veh:	0.0	63.2	49.1	80.3	18.4	0.0	0.0	0.0	0.0	56.8	0.0	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.2	49.1	80.3	18.4	0.0	0.0	0.0	0.0	56.8	0.0	54.1
LOS by Move:	A	E	D	F	B-	A	A	A	A	E+	A	D-
HCM2kAvgQ:	0	25	19	19	8	0	0	0	0	30	0	29

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

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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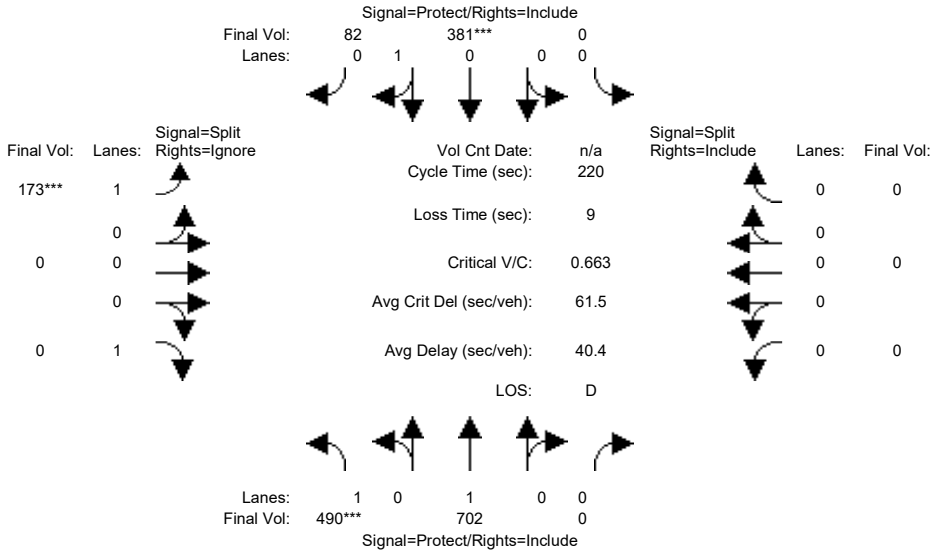
Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	0	2	0	0	1	2	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	702	0	0	381	82	173	0	551	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	490	702	0	0	381	82	173	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	702	0	0	381	82	173	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	490	702	0	0	381	82	173	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1481	319	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	92.9	178	0.0	0.0	85.3	85.3	32.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.46	0.00	0.00	0.66	0.66	0.66	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	6.5	0.0	0.0	57.9	57.9	94.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	28	14	0	0	26	26	11	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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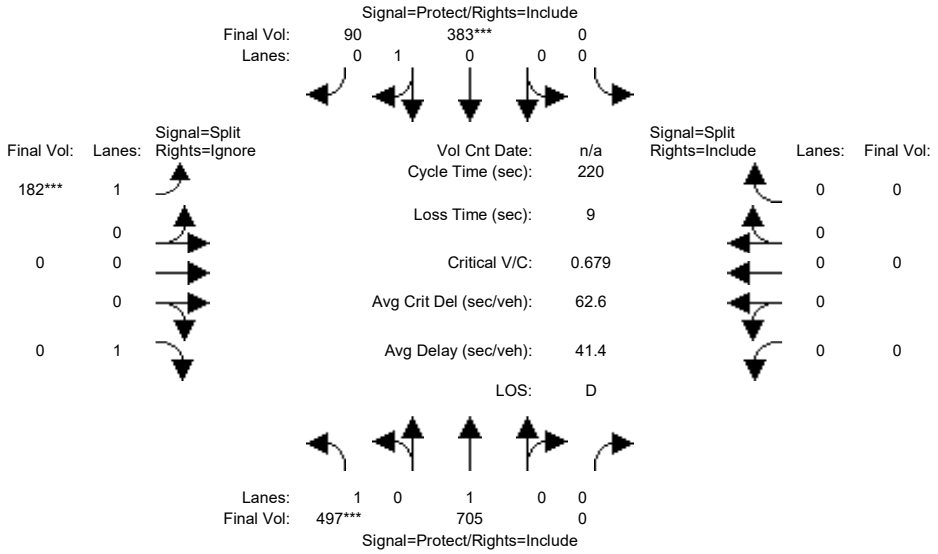
2018 with Half-Offset PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	490	700	0	0	380	80	170	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	700	0	0	380	80	170	0	550	0	0	0
Added Vol:	7	5	0	0	3	10	12	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	705	0	0	383	90	182	0	557	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	497	705	0	0	383	90	182	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	705	0	0	383	90	182	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	497	705	0	0	383	90	182	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1458	342	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.00	0.00	0.26	0.26	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	92.1	177	0.0	0.0	85.2	85.2	33.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.68	0.46	0.00	0.00	0.68	0.68	0.68	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	54.5	6.8	0.0	0.0	58.7	58.7	94.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	6.8	0.0	0.0	58.7	58.7	94.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	28	14	0	0	27	27	12	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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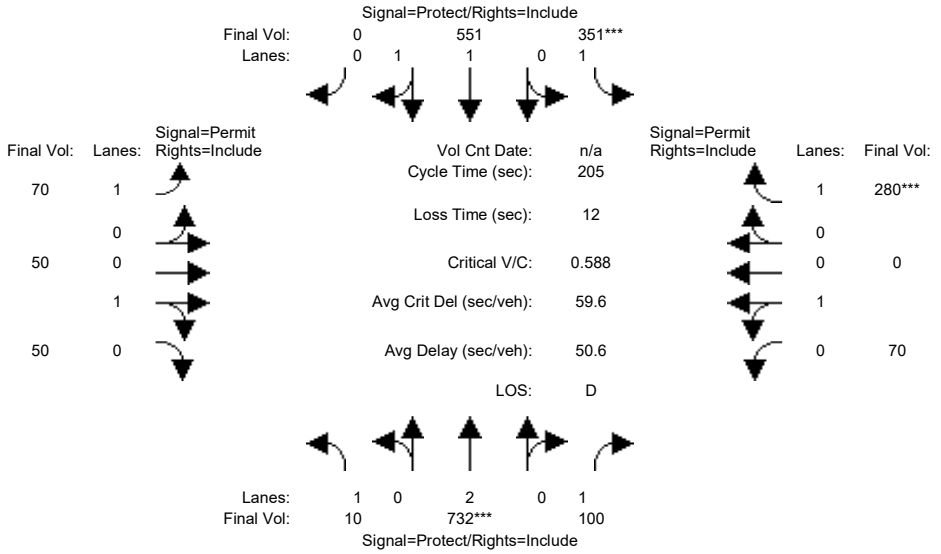
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	2	0	1	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	732	100	351	551	0	70	50	50	70	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	732	100	351	551	0	70	50	50	70	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	732	100	351	551	0	70	50	50	70	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	732	100	351	551	0	70	50	50	70	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.16
Crit Moves:		****		****								****
Green Time:	25.6	67.2	67.2	70.0	112	0.0	55.8	55.8	55.8	55.8	0.0	55.8
Volume/Cap:	0.05	0.59	0.17	0.59	0.27	0.00	0.15	0.20	0.20	0.14	0.00	0.59
Delay/Veh:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	58.1	49.3	57.2	25.1	0.0	56.7	57.7	57.7	56.6	0.0	66.5
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2kAvgQ:	1	18	5	19	9	0	3	5	5	3	0	16

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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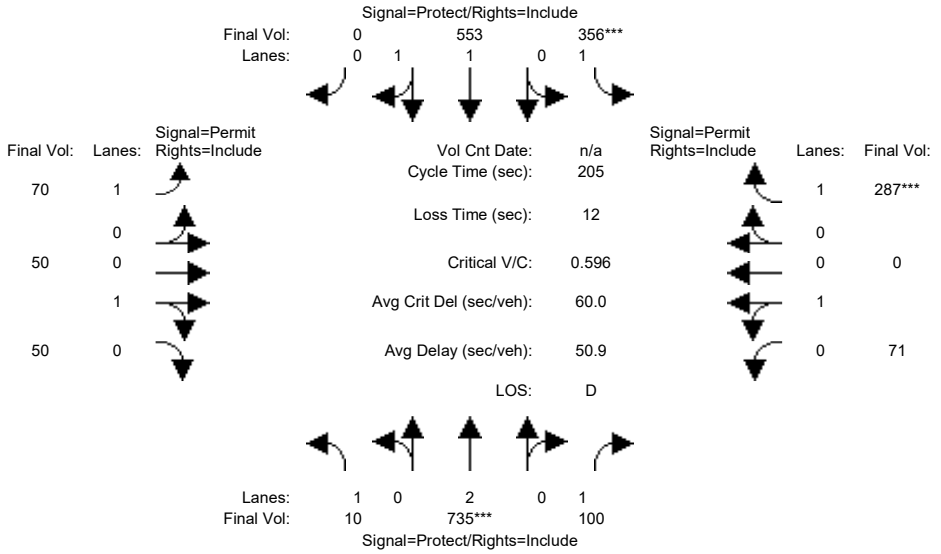
Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	730	100	350	550	0	70	50	50	70	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	730	100	350	550	0	70	50	50	70	0	280
Added Vol:	0	5	0	6	3	0	0	0	0	1	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	735	100	356	553	0	70	50	50	71	0	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	735	100	356	553	0	70	50	50	71	0	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	735	100	356	553	0	70	50	50	71	0	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	735	100	356	553	0	70	50	50	71	0	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.20	0.15	0.00	0.04	0.06	0.06	0.04	0.00	0.16
Crit Moves:		****		****								****
Green Time:	25.4	66.6	66.6	70.0	111	0.0	56.4	56.4	56.4	56.4	0.0	56.4
Volume/Cap:	0.05	0.60	0.18	0.60	0.28	0.00	0.15	0.20	0.20	0.14	0.00	0.60
Delay/Veh:	79.2	58.8	49.7	57.4	25.3	0.0	56.2	57.2	57.2	56.2	0.0	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	58.8	49.7	57.4	25.3	0.0	56.2	57.2	57.2	56.2	0.0	66.4
LOS by Move:	E-	E+	D	E+	C	A	E+	E+	E+	E+	A	E
HCM2kAvgQ:	1	18	5	19	9	0	3	5	5	3	0	17

Note: Queue reported is the number of cars per lane.

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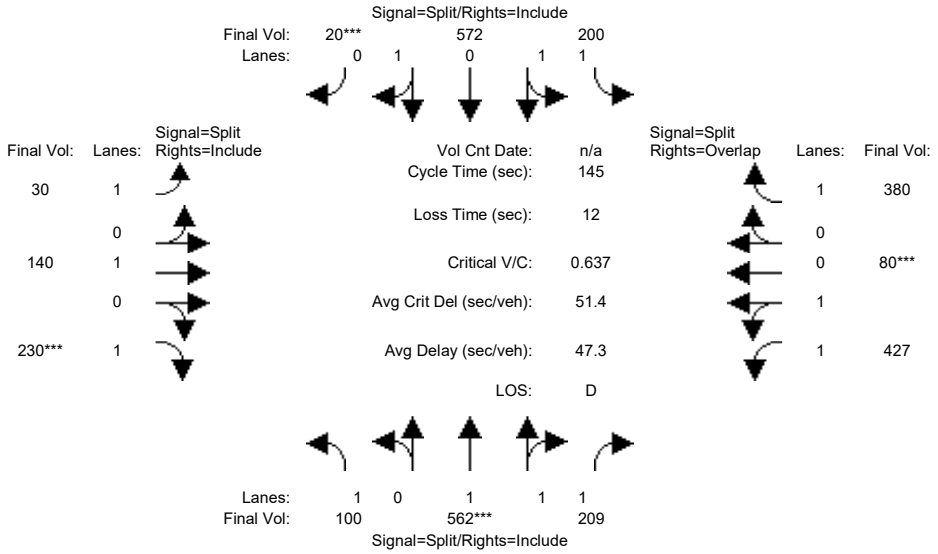
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	2	9	0	2	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	562	209	200	572	20	30	140	230	427	80	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	562	209	200	572	20	30	140	230	427	80	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	562	209	200	572	20	30	140	230	427	80	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	562	209	200	572	20	30	140	230	427	80	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.69	0.31	1.00
Final Sat.:	1750	3737	1800	1750	3575	125	1750	1900	1750	2990	560	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.12	0.11	0.16	0.16	0.02	0.07	0.13	0.14	0.14	0.22
Crit Moves:		****				****			****		****	
Green Time:	34.2	34.2	34.2	36.4	36.4	36.4	29.9	29.9	29.9	32.5	32.5	68.9
Volume/Cap:	0.24	0.64	0.49	0.46	0.64	0.64	0.08	0.36	0.64	0.64	0.64	0.46
Delay/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	51.0	48.1	46.1	49.5	49.5	46.6	49.9	56.4	52.7	52.7	25.9
LOS by Move:	D	D	D	D	D	D	D	D	E+	D-	D-	C
HCM2kAvgQ:	4	11	8	8	12	12	1	5	11	11	11	12

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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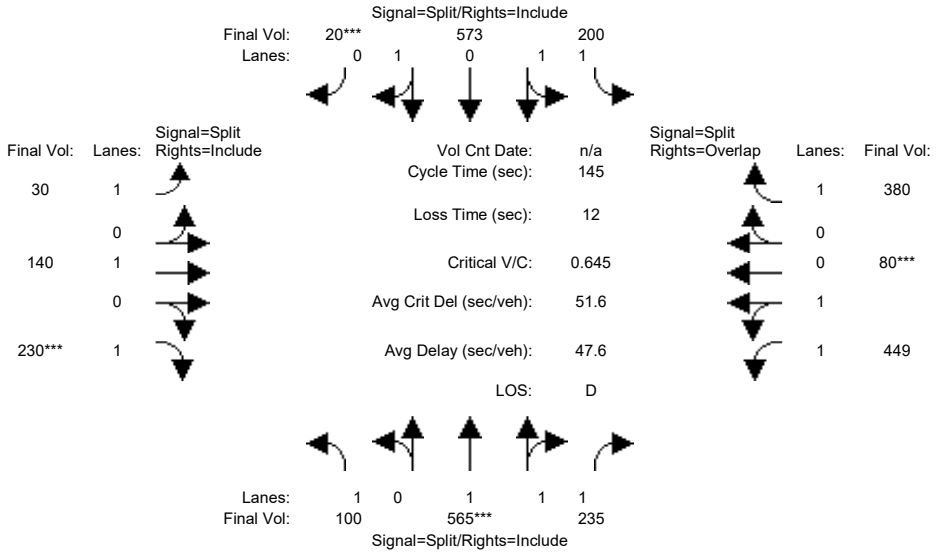
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	560	200	200	570	20	30	140	230	420	80	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	560	200	200	570	20	30	140	230	420	80	380
Added Vol:	0	5	35	0	3	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	565	235	200	573	20	30	140	230	449	80	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	565	235	200	573	20	30	140	230	449	80	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	565	235	200	573	20	30	140	230	449	80	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	565	235	200	573	20	30	140	230	449	80	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	1.70	0.30	1.00
Final Sat.:	1750	3742	1800	1750	3575	125	1750	1900	1750	3013	537	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.13	0.11	0.16	0.16	0.02	0.07	0.13	0.15	0.15	0.22
Crit Moves:		****				****			****		****	
Green Time:	33.9	33.9	33.9	36.0	36.0	36.0	29.5	29.5	29.5	33.5	33.5	69.5
Volume/Cap:	0.24	0.65	0.56	0.46	0.65	0.65	0.08	0.36	0.65	0.65	0.65	0.45
Delay/Veh:	45.4	51.3	49.4	46.4	50.0	50.0	46.9	50.2	57.0	52.2	52.2	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	51.3	49.4	46.4	50.0	50.0	46.9	50.2	57.0	52.2	52.2	25.5
LOS by Move:	D	D-	D	D	D	D	D	D	E+	D-	D-	C
HCM2kAvgQ:	4	11	9	8	12	12	1	5	11	11	11	12

Note: Queue reported is the number of cars per lane.

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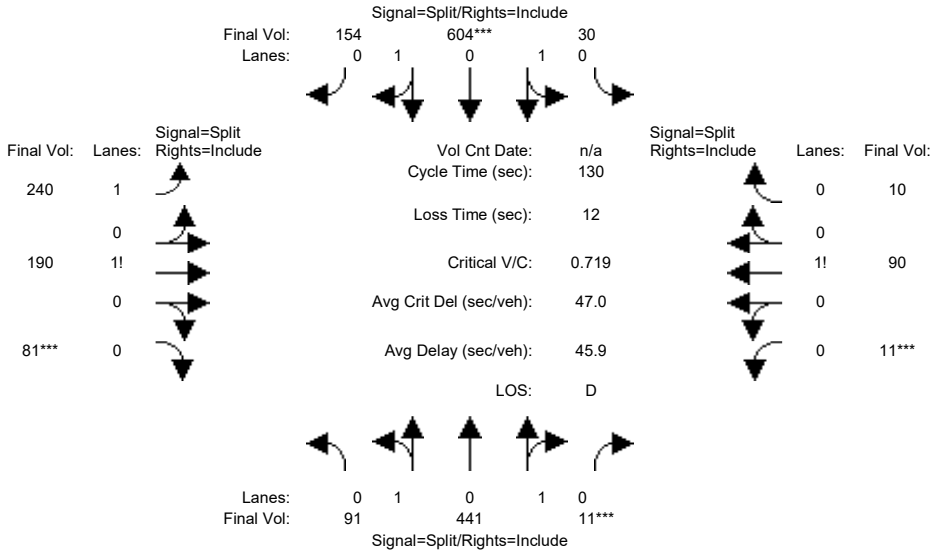
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	1	11	1	0	4	4	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	441	11	30	604	154	240	190	81	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	441	11	30	604	154	240	190	81	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	441	11	30	604	154	240	190	81	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	441	11	30	604	154	240	190	81	11	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.34	1.62	0.04	0.08	1.53	0.39	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	603	2924	73	137	2759	704	2298	867	370	173	1419	158
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.22	0.22	0.22	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:			****		****				****	****		
Green Time:	27.3	27.3	27.3	39.6	39.6	39.6	39.6	39.6	39.6	11.5	11.5	11.5
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.34	0.72	0.72	0.72	0.72	0.72
Delay/Veh:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	51.1	42.6	42.6	42.6	35.2	43.8	43.8	72.7	72.7	72.7
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E	E	E
HCM2kAvgQ:	11	11	11	14	14	14	6	15	15	6	6	6

Note: Queue reported is the number of cars per lane.

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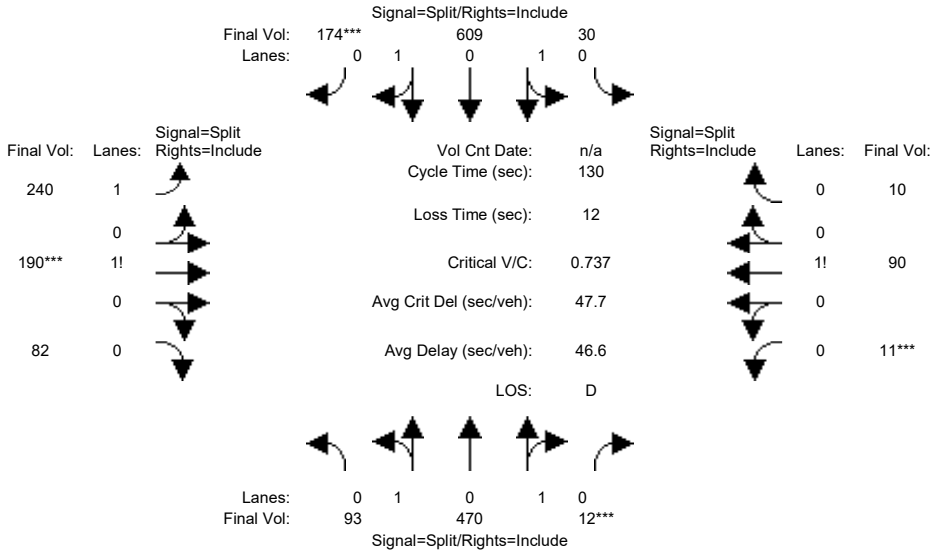
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	430	10	30	600	150	240	190	80	10	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	430	10	30	600	150	240	190	80	10	90	10
Added Vol:	3	40	2	0	9	24	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	470	12	30	609	174	240	190	82	11	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	470	12	30	609	174	240	190	82	11	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	470	12	30	609	174	240	190	82	11	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	470	12	30	609	174	240	190	82	11	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.32	1.64	0.04	0.07	1.50	0.43	1.31	0.48	0.21	0.10	0.81	0.09
Final Sat.:	582	2943	75	133	2697	770	2296	865	373	173	1419	158
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.23	0.23	0.23	0.10	0.22	0.22	0.06	0.06	0.06
Crit Moves:			****			****		****		****		
Green Time:	28.2	28.2	28.2	39.9	39.9	39.9	38.8	38.8	38.8	11.2	11.2	11.2
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.35	0.74	0.74	0.74	0.74	0.74
Delay/Veh:	51.1	51.1	51.1	43.0	43.0	43.0	35.9	45.2	45.2	75.2	75.2	75.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	51.1	43.0	43.0	43.0	35.9	45.2	45.2	75.2	75.2	75.2
LOS by Move:	D-	D-	D-	D	D	D	D+	D	D	E-	E-	E-
HCM2kAvgQ:	11	11	11	15	15	15	6	15	15	6	6	6

Note: Queue reported is the number of cars per lane.

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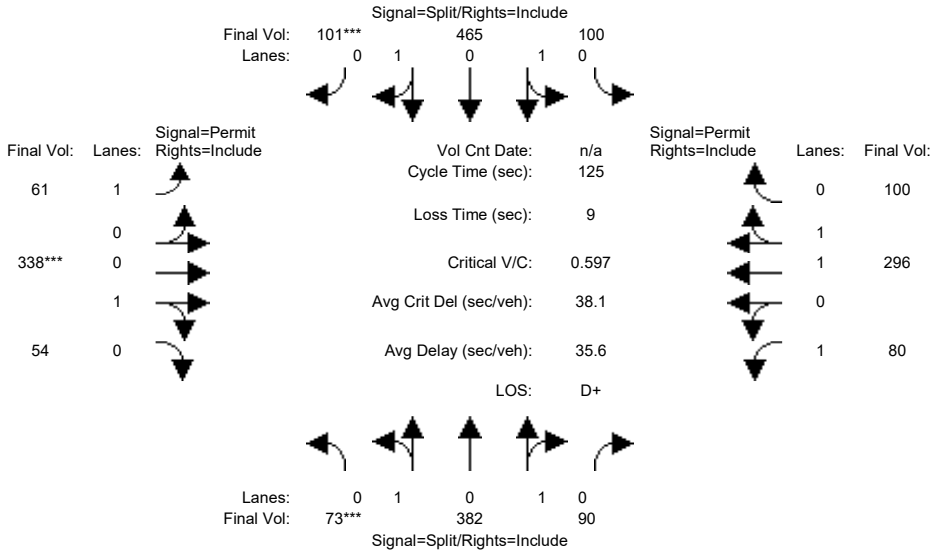
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	3	12	0	0	5	1	1	8	4	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	382	90	100	465	101	61	338	54	80	296	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	382	90	100	465	101	61	338	54	80	296	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	382	90	100	465	101	61	338	54	80	296	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	382	90	100	465	101	61	338	54	80	296	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.27	1.40	0.33	0.30	1.40	0.30	1.00	0.86	0.14	1.00	1.48	0.52
Final Sat.:	482	2523	594	541	2514	546	1750	1552	248	1750	2765	934
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.19	0.19	0.19	0.03	0.22	0.22	0.05	0.11	0.11
Crit Moves:	****					****		****				
Green Time:	31.7	31.7	31.7	38.7	38.7	38.7	45.6	45.6	45.6	45.6	45.6	45.6
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.10	0.60	0.60	0.13	0.29	0.29
Delay/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	42.1	42.1	37.4	37.4	37.4	26.2	33.8	33.8	26.5	28.4	28.4
LOS by Move:	D	D	D	D+	D+	D+	C	C-	C-	C	C	C
HCM2kAvgQ:	10	10	10	11	11	11	2	12	12	2	5	5

Note: Queue reported is the number of cars per lane.

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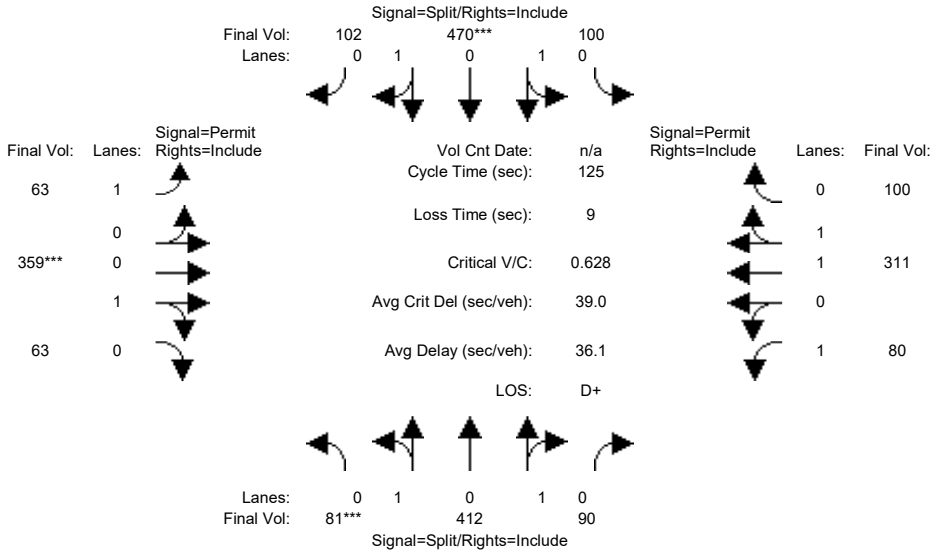
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	370	90	100	460	100	60	330	50	80	290	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	370	90	100	460	100	60	330	50	80	290	100
Added Vol:	11	42	0	0	10	2	3	29	13	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	412	90	100	470	102	63	359	63	80	311	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	412	90	100	470	102	63	359	63	80	311	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	412	90	100	470	102	63	359	63	80	311	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	412	90	100	470	102	63	359	63	80	311	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.28	1.41	0.31	0.30	1.40	0.30	1.00	0.85	0.15	1.00	1.50	0.50
Final Sat.:	500	2544	556	536	2518	546	1750	1531	269	1750	2799	900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.19	0.19	0.04	0.23	0.23	0.05	0.11	0.11
Crit Moves:	****				****			****				
Green Time:	32.2	32.2	32.2	37.1	37.1	37.1	46.6	46.6	46.6	46.6	46.6	46.6
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.10	0.63	0.63	0.12	0.30	0.30
Delay/Veh:	42.5	42.5	42.5	39.2	39.2	39.2	25.5	34.0	34.0	25.8	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.5	42.5	39.2	39.2	39.2	25.5	34.0	34.0	25.8	27.8	27.8
LOS by Move:	D	D	D	D	D	D	C	C-	C-	C	C	C
HCM2kAvgQ:	10	10	10	11	11	11	2	14	14	2	5	5

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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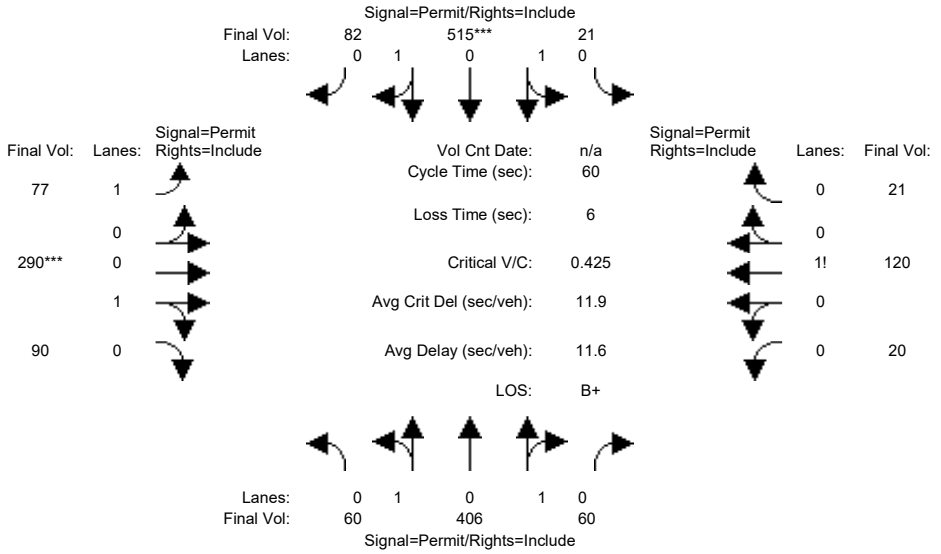
Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	0	6	0	1	5	2	7	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	406	60	21	515	82	77	290	90	20	120	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	406	60	21	515	82	77	290	90	20	120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	406	60	21	515	82	77	290	90	20	120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	406	60	21	515	82	77	290	90	20	120	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.54	0.23	0.07	1.67	0.26	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	411	2779	411	122	3000	478	1750	1374	426	217	1304	228
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	29.8	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.36	0.36	0.36	0.43	0.43	0.43	0.09	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	13.1	13.1	13.1	8.0	10.0	10.0	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	2	2	2

Note: Queue reported is the number of cars per lane.

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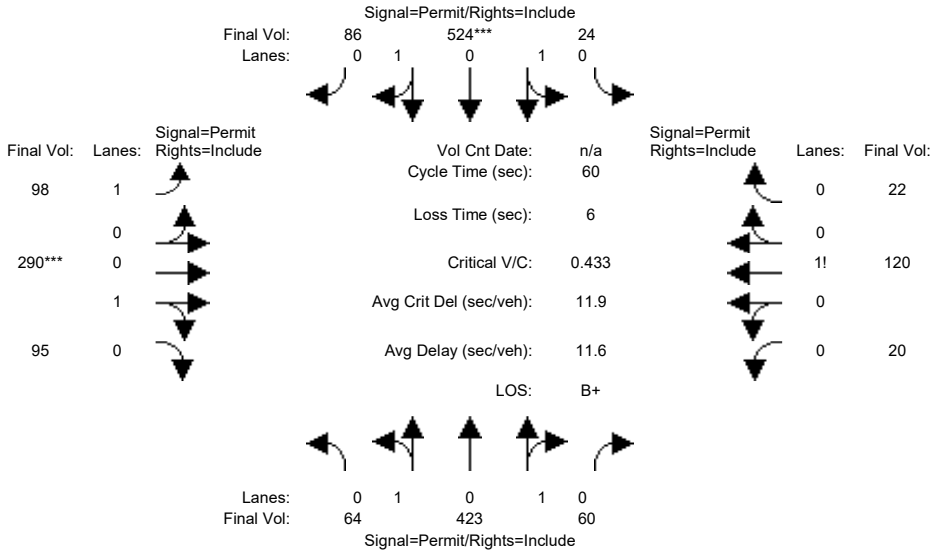
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	400	60	20	510	80	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	400	60	20	510	80	70	290	90	20	120	20
Added Vol:	4	23	0	4	14	6	28	0	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	423	60	24	524	86	98	290	95	20	120	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	423	60	24	524	86	98	290	95	20	120	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	423	60	24	524	86	98	290	95	20	120	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	423	60	24	524	86	98	290	95	20	120	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.23	1.55	0.22	0.08	1.65	0.27	1.00	0.75	0.25	0.12	0.74	0.14
Final Sat.:	421	2784	395	136	2975	488	1750	1356	444	216	1296	238
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.06	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.37	0.37	0.37	0.43	0.43	0.43	0.11	0.43	0.43	0.19	0.19	0.19
Delay/Veh:	12.6	12.6	12.6	13.0	13.0	13.0	8.2	10.1	10.1	8.6	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	13.0	13.0	13.0	8.2	10.1	10.1	8.6	8.6	8.6
LOS by Move:	B	B	B	B	B	B	A	B+	B+	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	1	5	5	2	2	2

Note: Queue reported is the number of cars per lane.

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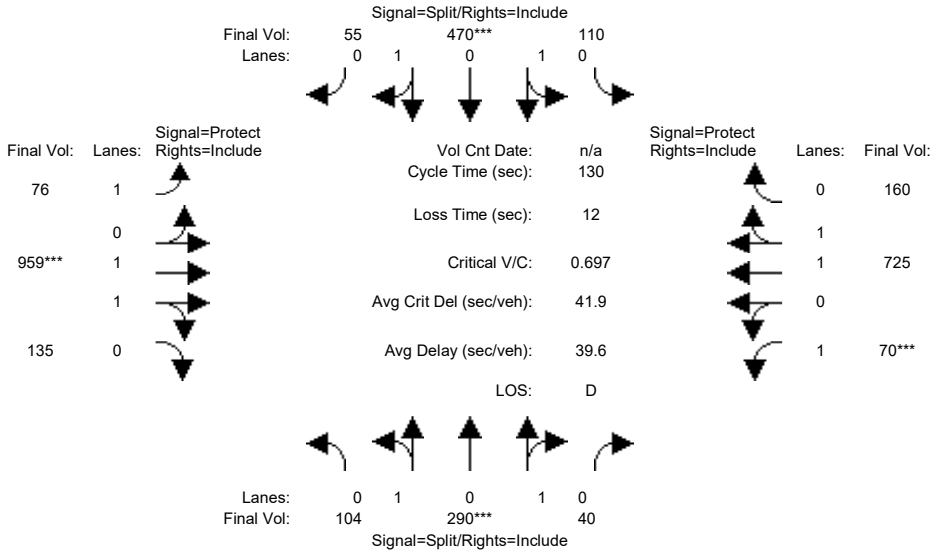
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	4	0	0	0	0	5	6	19	5	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	290	40	110	470	55	76	959	135	70	725	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	290	40	110	470	55	76	959	135	70	725	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	290	40	110	470	55	76	959	135	70	725	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	290	40	110	470	55	76	959	135	70	725	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.48	1.34	0.18	0.35	1.48	0.17	1.00	1.75	0.25	1.00	1.63	0.37
Final Sat.:	863	2406	332	624	2665	312	1750	3243	457	1750	3031	669
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.04	0.30	0.30	0.04	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	22.5	22.5	22.5	32.9	32.9	32.9	11.5	55.2	55.2	7.5	51.1	51.1
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.49	0.70	0.70	0.70	0.61	0.61
Delay/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	54.0	46.4	46.4	46.4	58.9	32.0	32.0	79.5	32.2	32.2
LOS by Move:	D-	D-	D-	D	D	D	E+	C	C	E-	C-	C-
HCM2kAvgQ:	8	8	8	12	12	12	3	18	18	3	14	14

Note: Queue reported is the number of cars per lane.

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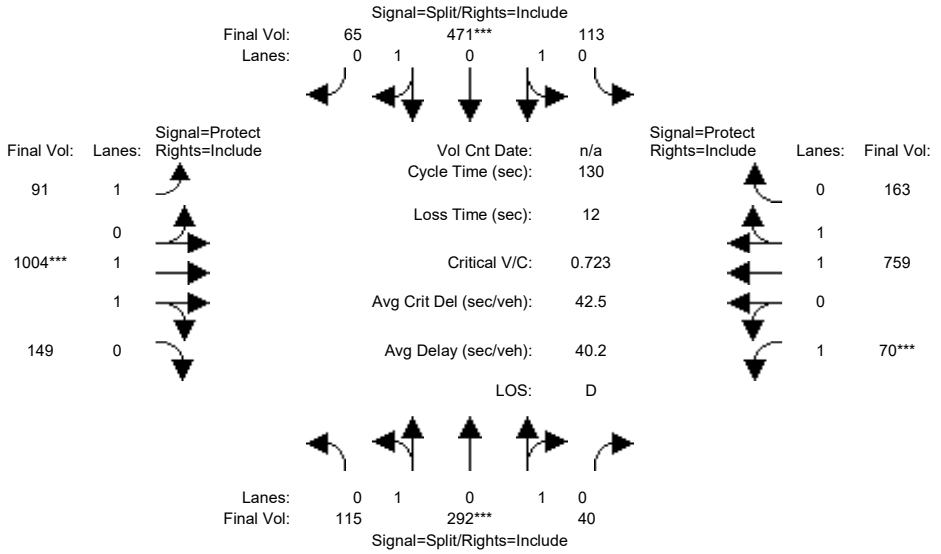
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	290	40	110	470	50	70	940	130	70	710	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	290	40	110	470	50	70	940	130	70	710	160
Added Vol:	15	2	0	3	1	15	21	64	19	0	49	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	292	40	113	471	65	91	1004	149	70	759	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	292	40	113	471	65	91	1004	149	70	759	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	292	40	113	471	65	91	1004	149	70	759	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	292	40	113	471	65	91	1004	149	70	759	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	1.31	0.18	0.35	1.45	0.20	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	926	2352	322	627	2613	361	1750	3221	478	1750	3045	654
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.18	0.18	0.18	0.05	0.31	0.31	0.04	0.25	0.25
Crit Moves:		****			****			****			****	
Green Time:	22.3	22.3	22.3	32.4	32.4	32.4	11.2	56.1	56.1	7.2	52.0	52.0
Volume/Cap:	0.72	0.72	0.72	0.72	0.72	0.72	0.60	0.72	0.72	0.72	0.62	0.62
Delay/Veh:	55.1	55.1	55.1	47.6	47.6	47.6	63.9	32.2	32.2	83.8	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	55.1	55.1	47.6	47.6	47.6	63.9	32.2	32.2	83.8	32.0	32.0
LOS by Move:	E+	E+	E+	D	D	D	E	C-	C-	F	C	C
HCM2kAvgQ:	9	9	9	13	13	13	4	19	19	3	15	15

Note: Queue reported is the number of cars per lane.

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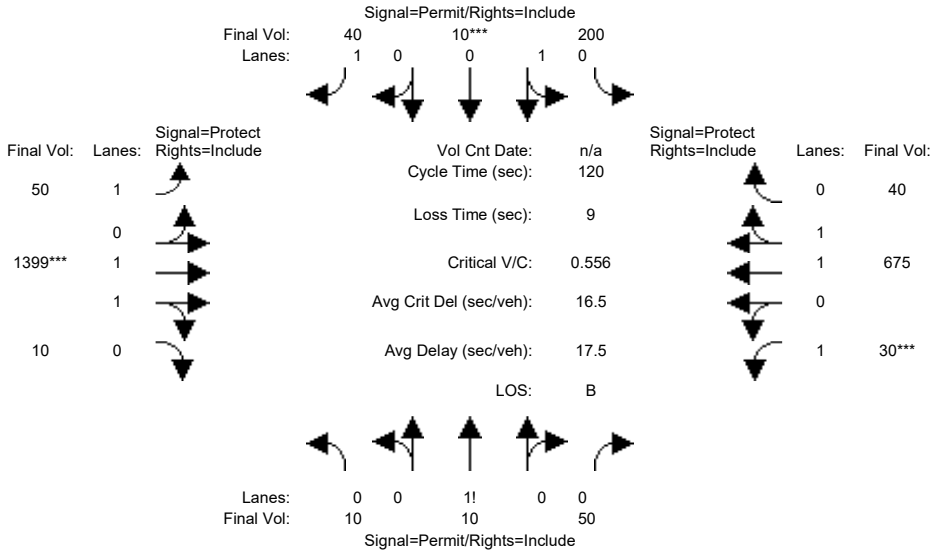
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	19	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1399	10	30	675	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1399	10	30	675	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1399	10	30	675	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	200	10	40	50	1399	10	30	675	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3674	26	1750	3493	207
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	20.1	79.6	79.6	7.0	66.5	66.5
Volume/Cap:	0.20	0.20	0.20	0.57	0.57	0.11	0.17	0.57	0.57	0.29	0.35	0.35
Delay/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	45.3	45.3	39.1	43.1	11.3	11.3	55.7	14.9	14.9
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2kAvgQ:	2	2	2	8	8	1	2	14	14	1	7	7

Note: Queue reported is the number of cars per lane.

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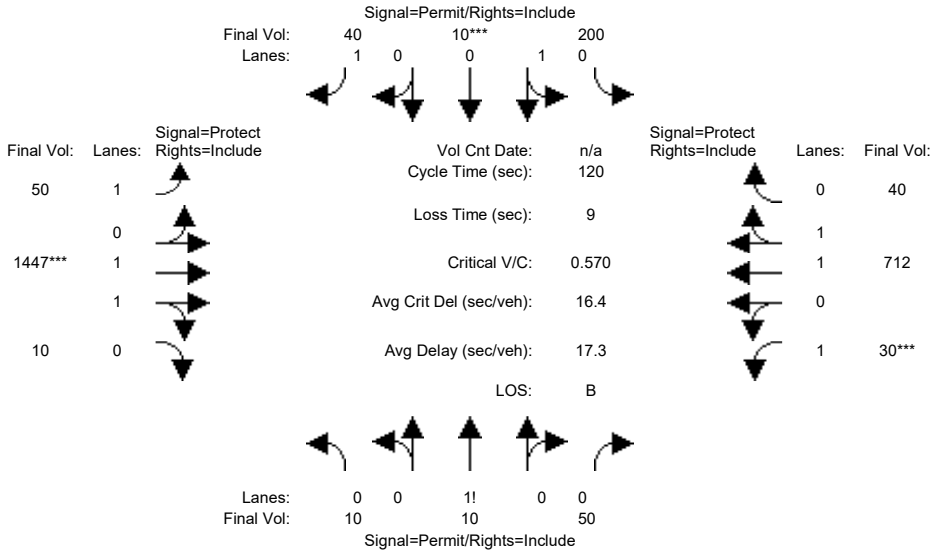
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	200	10	40	50	1380	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	200	10	40	50	1380	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	67	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	200	10	40	50	1447	10	30	712	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	200	10	40	50	1447	10	30	712	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	200	10	40	50	1447	10	30	712	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	200	10	40	50	1447	10	30	712	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1714	86	1750	1750	3675	25	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.02	0.03	0.39	0.39	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	19.5	80.2	80.2	7.0	67.8	67.8
Volume/Cap:	0.20	0.20	0.20	0.59	0.59	0.12	0.18	0.59	0.59	0.29	0.36	0.36
Delay/Veh:	40.5	40.5	40.5	46.3	46.3	39.6	43.7	11.2	11.2	55.7	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	40.5	46.3	46.3	39.6	43.7	11.2	11.2	55.7	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D	B+	B+	E+	B	B
HCM2kAvgQ:	2	2	2	8	8	1	2	14	14	1	8	8

Note: Queue reported is the number of cars per lane.

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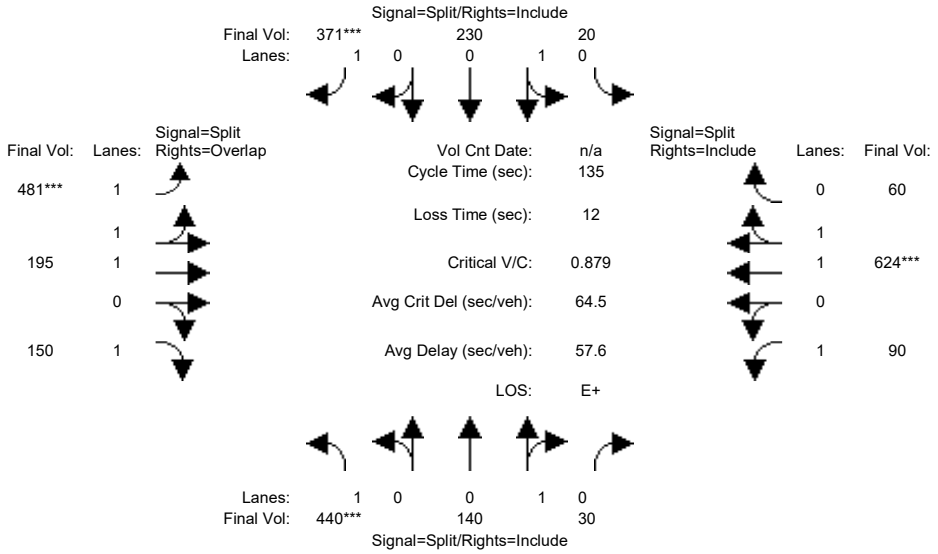
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	1	1	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	371	481	195	150	90	624	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	371	481	195	150	90	624	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	371	481	195	150	90	624	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	140	30	20	230	371	481	195	150	90	624	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.21	0.15	0.10	0.09	0.05	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	38.6	38.6	38.6	32.6	32.6	32.6	23.4	23.4	62.1	28.4	28.4	28.4
Volume/Cap:	0.88	0.33	0.33	0.58	0.58	0.88	0.88	0.59	0.19	0.24	0.88	0.88
Delay/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	38.4	38.4	47.0	47.0	68.0	65.8	52.2	21.7	44.7	62.9	62.9
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2kAvgQ:	22	6	6	10	10	19	15	8	4	3	17	17

Note: Queue reported is the number of cars per lane.

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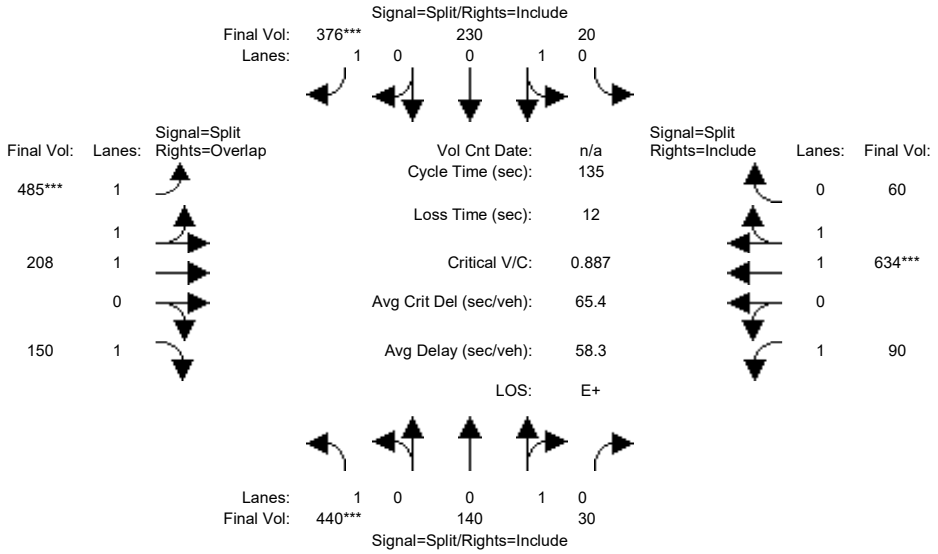
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	140	30	20	230	370	480	190	150	90	620	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	140	30	20	230	370	480	190	150	90	620	60
Added Vol:	0	0	0	0	0	6	5	18	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	140	30	20	230	376	485	208	150	90	634	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	140	30	20	230	376	485	208	150	90	634	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	140	30	20	230	376	485	208	150	90	634	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	140	30	20	230	376	485	208	150	90	634	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1482	318	144	1656	1750	3150	1900	1750	1750	3380	320
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.14	0.14	0.21	0.15	0.11	0.09	0.05	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	38.3	38.3	38.3	32.7	32.7	32.7	23.4	23.4	61.7	28.6	28.6	28.6
Volume/Cap:	0.89	0.33	0.33	0.57	0.57	0.89	0.89	0.63	0.19	0.24	0.89	0.89
Delay/Veh:	63.6	38.6	38.6	46.8	46.8	69.0	66.4	52.9	21.9	44.6	63.6	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	38.6	38.6	46.8	46.8	69.0	66.4	52.9	21.9	44.6	63.6	63.6
LOS by Move:	E	D+	D+	D	D	E	E	D-	C+	D	E	E
HCM2kAvgQ:	22	6	6	10	10	19	15	9	4	3	17	17

Note: Queue reported is the number of cars per lane.

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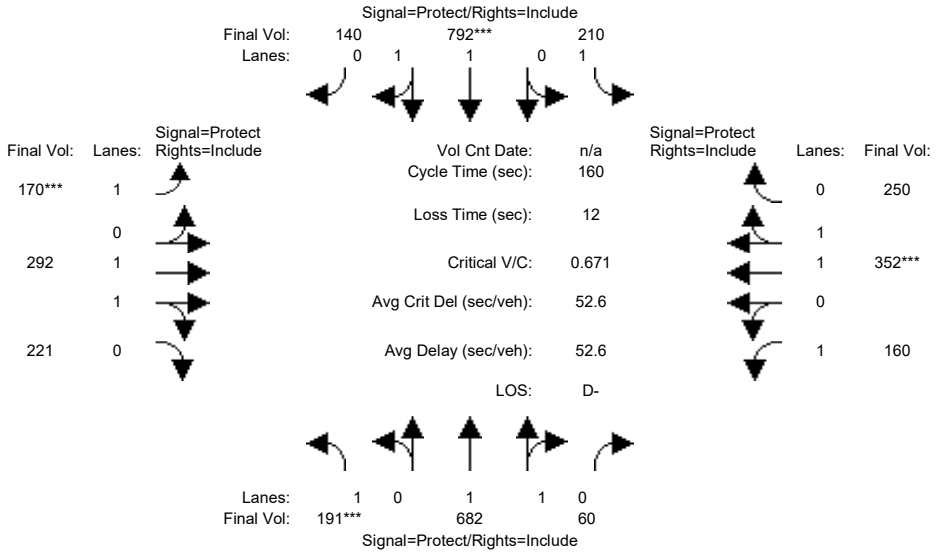
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	1	2	0	0	2	0	0	2	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	682	60	210	792	140	170	292	221	160	352	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	682	60	210	792	140	170	292	221	160	352	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	682	60	210	792	140	170	292	221	160	352	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	682	60	210	792	140	170	292	221	160	352	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.83	0.17	1.00	1.69	0.31	1.00	1.11	0.89	1.00	1.15	0.85
Final Sat.:	1750	3401	299	1750	3144	556	1750	2105	1593	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	26.0	53.8	53.8	32.2	60.0	60.0	23.2	37.3	37.3	24.6	38.8	38.8
Volume/Cap:	0.67	0.60	0.60	0.60	0.67	0.67	0.67	0.59	0.59	0.59	0.67	0.67
Delay/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	44.8	44.8	60.8	43.0	43.0	71.7	55.7	55.7	66.6	56.8	56.8
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2kAvgQ:	10	15	15	11	20	20	8	11	11	8	13	13

Note: Queue reported is the number of cars per lane.

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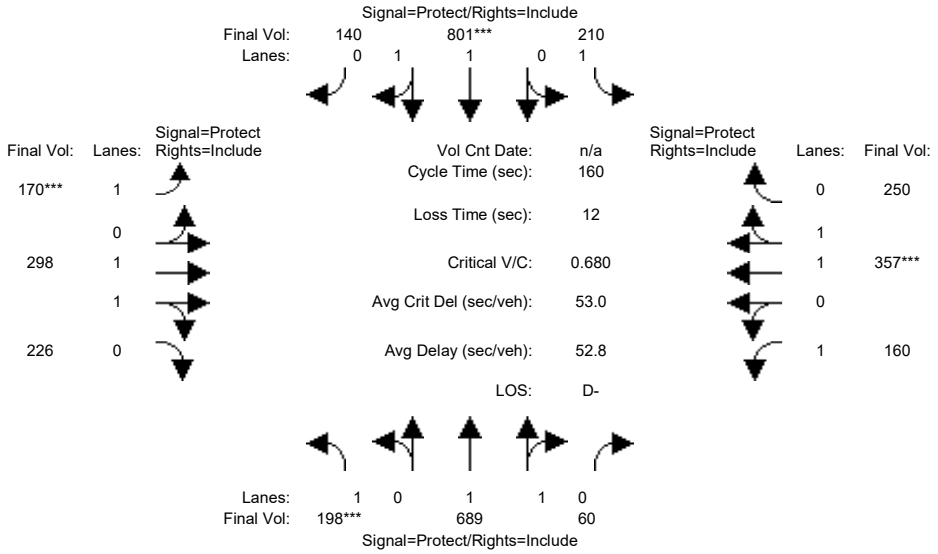
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	680	60	210	790	140	170	290	220	160	350	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	680	60	210	790	140	170	290	220	160	350	250
Added Vol:	8	9	0	0	11	0	0	8	6	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	689	60	210	801	140	170	298	226	160	357	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	689	60	210	801	140	170	298	226	160	357	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	689	60	210	801	140	170	298	226	160	357	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	689	60	210	801	140	170	298	226	160	357	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.84	0.16	1.00	1.69	0.31	1.00	1.11	0.89	1.00	1.15	0.85
Final Sat.:	1750	3403	296	1750	3149	550	1750	2103	1595	1750	2175	1523
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.12	0.25	0.25	0.10	0.14	0.14	0.09	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	26.6	54.3	54.3	32.2	59.9	59.9	22.9	37.4	37.4	24.1	38.6	38.6
Volume/Cap:	0.68	0.60	0.60	0.60	0.68	0.68	0.68	0.61	0.61	0.61	0.68	0.68
Delay/Veh:	69.1	44.6	44.6	60.8	43.4	43.4	72.5	56.0	56.0	67.5	57.2	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	44.6	44.6	60.8	43.4	43.4	72.5	56.0	56.0	67.5	57.2	57.2
LOS by Move:	E	D	D	E	D	D	E	E+	E+	E	E+	E+
HCM2kAvgQ:	11	16	16	11	20	20	8	11	11	8	14	14

Note: Queue reported is the number of cars per lane.

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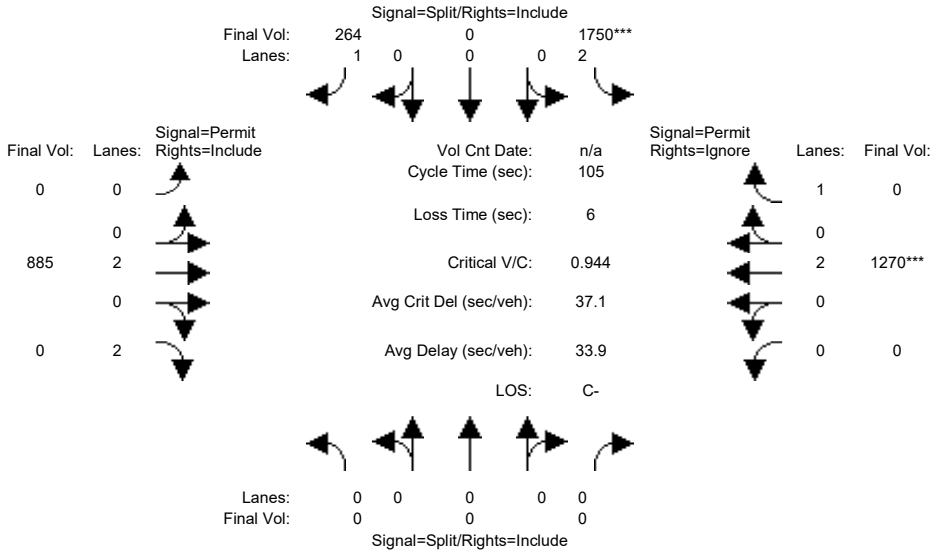
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	4	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	264	0	885	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	264	0	885	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	264	0	885	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1750	0	264	0	885	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.15	0.00	0.23	0.00	0.00	0.33	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.66	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.6	0.0	29.8	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	37	0	4	0	12	0	0	22	0

Note: Queue reported is the number of cars per lane.

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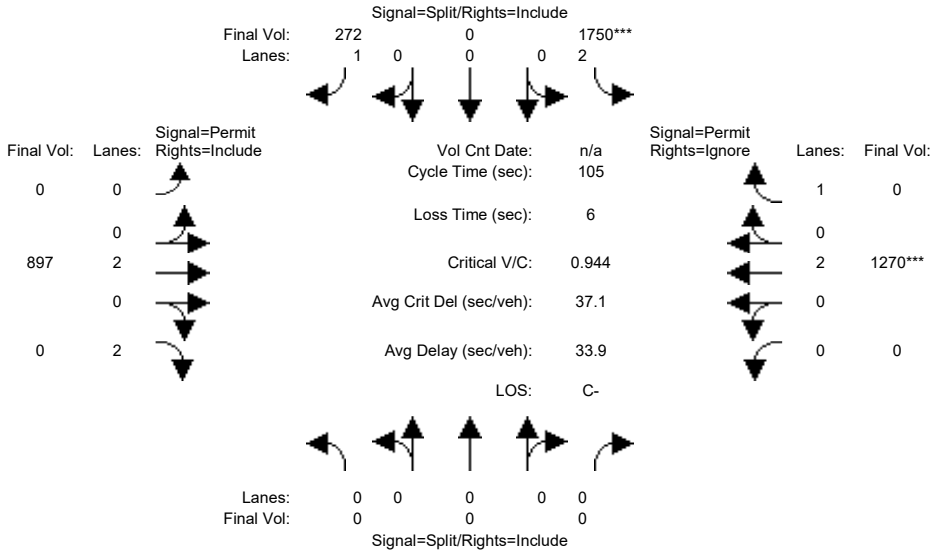
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1750	0	260	0	880	0	0	1270	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1750	0	260	0	880	0	0	1270	630
Added Vol:	0	0	0	0	0	12	0	17	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1750	0	272	0	897	0	0	1270	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1750	0	272	0	897	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1750	0	272	0	897	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1750	0	272	0	897	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.56	0.00	0.16	0.00	0.24	0.00	0.00	0.33	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	61.8	0.0	61.8	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.26	0.00	0.67	0.00	0.00	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	30.0	0.0	0.0	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	10.7	0.0	30.0	0.0	0.0	46.2	0.0
LOS by Move:	A	A	A	C	A	B+	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	37	0	5	0	12	0	0	22	0

Note: Queue reported is the number of cars per lane.

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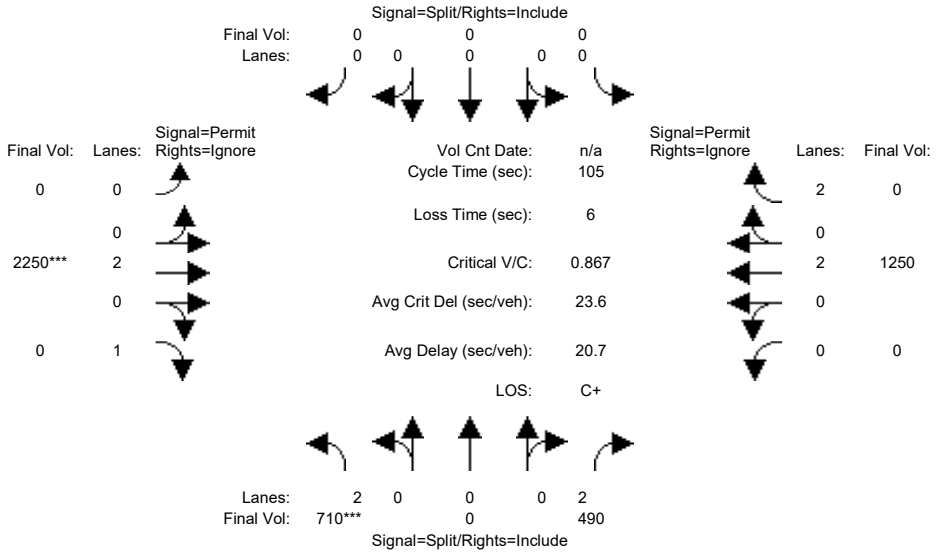
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	0	2250	295	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	0	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	71.7	0.0	0.0	71.7	0.0
Volume/Cap:	0.87	0.00	0.60	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.48	0.00
Delay/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D+	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	16	0	9	0	0	0	0	29	0	0	10	0

Note: Queue reported is the number of cars per lane.

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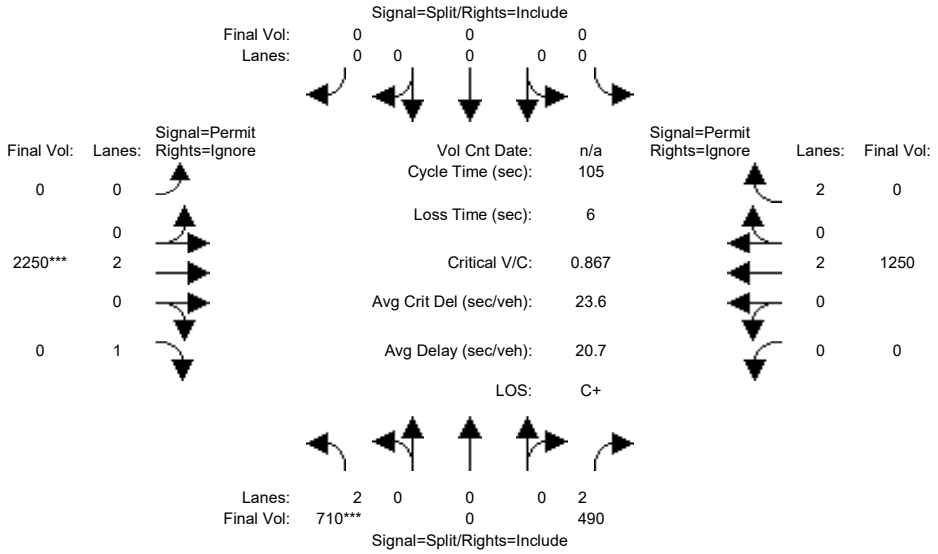
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	710	0	490	0	0	0	0	2250	290	0	1250	1040
Added Vol:	0	0	0	0	0	0	0	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	710	0	490	0	0	0	0	2250	306	0	1250	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	490	0	0	0	0	2250	0	0	1250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	710	0	490	0	0	0	0	2250	0	0	1250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Crit Moves:	****							****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	71.7	0.0	0.0	71.7	0.0
Volume/Cap:	0.87	0.00	0.60	0.00	0.00	0.00	0.00	0.87	0.00	0.00	0.48	0.00
Delay/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	35.3	0.0	0.0	0.0	0.0	16.3	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D+	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	16	0	9	0	0	0	0	29	0	0	10	0

Note: Queue reported is the number of cars per lane.

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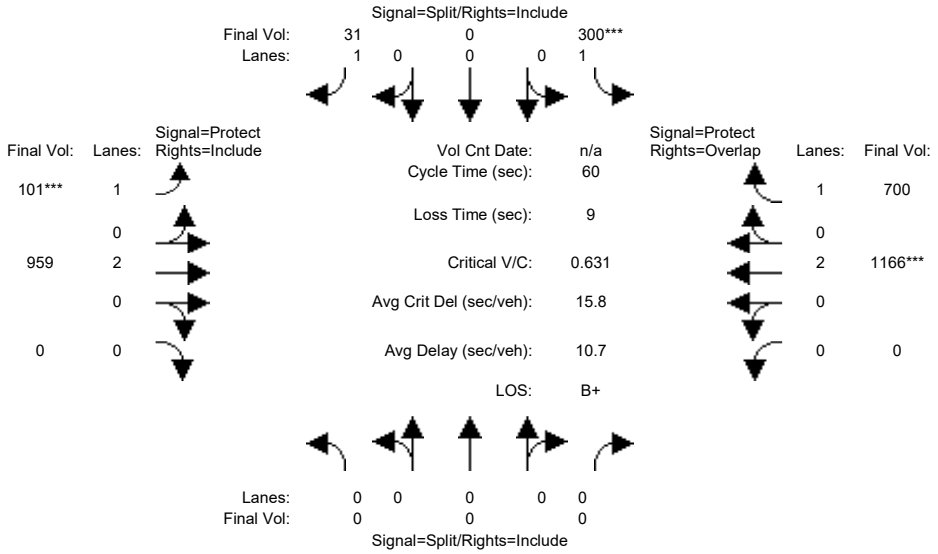
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	1	9	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	101	959	0	0	1166	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	101	959	0	0	1166	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	101	959	0	0	1166	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	31	101	959	0	0	1166	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.25	0.00	0.00	0.31	0.40
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.8	0.0	15.8	7.0	35.2	0.0	0.0	28.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.07	0.49	0.43	0.00	0.00	0.65	0.55
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	16.7	26.7	7.0	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	0	2	5	0	0	8	6

Note: Queue reported is the number of cars per lane.

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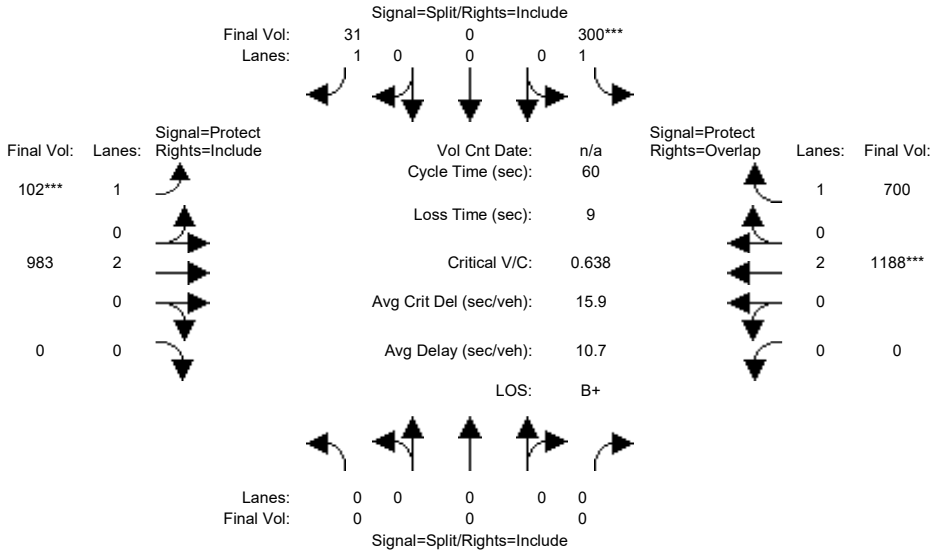
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	300	0	30	100	950	0	0	1160	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	30	100	950	0	0	1160	700
Added Vol:	0	0	0	0	0	1	2	33	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	300	0	31	102	983	0	0	1188	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	300	0	31	102	983	0	0	1188	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	31	102	983	0	0	1188	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	300	0	31	102	983	0	0	1188	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.06	0.26	0.00	0.00	0.31	0.40
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.6	0.0	15.6	7.0	35.4	0.0	0.0	28.4	44.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.07	0.50	0.44	0.00	0.00	0.66	0.55
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	16.8	26.8	6.9	0.0	0.0	13.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	16.8	26.8	6.9	0.0	0.0	13.0	4.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	0	2	5	0	0	8	6

Note: Queue reported is the number of cars per lane.

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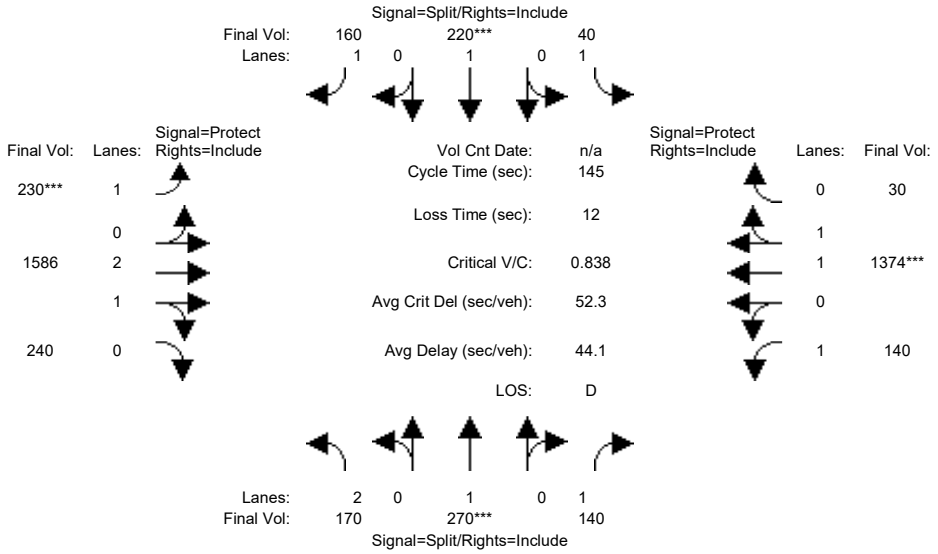
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1586	240	140	1374	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1586	240	140	1374	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1586	240	140	1374	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	270	140	40	220	160	230	1586	240	140	1374	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4863	736	1750	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.38	0.38
Crit Moves:		****			****		****				****	
Green Time:	24.6	24.6	24.6	20.0	20.0	20.0	22.7	71.0	71.0	17.4	65.6	65.6
Volume/Cap:	0.32	0.84	0.47	0.17	0.84	0.66	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	75.6	55.5	55.4	81.4	66.0	79.1	28.7	28.7	68.9	38.9	38.9
LOS by Move:	D-	E-	E+	E+	F	E	E-	C	C	E	D+	D+
HCM2kAvgQ:	4	14	6	2	12	8	11	20	20	6	29	29

Note: Queue reported is the number of cars per lane.

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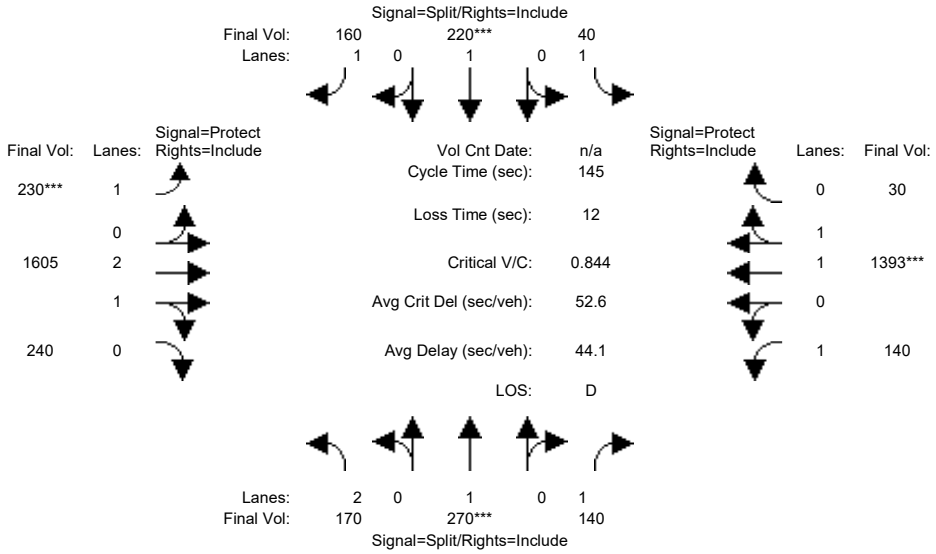
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	270	140	40	220	160	230	1580	240	140	1370	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	270	140	40	220	160	230	1580	240	140	1370	30
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	270	140	40	220	160	230	1605	240	140	1393	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	270	140	40	220	160	230	1605	240	140	1393	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	270	140	40	220	160	230	1605	240	140	1393	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	270	140	40	220	160	230	1605	240	140	1393	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.60	0.40	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4871	728	1750	3622	78
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.09	0.13	0.33	0.33	0.08	0.38	0.38
Crit Moves:		****			****		****				****	
Green Time:	24.4	24.4	24.4	19.9	19.9	19.9	22.6	71.4	71.4	17.3	66.1	66.1
Volume/Cap:	0.32	0.84	0.48	0.17	0.84	0.67	0.84	0.67	0.67	0.67	0.84	0.84
Delay/Veh:	53.3	76.6	55.7	55.6	82.5	66.3	80.2	28.5	28.5	69.2	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	76.6	55.7	55.6	82.5	66.3	80.2	28.5	28.5	69.2	39.0	39.0
LOS by Move:	D-	E-	E+	E+	F	E	F	C	C	E	D+	D+
HCM2kAvgQ:	4	14	6	2	12	8	11	21	21	6	29	29

Note: Queue reported is the number of cars per lane.

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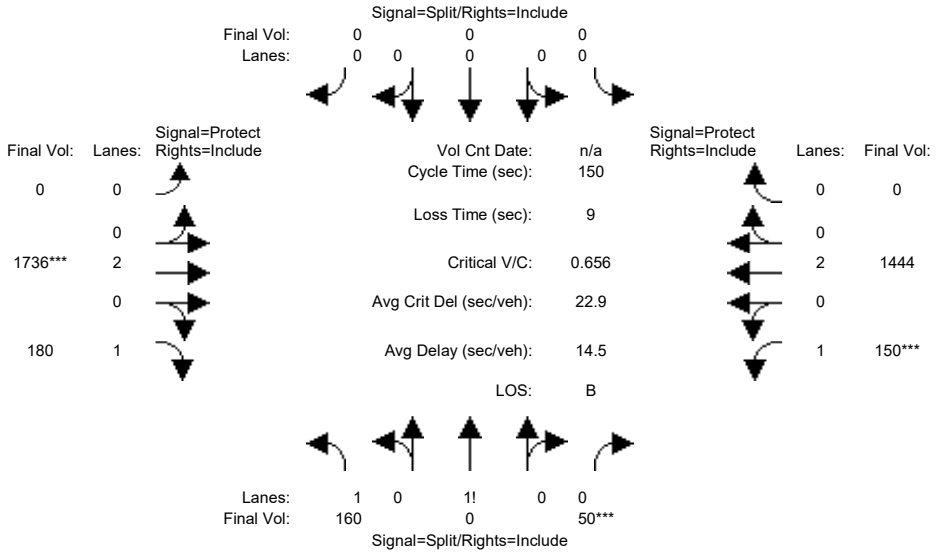
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1736	180	150	1444	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1736	180	150	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1736	180	150	1444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	50	0	0	0	0	1736	180	150	1444	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	17.0	0.0	17.0	0.0	0.0	0.0	0.0	104	104.4	19.6	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.46	0.00
Delay/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	0.0	68.6	0.0	0.0	0.0	0.0	13.4	7.8	68.8	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	5	0	7	0	0	0	0	22	3	7	9	0

Note: Queue reported is the number of cars per lane.

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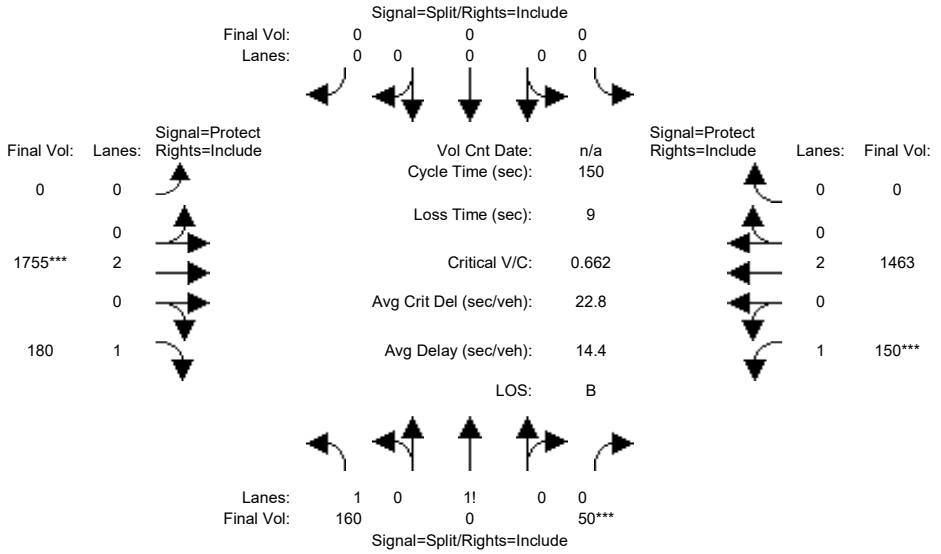
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	0	50	0	0	0	0	1730	180	150	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	50	0	0	0	0	1730	180	150	1440	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	50	0	0	0	0	1755	180	150	1463	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	0	50	0	0	0	0	1755	180	150	1463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	50	0	0	0	0	1755	180	150	1463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	50	0	0	0	0	1755	180	150	1463	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2827	0	673	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.10	0.09	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	16.8	0.0	16.8	0.0	0.0	0.0	0.0	105	104.7	19.4	124	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.15	0.66	0.47	0.00
Delay/Veh:	63.6	0.0	69.0	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	0.0	69.0	0.0	0.0	0.0	0.0	13.3	7.7	69.2	3.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	E	A	A
HCM2kAvgQ:	5	0	7	0	0	0	0	22	3	7	9	0

Note: Queue reported is the number of cars per lane.

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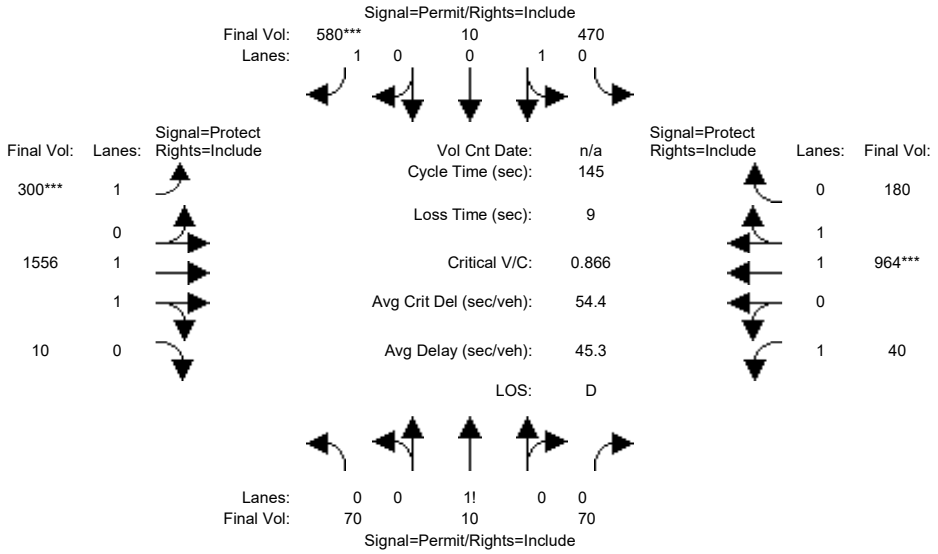
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1556	10	40	964	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1556	10	40	964	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1556	10	40	964	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	470	10	580	300	1556	10	40	964	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3676	24	1750	3117	582
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.42	0.42	0.02	0.31	0.31
Crit Moves:						****	****				****	
Green Time:	55.5	55.5	55.5	55.5	55.5	55.5	28.7	72.3	72.3	8.2	51.8	51.8
Volume/Cap:	0.22	0.22	0.22	0.70	0.70	0.87	0.87	0.85	0.85	0.40	0.87	0.87
Delay/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	40.8	40.8	52.8	76.1	35.6	35.6	68.7	49.6	49.6
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2kAvgQ:	5	5	5	19	19	28	15	31	31	2	26	26

Note: Queue reported is the number of cars per lane.

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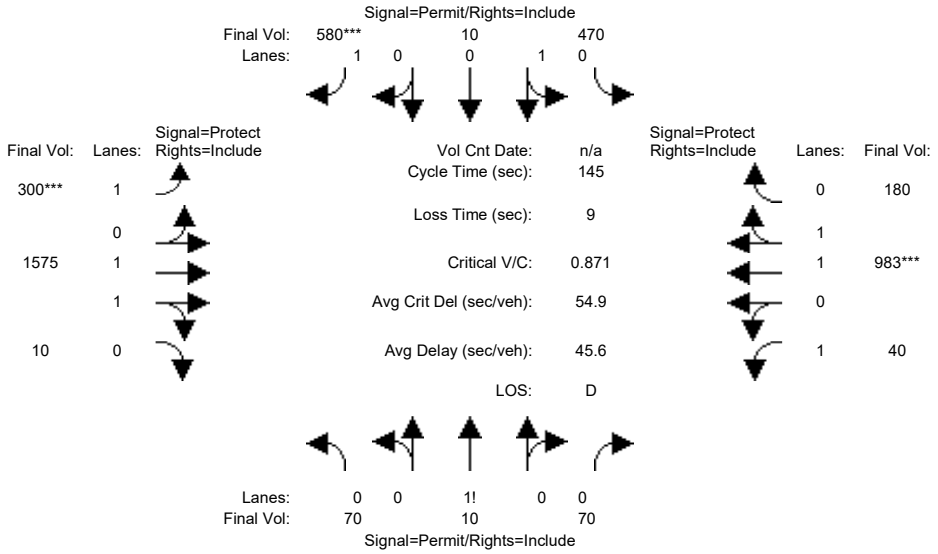
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	470	10	580	300	1550	10	40	960	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	470	10	580	300	1550	10	40	960	180
Added Vol:	0	0	0	0	0	0	0	25	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	470	10	580	300	1575	10	40	983	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	470	10	580	300	1575	10	40	983	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	470	10	580	300	1575	10	40	983	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	470	10	580	300	1575	10	40	983	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.98	0.02	1.00	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	817	117	817	1762	37	1750	1750	3677	23	1750	3127	573
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.27	0.27	0.33	0.17	0.43	0.43	0.02	0.31	0.31
Crit Moves:						****	****				****	
Green Time:	55.2	55.2	55.2	55.2	55.2	55.2	28.5	72.7	72.7	8.2	52.3	52.3
Volume/Cap:	0.23	0.23	0.23	0.70	0.70	0.87	0.87	0.85	0.85	0.40	0.87	0.87
Delay/Veh:	30.6	30.6	30.6	41.2	41.2	53.7	77.2	35.7	35.7	68.8	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.6	41.2	41.2	53.7	77.2	35.7	35.7	68.8	49.7	49.7
LOS by Move:	C	C	C	D	D	D-	E-	D+	D+	E	D	D
HCM2kAvgQ:	5	5	5	19	19	28	15	32	32	2	26	26

Note: Queue reported is the number of cars per lane.

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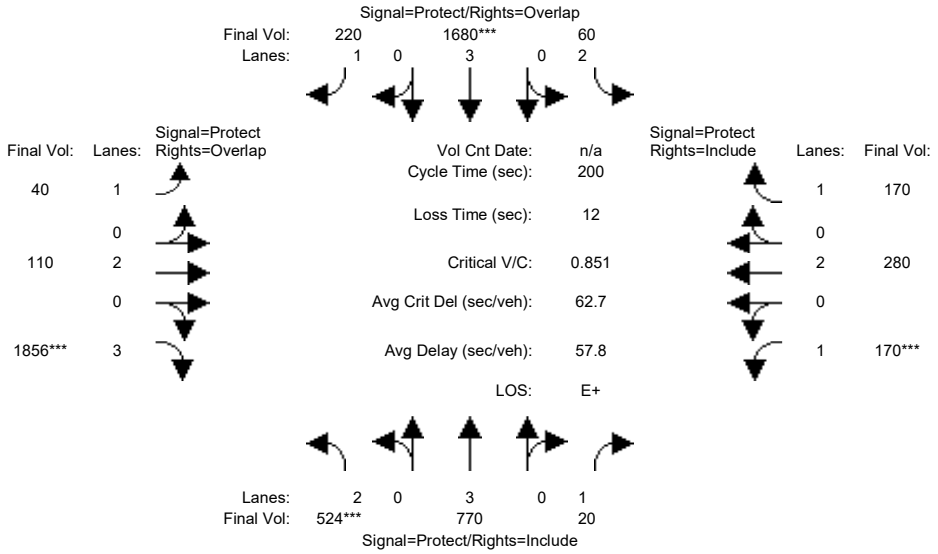
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	4	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	524	770	20	60	1680	220	40	110	1856	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	770	20	60	1680	220	40	110	1856	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	770	20	60	1680	220	40	110	1856	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	770	20	60	1680	220	40	110	1856	170	280	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	39.1	86.1	86.1	22.3	69.3	90.4	21.1	56.8	95.9	22.8	58.5	58.5
Volume/Cap:	0.85	0.31	0.03	0.17	0.85	0.28	0.22	0.10	0.85	0.85	0.25	0.33
Delay/Veh:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	37.6	32.8	80.7	64.3	34.6	82.5	52.9	49.2	114.6	54.1	55.8
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2kAvgQ:	20	10	1	2	33	9	2	2	40	13	6	9

Note: Queue reported is the number of cars per lane.

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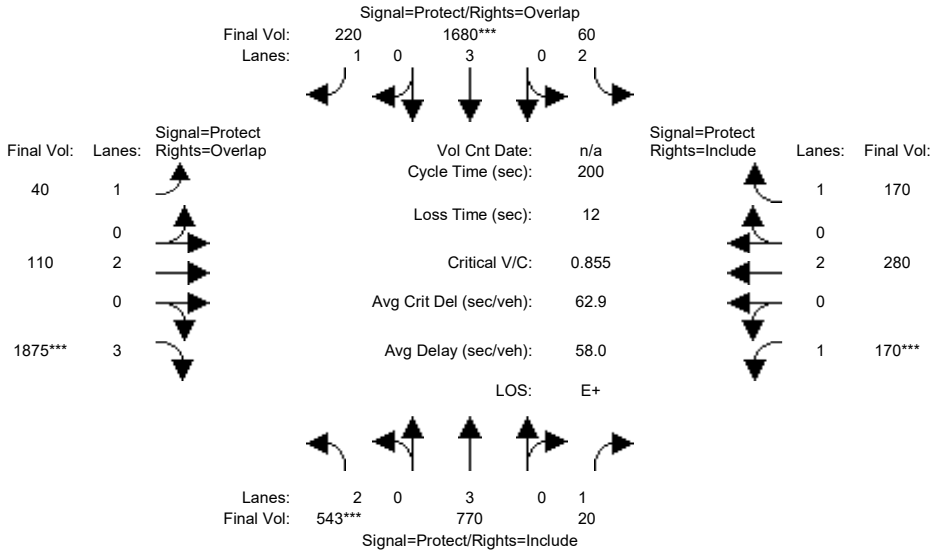
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	770	20	60	1680	220	40	110	1850	170	280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	770	20	60	1680	220	40	110	1850	170	280	170
Added Vol:	23	0	0	0	0	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	770	20	60	1680	220	40	110	1875	170	280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	770	20	60	1680	220	40	110	1875	170	280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	770	20	60	1680	220	40	110	1875	170	280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	770	20	60	1680	220	40	110	1875	170	280	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.01	0.02	0.29	0.13	0.02	0.03	0.41	0.10	0.07	0.10
Crit Moves:	****				****				****	****		
Green Time:	40.3	86.8	86.8	22.5	68.9	89.8	20.9	56.0	96.4	22.7	57.9	57.9
Volume/Cap:	0.86	0.31	0.03	0.17	0.86	0.28	0.22	0.10	0.86	0.86	0.25	0.34
Delay/Veh:	88.0	37.1	32.4	80.5	64.8	34.9	82.7	53.4	49.2	115.6	54.6	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	37.1	32.4	80.5	64.8	34.9	82.7	53.4	49.2	115.6	54.6	56.3
LOS by Move:	F	D+	C-	F	E	C-	F	D-	D	F	D-	E+
HCM2kAvgQ:	20	10	1	2	33	9	2	2	41	13	6	9

Note: Queue reported is the number of cars per lane.

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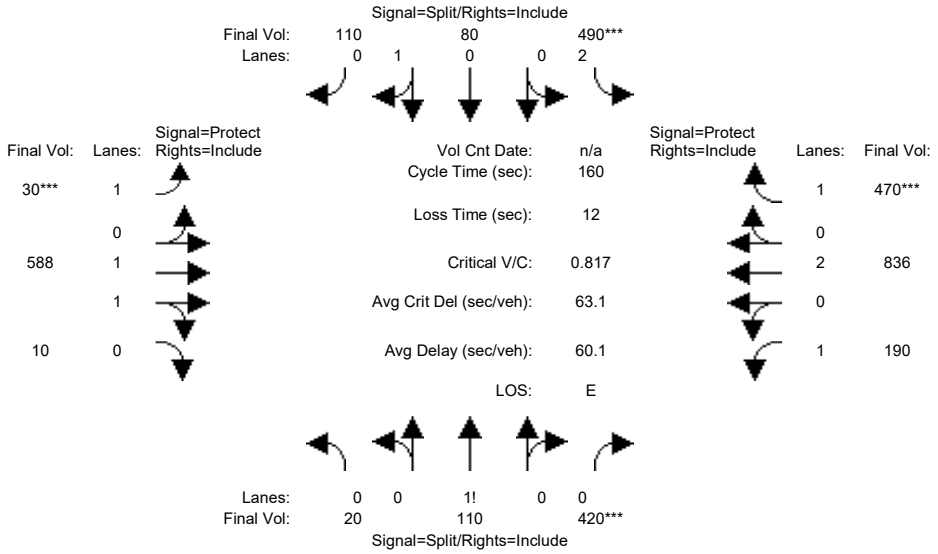
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	588	10	190	836	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	588	10	190	836	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	588	10	190	836	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	420	490	80	110	30	588	10	190	836	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.16	0.16	0.11	0.22	0.27
Crit Moves:			****	****			****					****
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	34.9	34.9	23.4	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.74	0.74	0.74	0.69	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.1	62.1	76.4	49.0	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2kAvgQ:	28	28	28	16	9	9	2	14	14	10	17	24

Note: Queue reported is the number of cars per lane.

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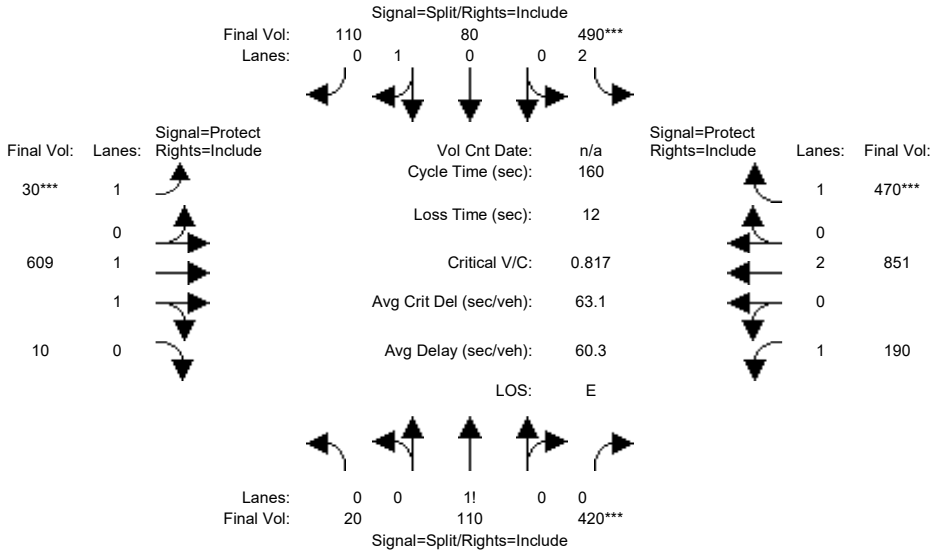
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	420	490	80	110	30	580	10	190	830	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	420	490	80	110	30	580	10	190	830	470
Added Vol:	0	0	0	0	0	0	0	29	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	420	490	80	110	30	609	10	190	851	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	420	490	80	110	30	609	10	190	851	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	420	490	80	110	30	609	10	190	851	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	420	490	80	110	30	609	10	190	851	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.04	0.20	0.76	2.00	0.42	0.58	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	64	350	1336	3150	758	1042	1750	3640	60	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.16	0.11	0.11	0.02	0.17	0.17	0.11	0.22	0.27
Crit Moves:			****	****			****					****
Green Time:	60.0	60.0	60.0	29.7	29.7	29.7	7.0	35.3	35.3	22.9	51.3	51.3
Volume/Cap:	0.84	0.84	0.84	0.84	0.57	0.57	0.39	0.76	0.76	0.76	0.70	0.84
Delay/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.4	62.4	78.3	49.4	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	54.9	54.9	73.2	61.6	61.6	77.7	62.4	62.4	78.3	49.4	61.2
LOS by Move:	D-	D-	D-	E	E	E	E-	E	E	E-	D	E
HCM2kAvgQ:	28	28	28	16	9	9	2	14	14	10	18	24

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
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2000 HCM Operations (Future Volume Alternative)
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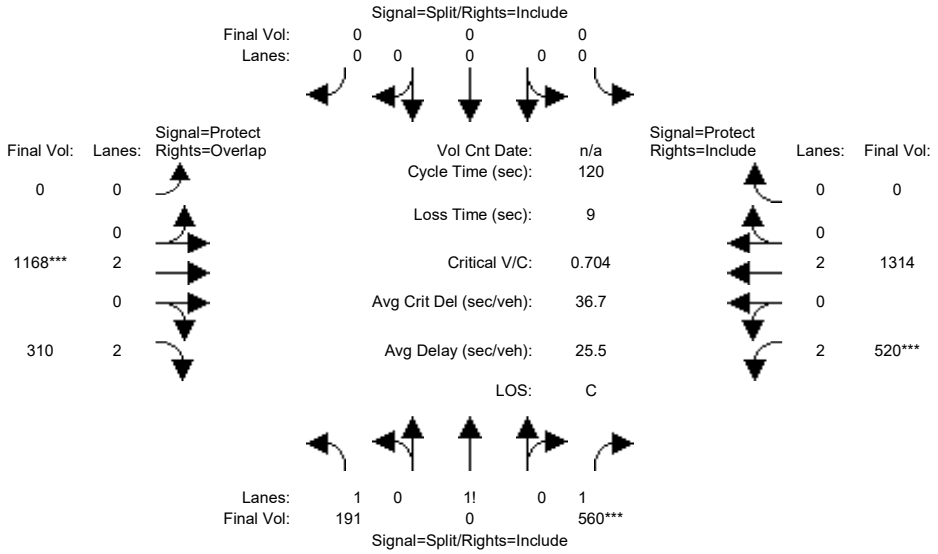
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	1	0	0	0	0	0	0	8	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	560	0	0	0	0	1168	310	520	1314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	0	560	0	0	0	0	1168	310	520	1314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	560	0	0	0	0	1168	310	520	1314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	0	560	0	0	0	0	1168	310	520	1314	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2204	0	3133	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	52.4	82.9	28.1	80.5	0.0
Volume/Cap:	0.34	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.14	0.70	0.52	0.00
Delay/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	42.8	0.0	0.0	0.0	0.0	28.9	6.4	45.2	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	12	0	0	0	0	17	2	10	12	0

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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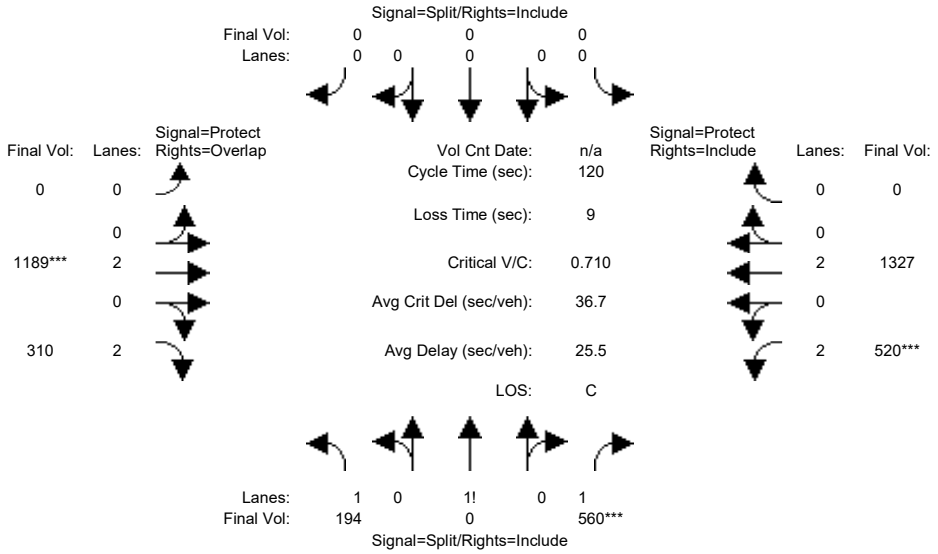
Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	560	0	0	0	0	1160	310	520	1310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	560	0	0	0	0	1160	310	520	1310	0
Added Vol:	4	0	0	0	0	0	0	29	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	0	560	0	0	0	0	1189	310	520	1327	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	0	560	0	0	0	0	1189	310	520	1327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	0	560	0	0	0	0	1189	310	520	1327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	0	560	0	0	0	0	1189	310	520	1327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.26	0.00	1.74	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2210	0	3127	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.10	0.17	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	30.3	0.0	30.3	0.0	0.0	0.0	0.0	52.9	83.1	27.9	80.7	0.0
Volume/Cap:	0.35	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.14	0.71	0.52	0.00
Delay/Veh:	36.9	0.0	43.1	0.0	0.0	0.0	0.0	28.8	6.3	45.6	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	43.1	0.0	0.0	0.0	0.0	28.8	6.3	45.6	10.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	17	2	10	12	0

Note: Queue reported is the number of cars per lane.

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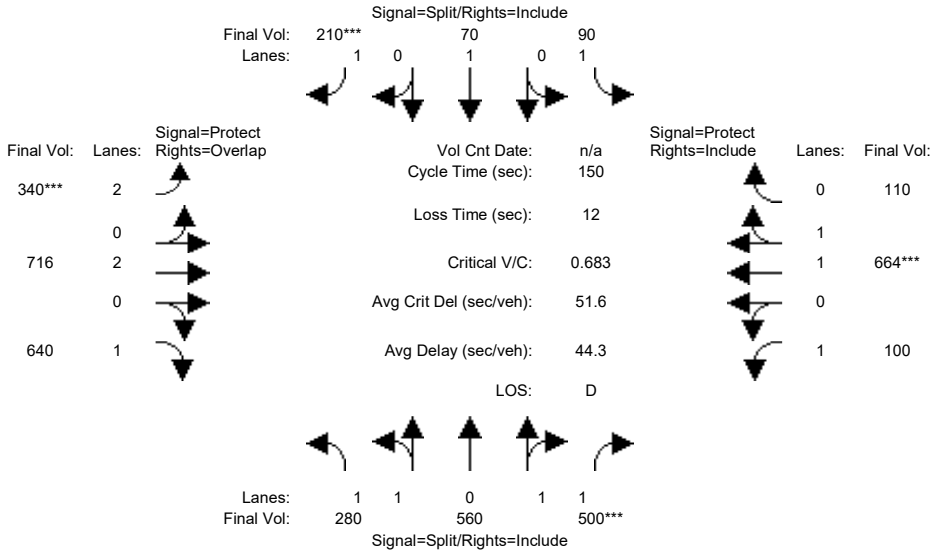
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	716	640	100	664	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	716	640	100	664	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	716	640	100	664	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	560	500	90	70	210	340	716	640	100	664	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3174	526
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			****			****	****				****	
Green Time:	42.0	42.0	42.0	26.4	26.4	26.4	23.7	54.5	96.5	15.1	46.0	46.0
Volume/Cap:	0.57	0.68	0.68	0.29	0.21	0.68	0.68	0.52	0.57	0.57	0.68	0.68
Delay/Veh:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	49.1	49.1	54.3	53.2	64.1	63.5	37.8	15.7	68.5	47.4	47.4
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2kAvgQ:	12	15	15	4	3	11	9	12	17	5	16	16

Note: Queue reported is the number of cars per lane.

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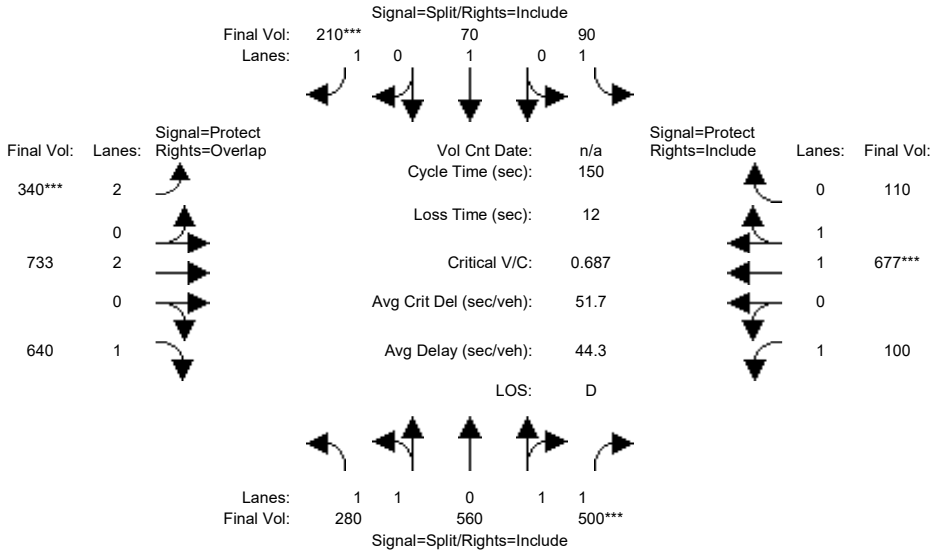
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	560	500	90	70	210	340	710	640	100	660	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	560	500	90	70	210	340	710	640	100	660	110
Added Vol:	0	0	0	0	0	0	0	23	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	560	500	90	70	210	340	733	640	100	677	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	560	500	90	70	210	340	733	640	100	677	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	560	500	90	70	210	340	733	640	100	677	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	560	500	90	70	210	340	733	640	100	677	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.55	1.45	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2930	2616	1750	1900	1750	3150	3800	1750	1750	3182	517
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.05	0.04	0.12	0.11	0.19	0.37	0.06	0.21	0.21
Crit Moves:			****			****	****				****	
Green Time:	41.7	41.7	41.7	26.2	26.2	26.2	23.6	54.8	96.6	15.2	46.5	46.5
Volume/Cap:	0.57	0.69	0.69	0.29	0.21	0.69	0.69	0.53	0.57	0.56	0.69	0.69
Delay/Veh:	46.9	49.3	49.3	54.4	53.4	64.4	63.7	37.8	15.7	68.3	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	49.3	49.3	54.4	53.4	64.4	63.7	37.8	15.7	68.3	47.1	47.1
LOS by Move:	D	D	D	D-	D-	E	E	D+	B	E	D	D
HCM2kAvgQ:	12	15	15	4	3	11	9	13	17	5	16	16

Note: Queue reported is the number of cars per lane.

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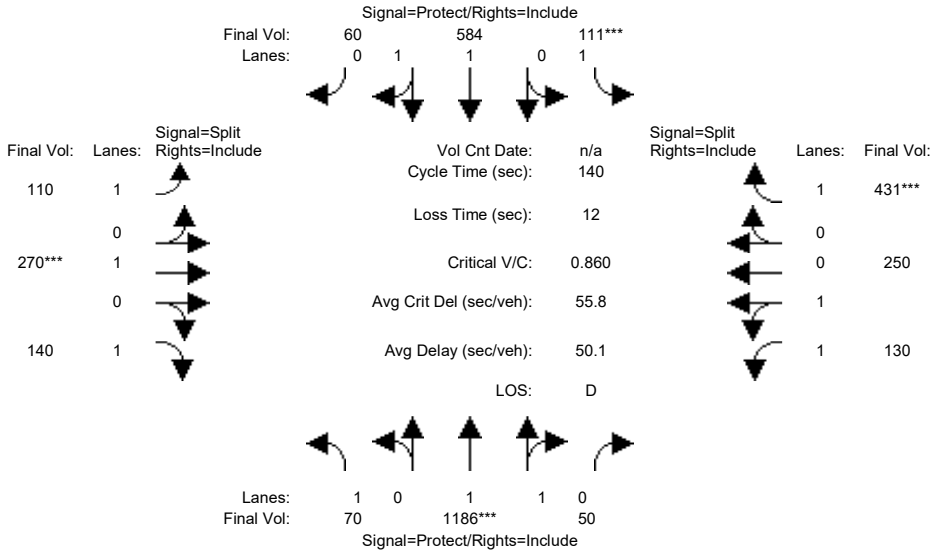
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	6	0	1	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1186	50	111	584	60	110	270	140	130	250	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1186	50	111	584	60	110	270	140	130	250	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1186	50	111	584	60	110	270	140	130	250	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1186	50	111	584	60	110	270	140	130	250	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3550	150	1750	3355	345	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.06	0.17	0.17	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:		****		****				****				****
Green Time:	14.4	54.4	54.4	10.3	50.3	50.3	23.1	23.1	23.1	40.1	40.1	40.1
Volume/Cap:	0.39	0.86	0.86	0.86	0.48	0.48	0.38	0.86	0.48	0.26	0.46	0.86
Delay/Veh:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	44.8	44.8	104.5	35.1	35.1	52.9	77.4	54.3	38.6	41.4	61.2
LOS by Move:	E	D	D	F	D+	D+	D-	E-	D-	D+	D	E
HCM2kAvgQ:	3	26	26	6	11	11	5	14	6	5	9	21

Note: Queue reported is the number of cars per lane.

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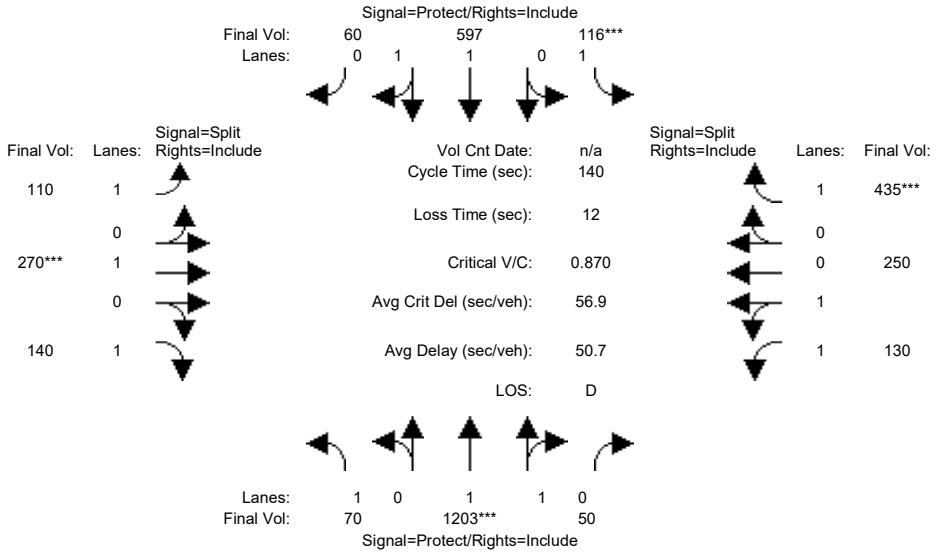
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1180	50	110	580	60	110	270	140	130	250	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1180	50	110	580	60	110	270	140	130	250	430
Added Vol:	0	23	0	6	17	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1203	50	116	597	60	110	270	140	130	250	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1203	50	116	597	60	110	270	140	130	250	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1203	50	116	597	60	110	270	140	130	250	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1203	50	116	597	60	110	270	140	130	250	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3552	148	1750	3362	338	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.07	0.18	0.18	0.06	0.14	0.08	0.07	0.13	0.25
Crit Moves:		****		****				****				****
Green Time:	14.3	54.5	54.5	10.7	50.8	50.8	22.9	22.9	22.9	40.0	40.0	40.0
Volume/Cap:	0.39	0.87	0.87	0.87	0.49	0.49	0.38	0.87	0.49	0.26	0.46	0.87
Delay/Veh:	60.2	45.5	45.5	105.8	34.8	34.8	53.2	79.4	54.6	38.7	41.5	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	45.5	45.5	105.8	34.8	34.8	53.2	79.4	54.6	38.7	41.5	62.7
LOS by Move:	E	D	D	F	C-	C-	D-	E-	D-	D+	D	E
HCM2kAvgQ:	3	26	26	6	11	11	5	14	6	5	9	22

Note: Queue reported is the number of cars per lane.

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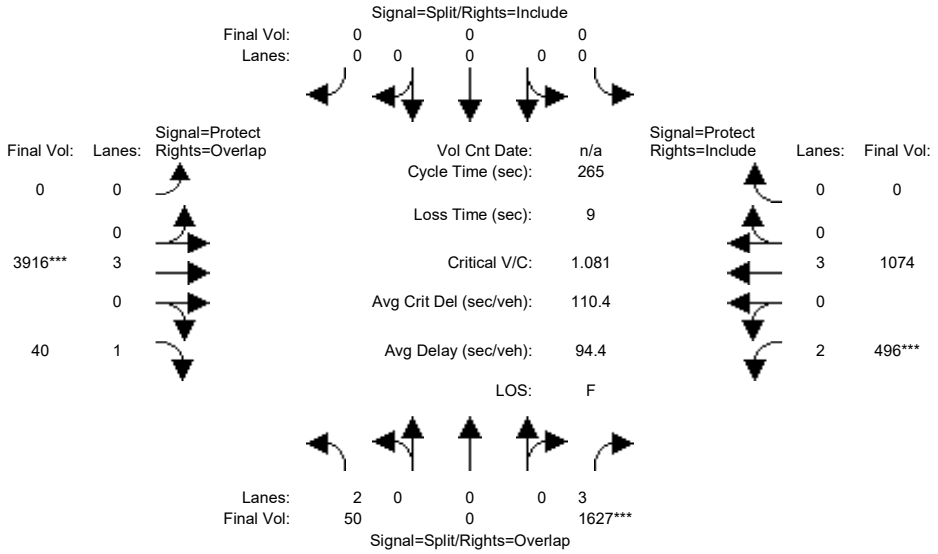
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	7	0	0	0	0	6	0	6	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1627	0	0	0	0	3916	40	496	1074	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1627	0	0	0	0	3916	40	496	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1627	0	0	0	0	3916	40	496	1074	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1627	0	0	0	0	3916	40	496	1074	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	49.0	0.0	87.6	0.0	0.0	0.0	0.0	168	217.4	38.6	207	0.0
Volume/Cap:	0.09	0.00	1.08	0.00	0.00	0.00	0.00	1.08	0.03	1.08	0.24	0.00
Delay/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	0.0	137.2	0.0	0.0	0.0	0.0	90.6	4.4	178.8	7.9	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	62	0	0	0	0	119	1	30	7	0

Note: Queue reported is the number of cars per lane.

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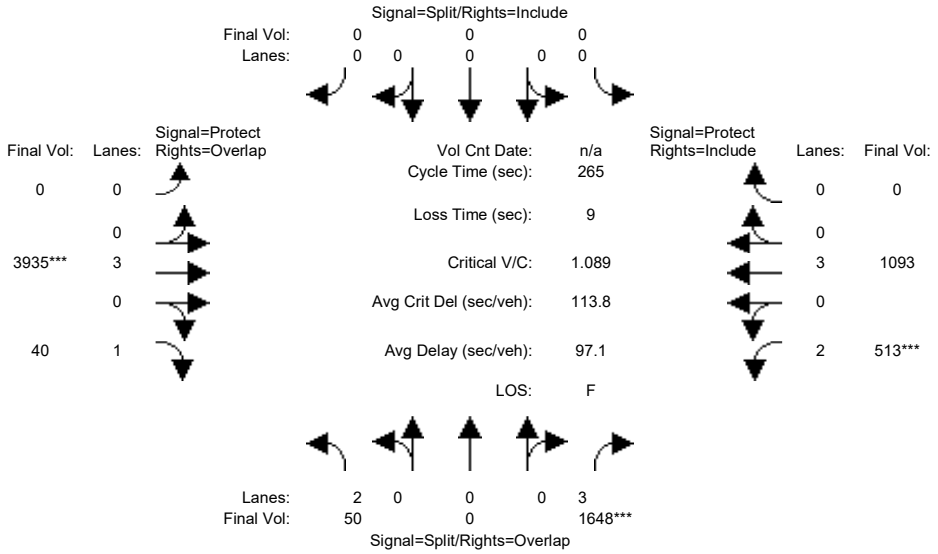
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1620	0	0	0	0	3910	40	490	1070	0
Added Vol:	0	0	28	0	0	0	0	25	0	23	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1648	0	0	0	0	3935	40	513	1093	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1648	0	0	0	0	3935	40	513	1093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1648	0	0	0	0	3935	40	513	1093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1648	0	0	0	0	3935	40	513	1093	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.02	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	48.5	0.0	88.1	0.0	0.0	0.0	0.0	168	216.4	39.6	208	0.0
Volume/Cap:	0.09	0.00	1.09	0.00	0.00	0.00	0.00	1.09	0.03	1.09	0.24	0.00
Delay/Veh:	90.0	0.0	140.0	0.0	0.0	0.0	0.0	94.2	4.6	180.6	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	0.0	140.0	0.0	0.0	0.0	0.0	94.2	4.6	180.6	7.7	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	63	0	0	0	0	120	1	31	8	0

Note: Queue reported is the number of cars per lane.

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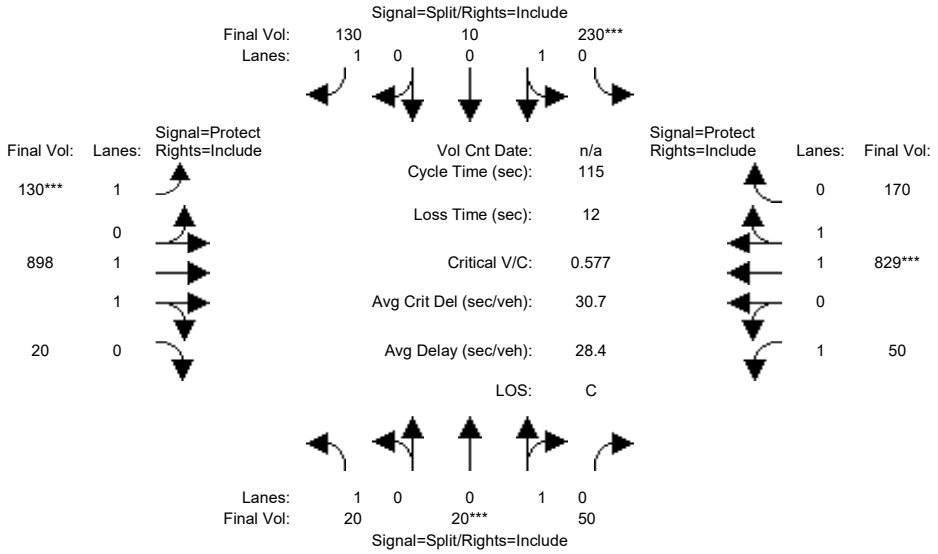
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	38	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	898	20	50	829	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	898	20	50	829	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	898	20	50	829	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	898	20	50	829	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3619	81	1750	3070	630
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.25	0.25	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	26.0	26.0	26.0	14.5	53.8	53.8	13.2	52.6	52.6
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.53	0.53	0.25	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	42.1	42.1	37.7	51.7	21.9	21.9	47.0	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	11	11	2	13	13

Note: Queue reported is the number of cars per lane.

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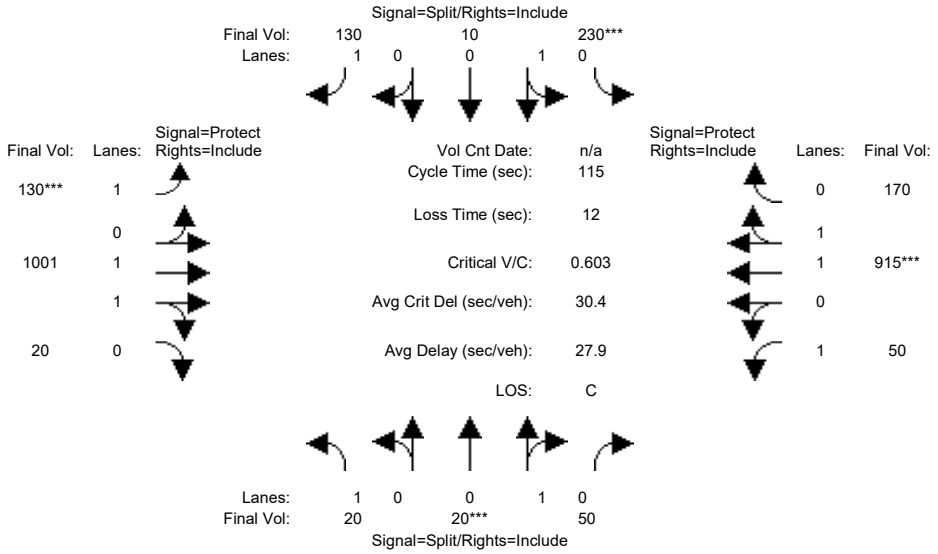
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	860	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	860	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	141	0	0	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1001	20	50	915	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1001	20	50	915	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1001	20	50	915	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1001	20	50	915	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.68	0.32
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	72	1750	3120	580
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	24.8	24.8	24.8	13.8	55.9	55.9	12.3	54.5	54.5
Volume/Cap:	0.13	0.45	0.45	0.62	0.62	0.35	0.62	0.57	0.57	0.27	0.62	0.62
Delay/Veh:	48.9	51.9	51.9	43.9	43.9	38.8	53.7	21.4	21.4	47.9	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	43.9	43.9	38.8	53.7	21.4	21.4	47.9	23.2	23.2
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	12	12	2	14	14

Note: Queue reported is the number of cars per lane.

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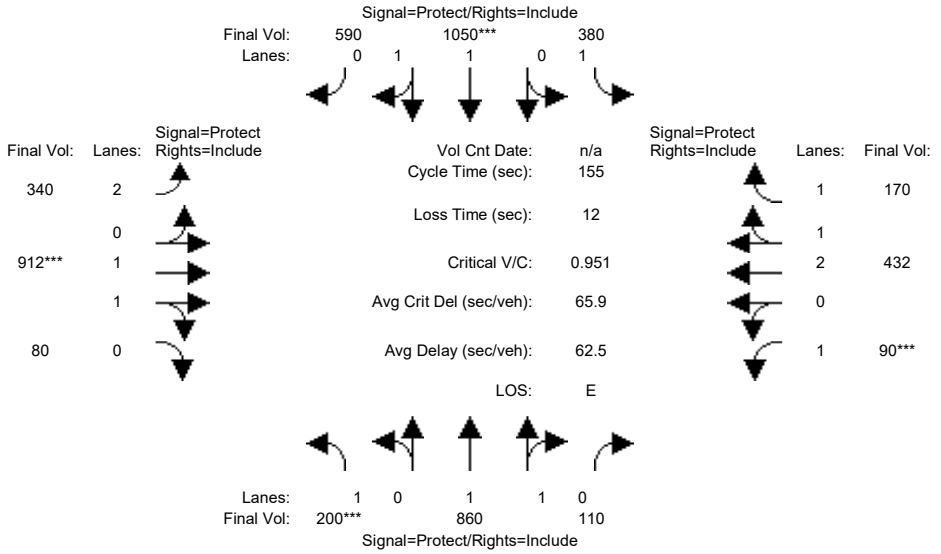
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	860	110	380	1050	590	340	910	80	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	860	110	380	1050	590	340	910	80	90	430	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	860	110	380	1050	590	340	912	80	90	432	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	860	110	380	1050	590	340	912	80	90	432	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	860	110	380	1050	590	340	912	80	90	432	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	860	110	380	1050	590	340	912	80	90	432	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.77	0.23	1.00	1.26	0.74	2.00	1.83	0.17	1.00	2.83	1.17
Final Sat.:	1750	3280	420	1750	2368	1331	3150	3401	298	1750	5355	2107
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.22	0.44	0.44	0.11	0.27	0.27	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	18.6	49.7	49.7	41.2	72.3	72.3	29.8	43.7	43.7	8.4	22.3	22.3
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.95	0.56	0.95	0.95	0.95	0.56	0.56
Delay/Veh:	115.8	53.0	53.0	64.2	51.7	51.7	57.9	71.9	71.9	149.3	62.5	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.8	53.0	53.0	64.2	51.7	51.7	57.9	71.9	71.9	149.3	62.5	62.5
LOS by Move:	F	D-	D-	E	D-	D-	E+	E	E	F	E	E
HCM2kAvgQ:	14	23	23	20	43	43	8	26	26	7	7	7

Note: Queue reported is the number of cars per lane.

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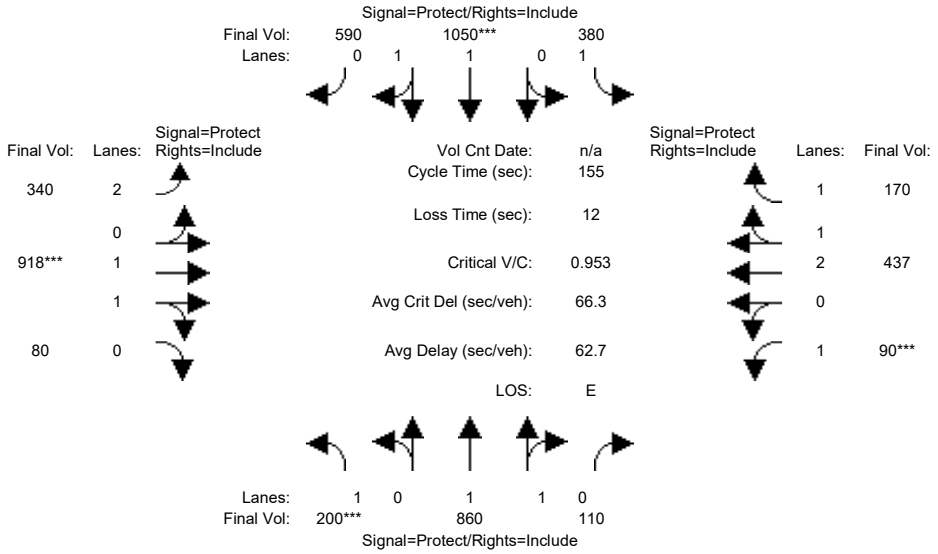
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	860	110	380	1050	590	340	910	80	90	430	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	860	110	380	1050	590	340	910	80	90	430	170
Added Vol:	0	0	0	0	0	0	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	860	110	380	1050	590	340	918	80	90	437	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	860	110	380	1050	590	340	918	80	90	437	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	860	110	380	1050	590	340	918	80	90	437	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	860	110	380	1050	590	340	918	80	90	437	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.77	0.23	1.00	1.26	0.74	2.00	1.84	0.16	1.00	2.84	1.16
Final Sat.:	1750	3280	420	1750	2368	1331	3150	3403	297	1750	5373	2090
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.22	0.44	0.44	0.11	0.27	0.27	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	18.6	49.6	49.6	41.1	72.1	72.1	29.8	43.9	43.9	8.4	22.5	22.5
Volume/Cap:	0.95	0.82	0.82	0.82	0.95	0.95	0.56	0.95	0.95	0.95	0.56	0.56
Delay/Veh:	116.4	53.2	53.2	64.4	52.1	52.1	57.9	72.1	72.1	150.0	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	53.2	53.2	64.4	52.1	52.1	57.9	72.1	72.1	150.0	62.4	62.4
LOS by Move:	F	D-	D-	E	D-	D-	E+	E	E	F	E	E
HCM2kAvgQ:	14	23	23	20	43	43	8	26	26	7	7	7

Note: Queue reported is the number of cars per lane.

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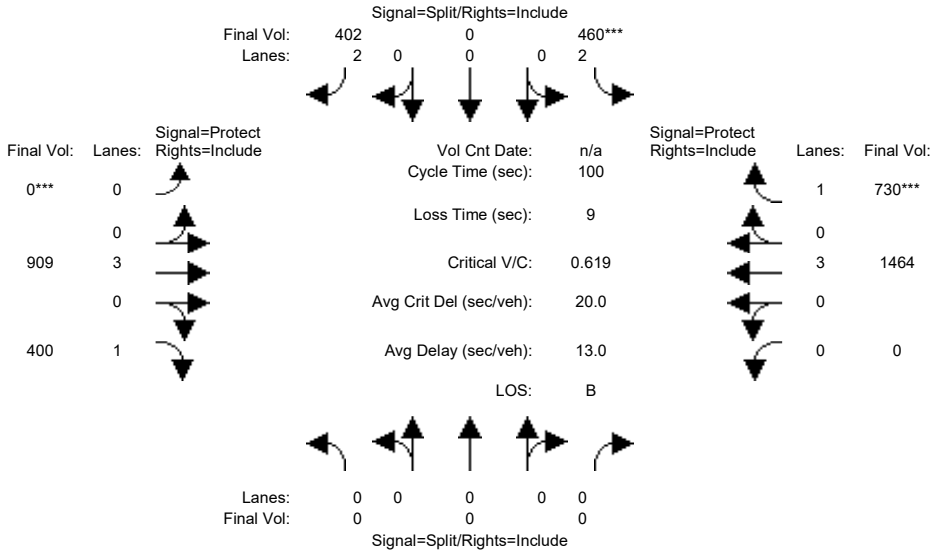
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	400	0	900	400	0	1460	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	400	0	900	400	0	1460	730
Added Vol:	0	0	0	0	0	2	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	402	0	909	400	0	1464	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	460	0	402	0	909	400	0	1464	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	402	0	909	400	0	1464	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	460	0	402	0	909	400	0	1464	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.16	0.23	0.00	0.26	0.42
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	0.0	67.4	67.4	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.54	0.00	0.24	0.34	0.00	0.38	0.62
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	8	0	7	0	4	5	0	6	13

Note: Queue reported is the number of cars per lane.

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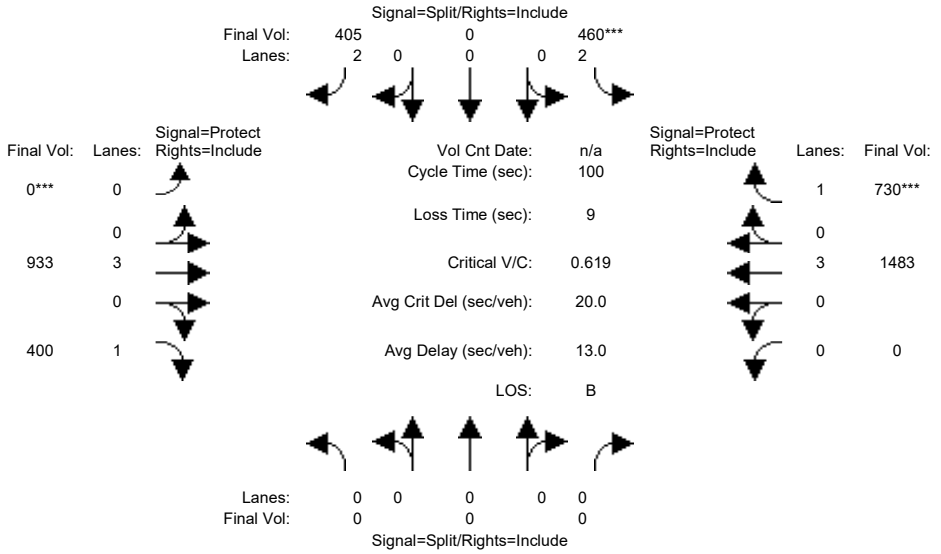
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	460	0	400	0	900	400	0	1460	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	400	0	900	400	0	1460	730
Added Vol:	0	0	0	0	0	5	0	33	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	460	0	405	0	933	400	0	1483	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	460	0	405	0	933	400	0	1483	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	405	0	933	400	0	1483	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	460	0	405	0	933	400	0	1483	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.16	0.23	0.00	0.26	0.42
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.6	0.0	23.6	0.0	67.4	67.4	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.54	0.00	0.24	0.34	0.00	0.39	0.62
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	34.3	0.0	6.4	7.1	0.0	7.2	10.1
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	8	0	7	0	4	5	0	6	13

Note: Queue reported is the number of cars per lane.

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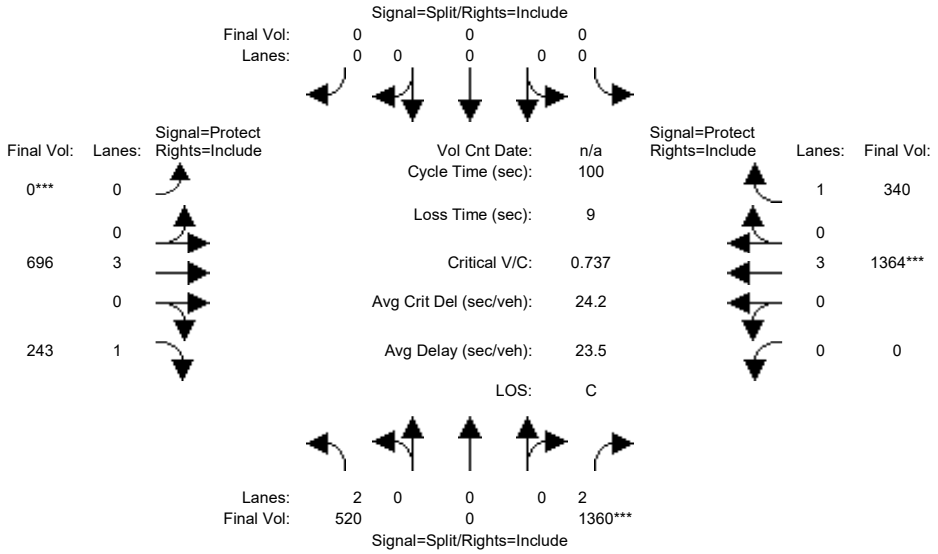
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	0	6	3	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	696	243	0	1364	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	696	243	0	1364	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	696	243	0	1364	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	696	243	0	1364	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.12	0.14	0.00	0.24	0.19
Crit Moves:			****				****				****	
Green Time:	58.5	0.0	58.5	0.0	0.0	0.0	0.0	32.5	32.5	0.0	32.5	32.5
Volume/Cap:	0.28	0.00	0.74	0.00	0.00	0.00	0.00	0.38	0.43	0.00	0.74	0.60
Delay/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	0.0	16.7	0.0	0.0	0.0	0.0	26.1	27.0	0.0	31.6	30.1
LOS by Move:	B+	A	B	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	19	0	0	0	0	5	6	0	12	9

Note: Queue reported is the number of cars per lane.

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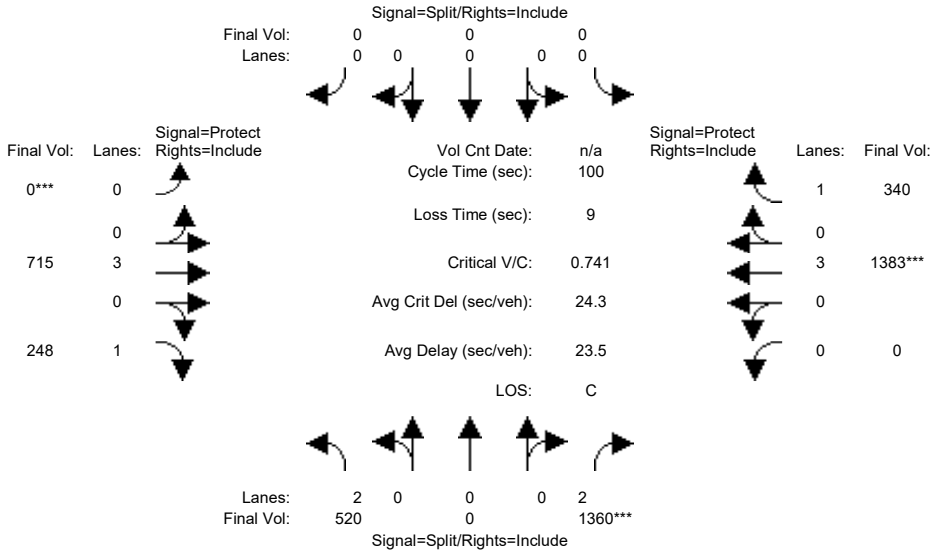
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	690	240	0	1360	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	690	240	0	1360	340
Added Vol:	0	0	0	0	0	0	0	25	8	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	715	248	0	1383	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	715	248	0	1383	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	715	248	0	1383	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	715	248	0	1383	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.13	0.14	0.00	0.24	0.19
Crit Moves:			****				****				****	
Green Time:	58.3	0.0	58.3	0.0	0.0	0.0	0.0	32.7	32.7	0.0	32.7	32.7
Volume/Cap:	0.28	0.00	0.74	0.00	0.00	0.00	0.00	0.38	0.43	0.00	0.74	0.59
Delay/Veh:	10.5	0.0	17.0	0.0	0.0	0.0	0.0	26.0	26.9	0.0	31.5	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	17.0	0.0	0.0	0.0	0.0	26.0	26.9	0.0	31.5	29.8
LOS by Move:	B+	A	B	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	19	0	0	0	0	5	6	0	12	9

Note: Queue reported is the number of cars per lane.

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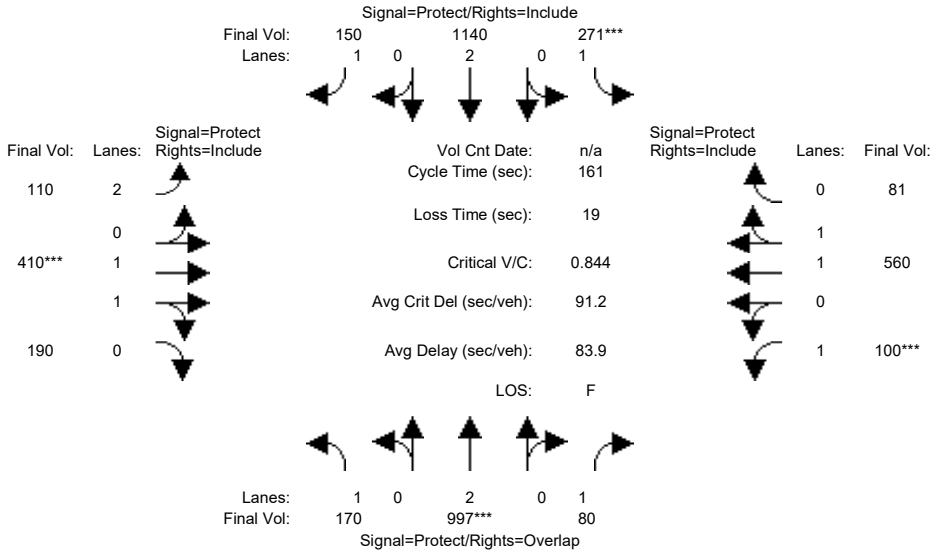
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	990	80	270	1130	150	110	410	190	100	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	990	80	270	1130	150	110	410	190	100	560	80
Added Vol:	0	7	0	1	10	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	997	80	271	1140	150	110	410	190	100	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	997	80	271	1140	150	110	410	190	100	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	997	80	271	1140	150	110	410	190	100	560	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	997	80	271	1140	150	110	410	190	100	560	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.74	0.26
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2148	996	1488	2747	397
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.05	0.18	0.35	0.10	0.04	0.19	0.19	0.07	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.3	49.8	49.8	15.3	35.9	35.9
Volume/Cap:	0.87	0.86	0.12	1.46	1.00	0.29	0.23	0.62	0.62	0.71	0.92	0.92
Delay/Veh:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	57.2	26.7	306.6	82.4	39.6	58.8	50.7	50.7	88.7	80.5	80.5
LOS by Move:	F	E+	C	F	F	D	E+	D	D	F	F	F
HCM2kAvgQ:	10	26	4	26	32	7	3	15	15	7	20	20

Note: Queue reported is the number of cars per lane.

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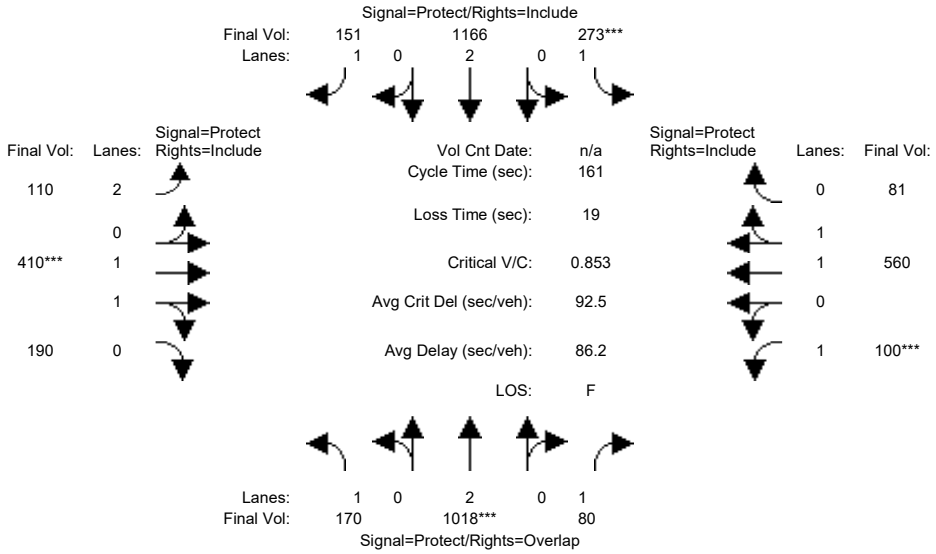
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	990	80	270	1130	150	110	410	190	100	560	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	990	80	270	1130	150	110	410	190	100	560	80
Added Vol:	0	28	0	3	36	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1018	80	273	1166	151	110	410	190	100	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1018	80	273	1166	151	110	410	190	100	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1018	80	273	1166	151	110	410	190	100	560	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1018	80	273	1166	151	110	410	190	100	560	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.35	0.65	1.00	1.74	0.26
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2148	996	1488	2747	397
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.05	0.18	0.36	0.10	0.04	0.19	0.19	0.07	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	29.3	49.8	49.8	15.3	35.9	35.9
Volume/Cap:	0.87	0.88	0.12	1.47	1.03	0.29	0.23	0.62	0.62	0.71	0.92	0.92
Delay/Veh:	103.9	58.9	26.7	311.1	88.6	39.7	58.8	50.7	50.7	88.7	80.5	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	58.9	26.7	311.1	88.6	39.7	58.8	50.7	50.7	88.7	80.5	80.5
LOS by Move:	F	E+	C	F	F	D	E+	D	D	F	F	F
HCM2kAvgQ:	10	27	4	26	33	7	3	15	15	7	20	20

Note: Queue reported is the number of cars per lane.

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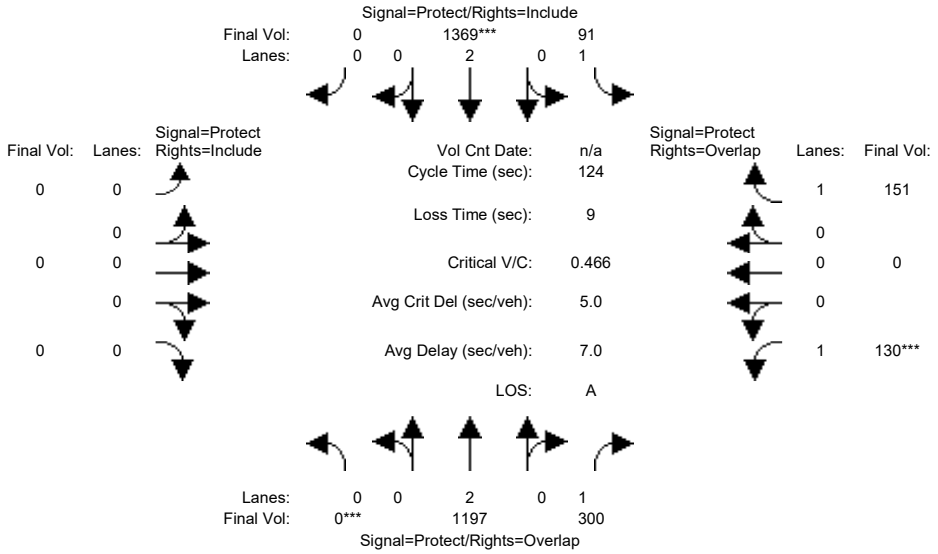
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	7	0	1	9	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1197	300	91	1369	0	0	0	0	130	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1197	300	91	1369	0	0	0	0	130	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1197	300	91	1369	0	0	0	0	130	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1197	300	91	1369	0	0	0	0	130	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.44	0.20	0.63	0.45	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	67.9	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	2	0	4	0	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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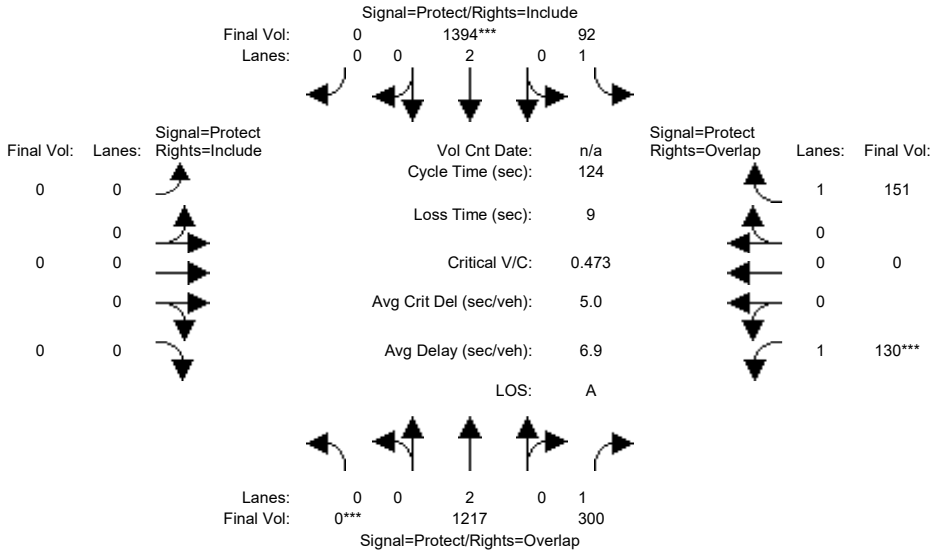
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1190	300	90	1360	0	0	0	0	130	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	300	90	1360	0	0	0	0	130	0	150
Added Vol:	0	27	0	2	34	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1217	300	92	1394	0	0	0	0	130	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1217	300	92	1394	0	0	0	0	130	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1217	300	92	1394	0	0	0	0	130	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1217	300	92	1394	0	0	0	0	130	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.17	0.05	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	0.0	88.7	105.4	10.3	99.0	0.0	0.0	0.0	0.0	16.7	0.0	26.9
Volume/Cap:	0.00	0.45	0.20	0.63	0.46	0.00	0.00	0.00	0.00	0.55	0.00	0.40
Delay/Veh:	0.0	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.1	68.4	0.1	0.0	0.0	0.0	0.0	57.1	0.0	45.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	3	0	4	0	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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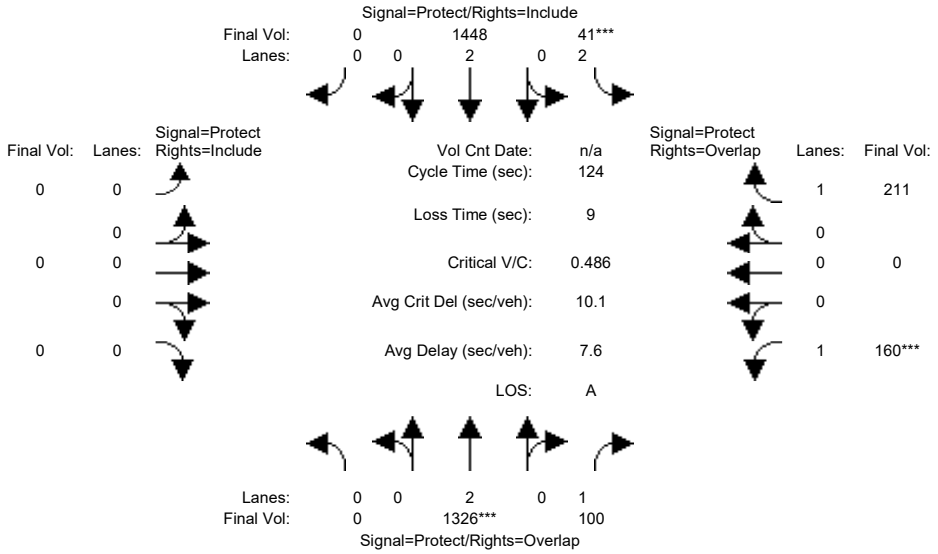
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	6	0	1	8	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1326	100	41	1448	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1326	100	41	1448	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1326	100	41	1448	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1326	100	41	1448	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.06	0.01	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.51	0.07	0.16	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	4	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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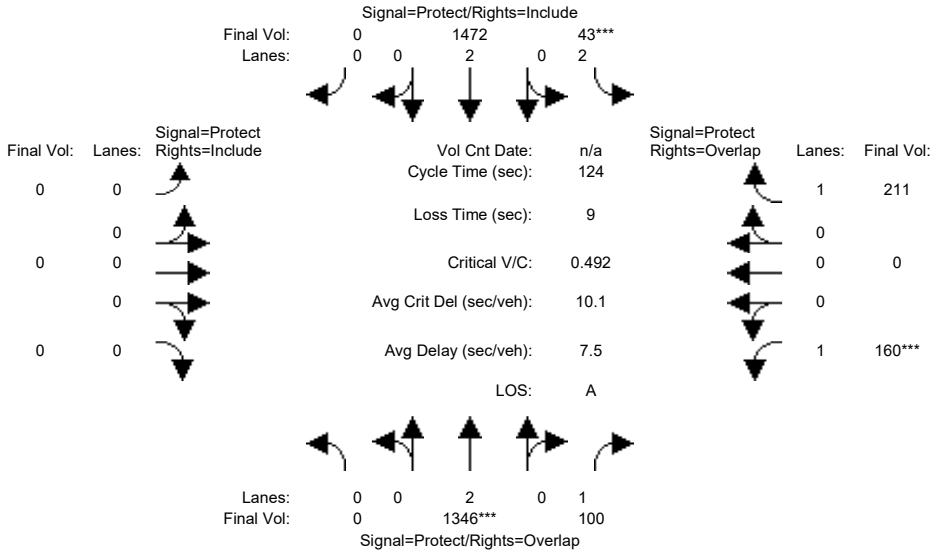
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1320	100	40	1440	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	100	40	1440	0	0	0	0	160	0	210
Added Vol:	0	26	0	3	32	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1346	100	43	1472	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1346	100	43	1472	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	100	43	1472	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	100	43	1472	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.06	0.01	0.39	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.52	0.07	0.17	0.50	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	57.5	0.1	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	4	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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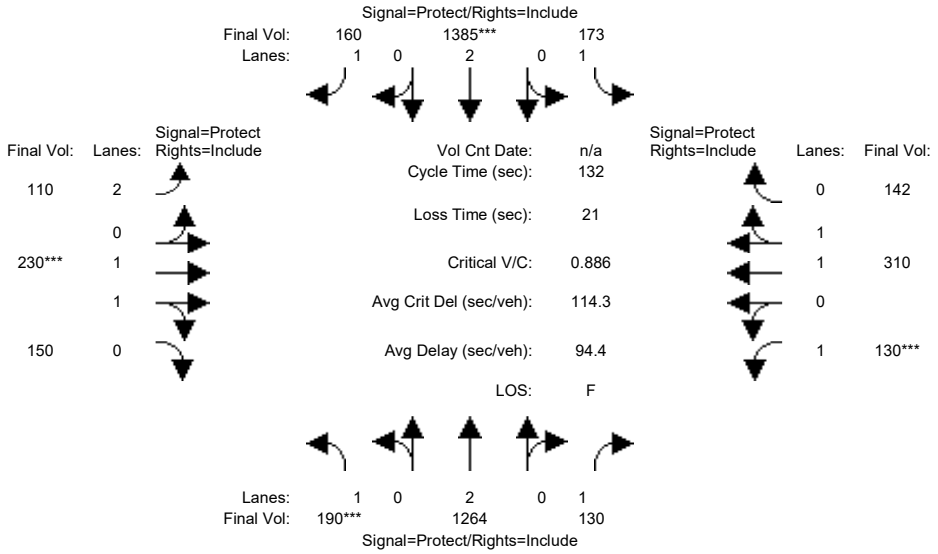
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	4	0	3	5	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1264	130	173	1385	160	110	230	150	130	310	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1264	130	173	1385	160	110	230	150	130	310	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1264	130	173	1385	160	110	230	150	130	310	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1264	130	173	1385	160	110	230	150	130	310	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2156	988
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.09	0.12	0.43	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	14.7	50.0	50.0	15.5	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.03	0.23	0.99	1.11	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.9	81.9	32.5	131.9	109	32.6	51.8	42.8	42.8	277.3	73.5	73.5
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2kAvgQ:	16	37	6	11	42	7	3	8	8	13	13	13

Note: Queue reported is the number of cars per lane.

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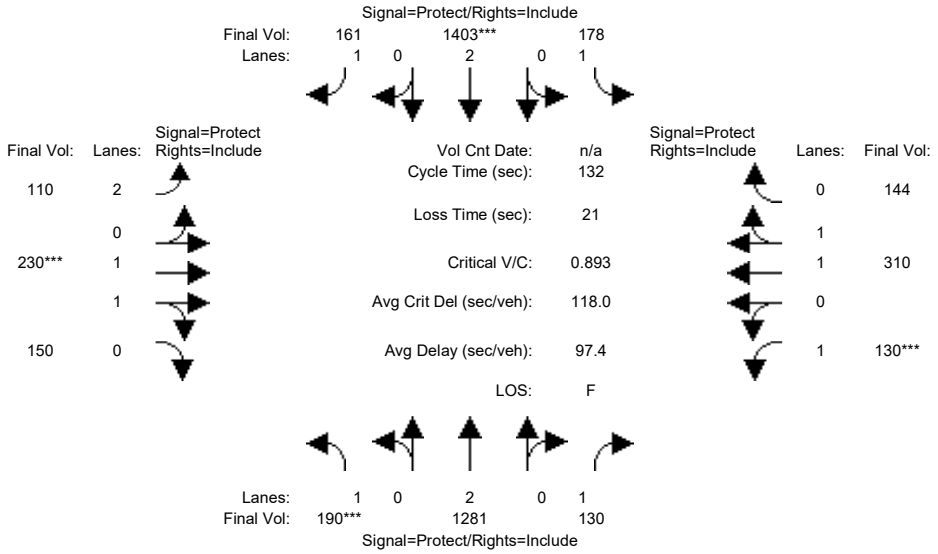
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	1260	130	170	1380	160	110	230	150	130	310	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1260	130	170	1380	160	110	230	150	130	310	140
Added Vol:	0	21	0	8	23	1	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1281	130	178	1403	161	110	230	150	130	310	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1281	130	178	1403	161	110	230	150	130	310	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1281	130	178	1403	161	110	230	150	130	310	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1281	130	178	1403	161	110	230	150	130	310	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81	1.00	1.35	0.65
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	1903	1241	1488	2147	997
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.09	0.12	0.43	0.11	0.04	0.12	0.12	0.09	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	14.7	50.4	50.4	15.2	50.9	50.9	25.9	39.7	39.7	8.6	22.4	22.4
Volume/Cap:	1.15	1.04	0.23	1.04	1.13	0.28	0.21	0.40	0.40	1.34	0.85	0.85
Delay/Veh:	183.9	83.7	32.3	147.2	115	32.6	51.8	42.8	42.8	277.3	73.9	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.9	83.7	32.3	147.2	115	32.6	51.8	42.8	42.8	277.3	73.9	73.9
LOS by Move:	F	F	C-	F	F	C-	D-	D	D	F	E	E
HCM2kAvgQ:	16	38	6	11	44	7	3	8	8	13	13	13

Note: Queue reported is the number of cars per lane.

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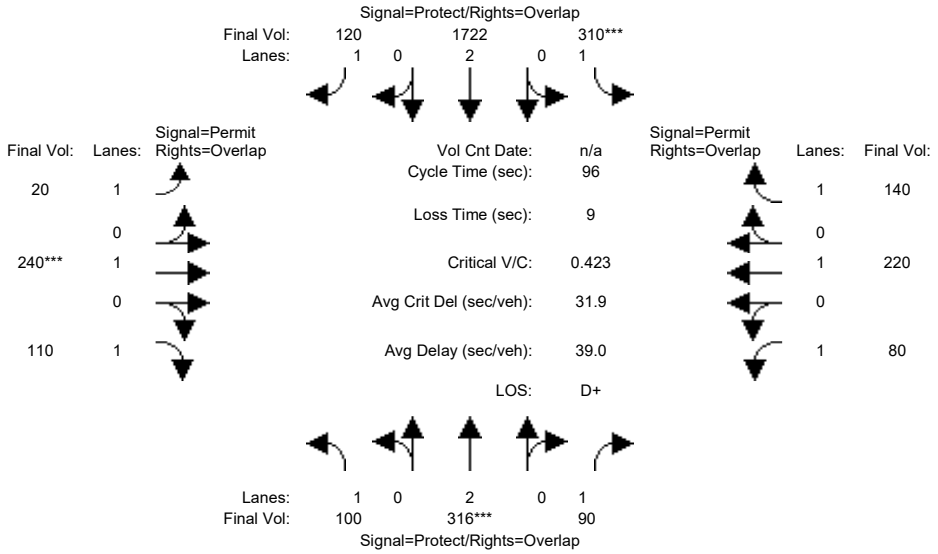
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	316	90	310	1722	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	316	90	310	1722	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	316	90	310	1722	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	316	90	310	1722	120	20	240	110	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.18	0.45	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:		****		****				****				
Green Time:	14.7	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.37	0.23	0.14	0.74	1.00	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	22.9	22.2	43.2	50.7	16.8	25.2	29.0	16.2	26.2	28.6	11.6
LOS by Move:	D	C+	C+	D	D	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	3	2	9	28	2	0	6	2	2	6	2

Note: Queue reported is the number of cars per lane.

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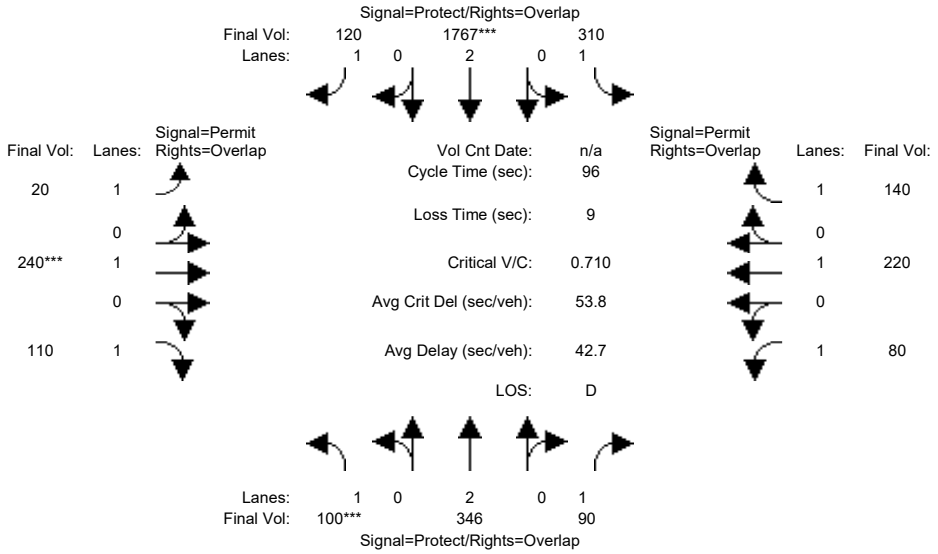
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	300	90	310	1700	120	20	240	110	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	90	310	1700	120	20	240	110	80	220	140
Added Vol:	0	46	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	346	90	310	1767	120	20	240	110	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	346	90	310	1767	120	20	240	110	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	346	90	310	1767	120	20	240	110	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	346	90	310	1767	120	20	240	110	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.18	0.47	0.07	0.01	0.13	0.06	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.37	0.25	0.14	0.74	1.03	0.15	0.04	0.41	0.14	0.15	0.38	0.15
Delay/Veh:	40.4	23.1	22.2	43.2	58.0	16.9	25.2	29.0	16.2	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	23.1	22.2	43.2	58.0	16.9	25.2	29.0	16.2	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	E+	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	4	2	9	30	2	0	6	2	2	6	2

Note: Queue reported is the number of cars per lane.

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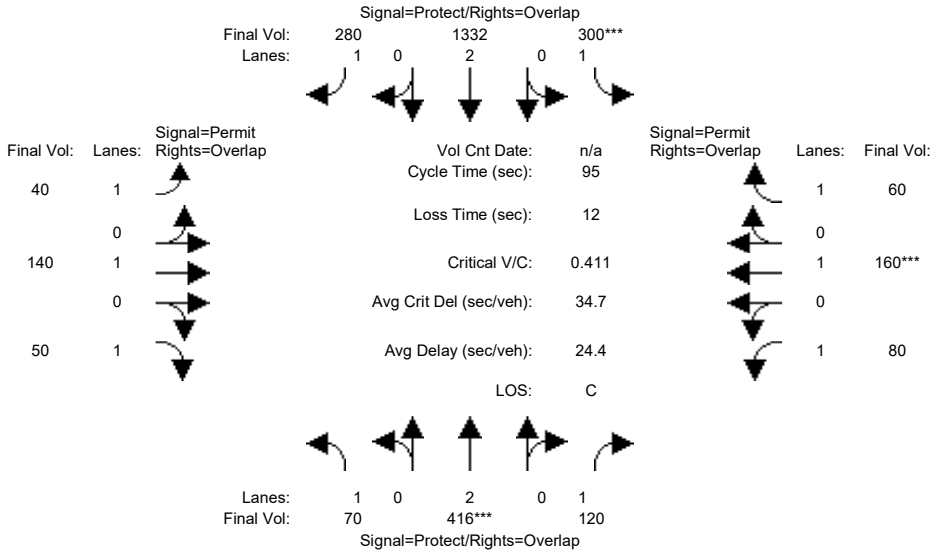
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	16	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	416	120	300	1332	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	416	120	300	1332	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	416	120	300	1332	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	416	120	300	1332	280	40	140	50	80	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.17	0.35	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:		****		****							****	
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.26	0.16	0.83	0.65	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.3	19.4	56.0	18.0	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B	B	C	C	C	C	C-	B
HCM2kAvgQ:	2	4	3	9	14	5	1	4	1	2	4	1

Note: Queue reported is the number of cars per lane.

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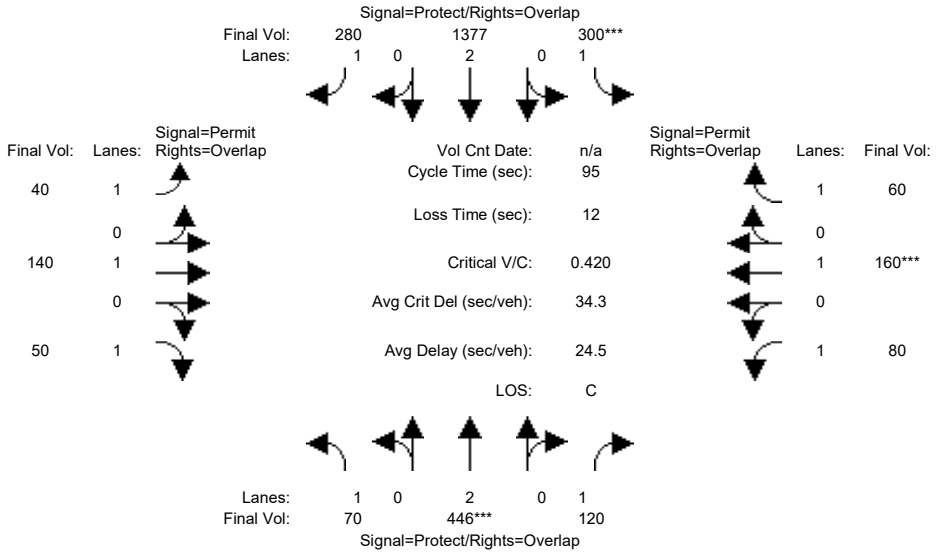
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	400	120	300	1310	280	40	140	50	80	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	400	120	300	1310	280	40	140	50	80	160	60
Added Vol:	0	46	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	446	120	300	1377	280	40	140	50	80	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	446	120	300	1377	280	40	140	50	80	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	446	120	300	1377	280	40	140	50	80	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	446	120	300	1377	280	40	140	50	80	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.17	0.36	0.16	0.04	0.07	0.03	0.06	0.08	0.03
Crit Moves:		****		****							****	
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.28	0.16	0.83	0.67	0.30	0.14	0.28	0.08	0.24	0.32	0.07
Delay/Veh:	49.2	20.4	19.4	56.0	18.5	13.5	30.5	31.8	23.6	31.4	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	20.4	19.4	56.0	18.5	13.5	30.5	31.8	23.6	31.4	32.2	15.8
LOS by Move:	D	C+	B-	E+	B-	B	C	C	C	C	C-	B
HCM2kAvgQ:	2	5	3	9	15	5	1	4	1	2	4	1

Note: Queue reported is the number of cars per lane.

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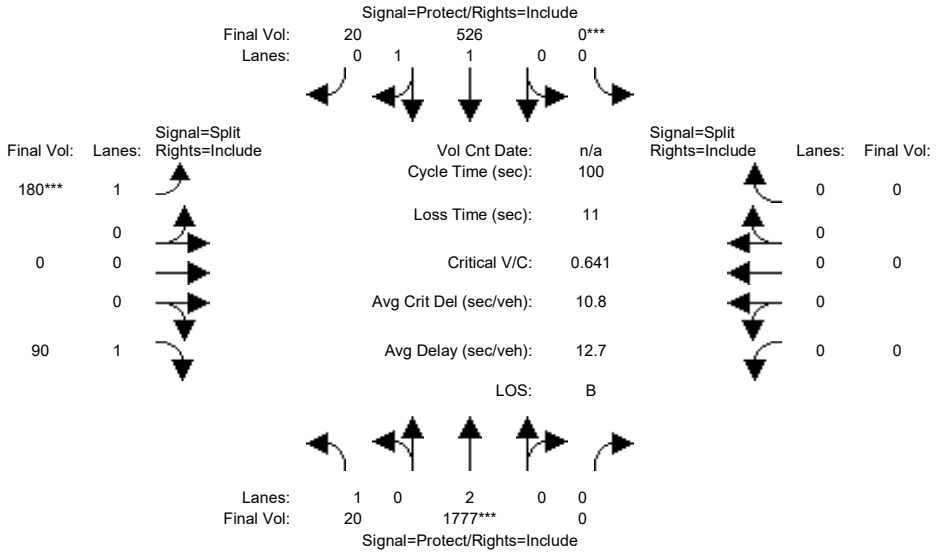
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1777	0	0	526	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1777	0	0	526	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1777	0	0	526	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1777	0	0	526	20	180	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.92	0.08	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3564	136	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	23.5	73.0	0.0	0.0	49.5	49.5	16.0	0.0	16.0	0.0	0.0	0.0
Volume/Cap:	0.05	0.64	0.00	0.00	0.30	0.30	0.64	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	7.4	0.0	0.0	15.1	15.1	44.2	0.0	37.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	13	0	0	5	5	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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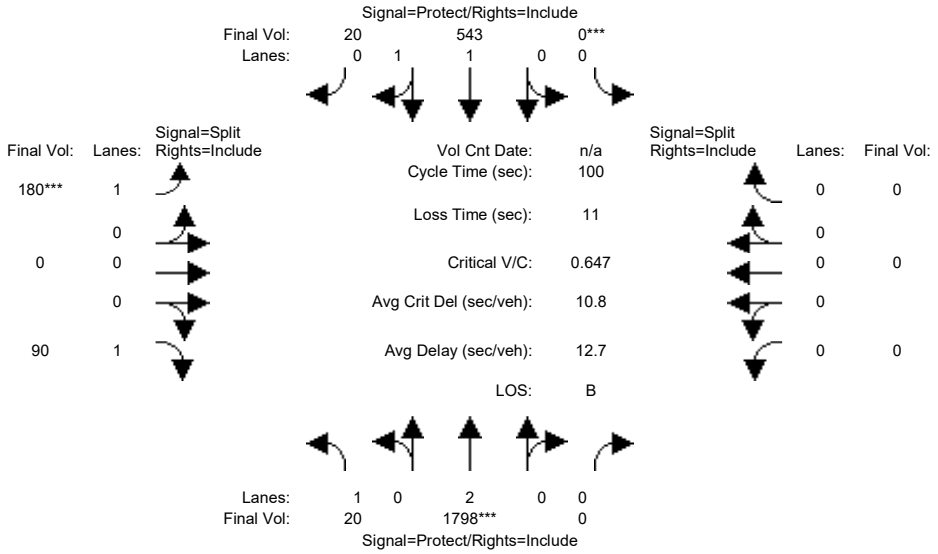
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	520	20	180	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	520	20	180	0	90	0	0	0
Added Vol:	0	28	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1798	0	0	543	20	180	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1798	0	0	543	20	180	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1798	0	0	543	20	180	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1798	0	0	543	20	180	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3568	131	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.15	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	23.0	73.1	0.0	0.0	50.1	50.1	15.9	0.0	15.9	0.0	0.0	0.0
Volume/Cap:	0.05	0.65	0.00	0.00	0.30	0.30	0.65	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	30.0	7.4	0.0	0.0	14.8	14.8	44.7	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	7.4	0.0	0.0	14.8	14.8	44.7	0.0	38.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	13	0	0	5	5	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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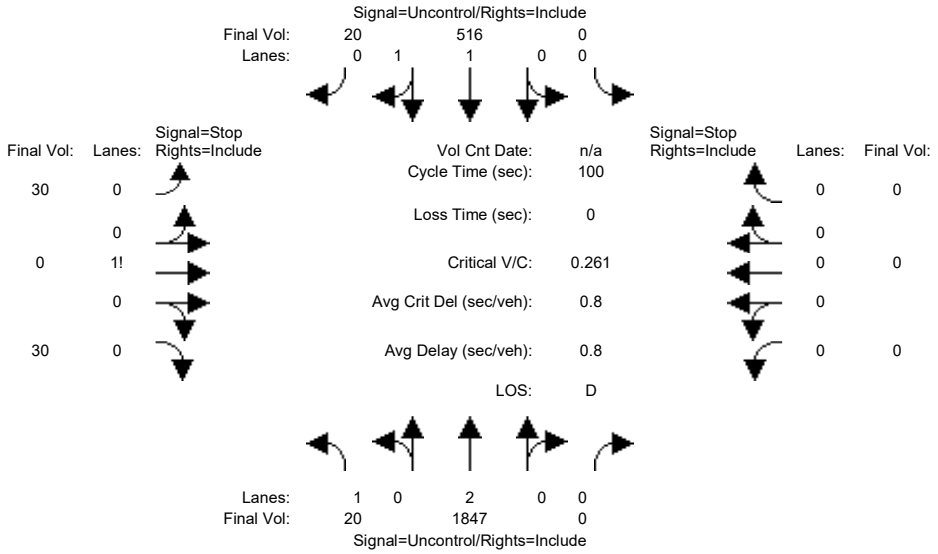
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1847	0	0	516	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1847	0	0	516	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1847	0	0	516	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	536	xxxx	xxxxx	xxxx	xxxx	xxxxx	1490	2413	268	xxxx	xxxx	xxxxx
Potent Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	33	736	xxxx	xxxx	xxxxx
Move Cap.:	1042	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	33	736	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	199	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			30.7			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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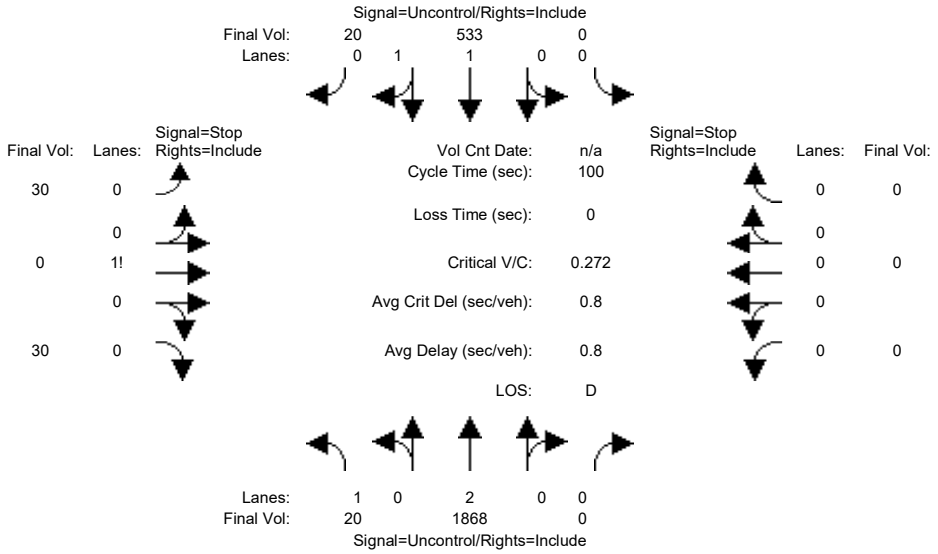
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	1840	0	0	510	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1840	0	0	510	20	30	0	30	0	0	0
Added Vol:	0	28	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1868	0	0	533	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1868	0	0	533	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1868	0	0	533	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	553	xxxx	xxxxx	xxxx	xxxx	xxxxx	1517	2451	277	xxxx	xxxx	xxxxx
Potent Cap.:	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	31	727	xxxx	xxxx	xxxxx
Move Cap.:	1027	xxxx	xxxxx	xxxx	xxxx	xxxxx	110	31	727	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	192	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			32.1			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

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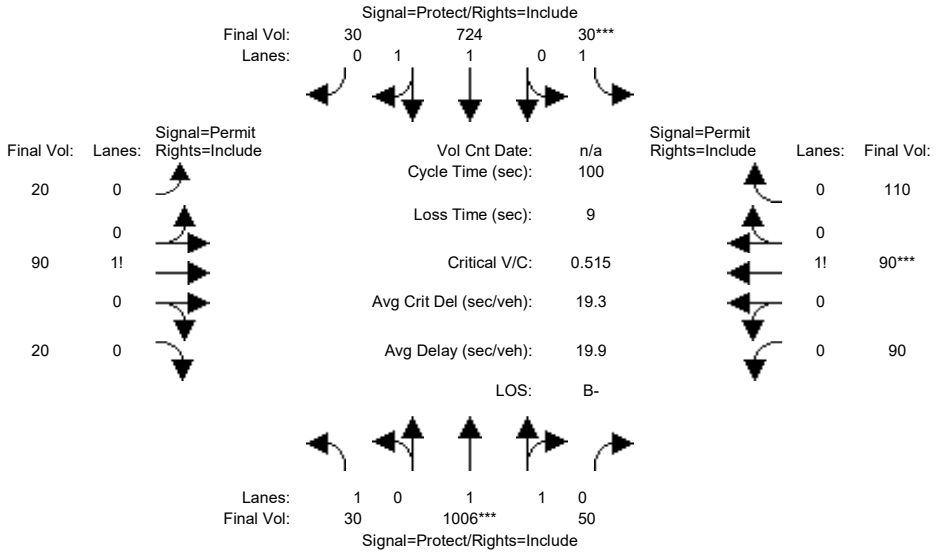
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1006	50	30	724	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1006	50	30	724	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1006	50	30	724	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1006	50	30	724	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3525	175	1750	3553	147	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.20	0.20	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.4	53.1	53.1	7.0	44.8	44.8	30.9	30.9	30.9	30.9	30.9	30.9
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	15.7	15.7	45.0	19.4	19.4	26.1	26.1	26.1	29.7	29.7	29.7
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	1	8	8	3	3	3	8	8	8

Note: Queue reported is the number of cars per lane.

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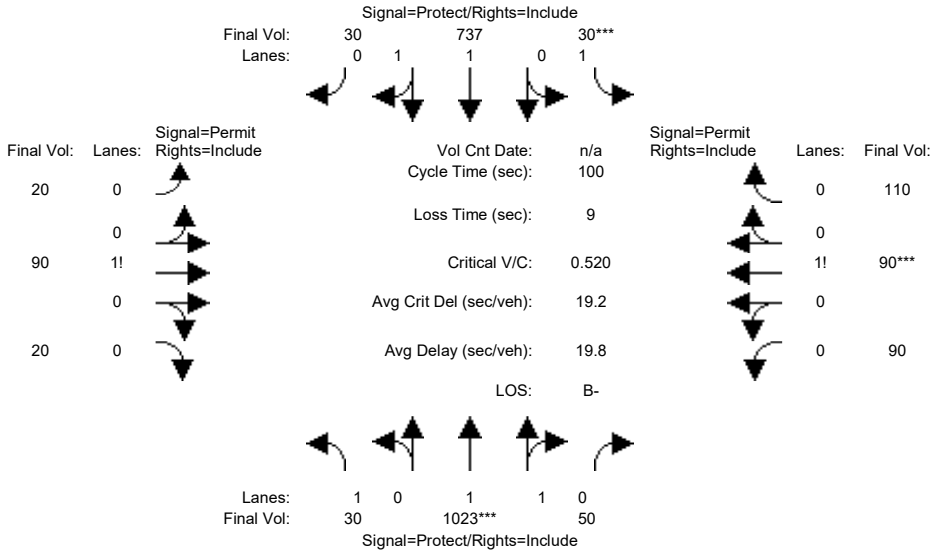
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1000	50	30	720	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1000	50	30	720	30	20	90	20	90	90	110
Added Vol:	0	23	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1023	50	30	737	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1023	50	30	737	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1023	50	30	737	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1023	50	30	737	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3527	172	1750	3555	145	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.21	0.21	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.3	53.5	53.5	7.0	45.2	45.2	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.11	0.54	0.54	0.24	0.46	0.46	0.24	0.24	0.24	0.54	0.54	0.54
Delay/Veh:	36.7	15.6	15.6	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	15.6	15.6	45.0	19.1	19.1	26.3	26.3	26.3	30.1	30.1	30.1
LOS by Move:	D+	B	B	D	B-	B-	C	C	C	C	C	C
HCM2kAvgQ:	1	11	11	1	8	8	3	3	3	8	8	8

Note: Queue reported is the number of cars per lane.

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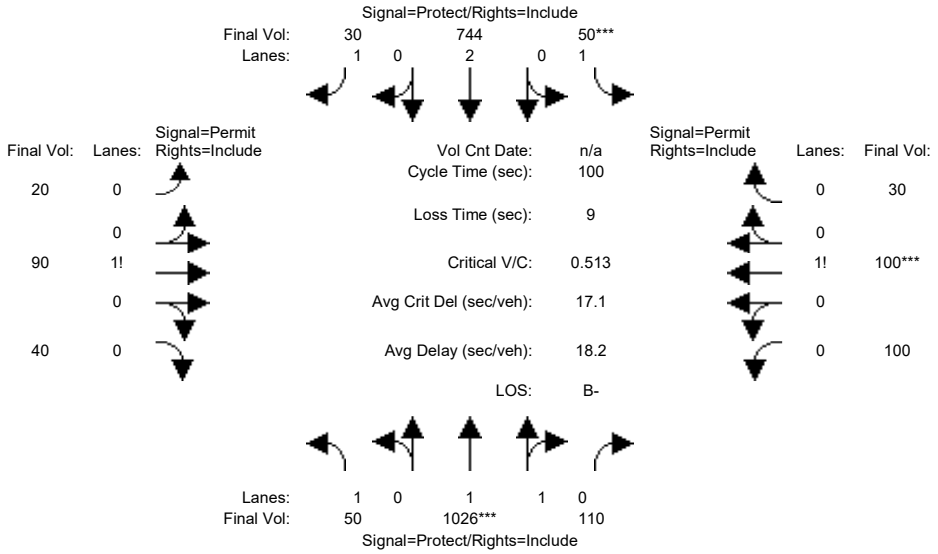
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1026	110	50	744	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1026	110	50	744	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1026	110	50	744	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1026	110	50	744	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3341	358	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	17.3	58.8	58.8	7.0	48.5	48.5	25.2	25.2	25.2	25.2	25.2	25.2
Volume/Cap:	0.16	0.52	0.52	0.41	0.40	0.04	0.34	0.34	0.34	0.52	0.52	0.52
Delay/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	12.5	12.5	46.7	16.6	13.5	31.1	31.1	31.1	33.4	33.4	33.4
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	10	10	2	7	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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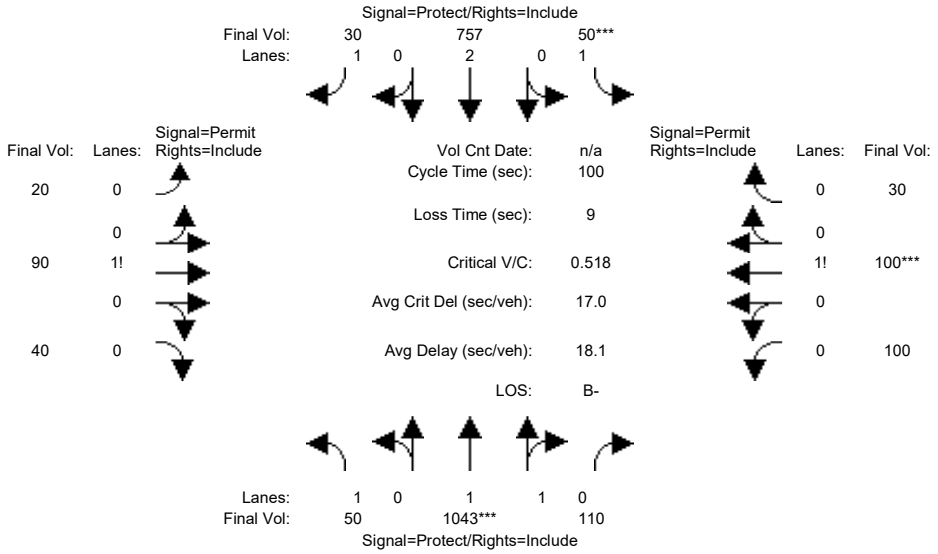
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1020	110	50	740	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1020	110	50	740	30	20	90	40	100	100	30
Added Vol:	0	23	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1043	110	50	757	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1043	110	50	757	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1043	110	50	757	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1043	110	50	757	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3347	353	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.20	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	17.2	59.1	59.1	7.0	48.9	48.9	24.9	24.9	24.9	24.9	24.9	24.9
Volume/Cap:	0.17	0.53	0.53	0.41	0.41	0.04	0.34	0.34	0.34	0.53	0.53	0.53
Delay/Veh:	35.6	12.4	12.4	46.7	16.5	13.3	31.3	31.3	31.3	33.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	12.4	12.4	46.7	16.5	13.3	31.3	31.3	31.3	33.7	33.7	33.7
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	10	10	2	7	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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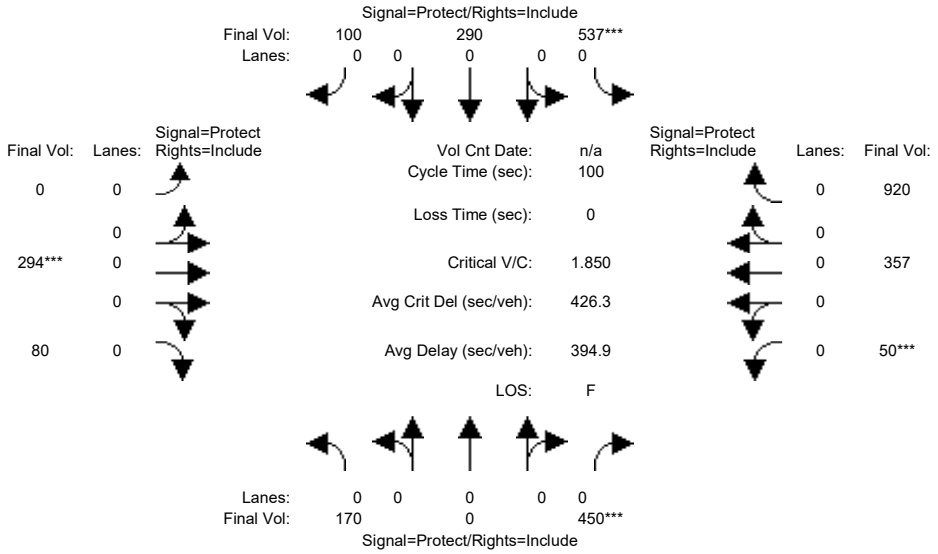
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	4	0	0	7	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	450	537	290	100	0	294	80	50	357	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	100	0	294	80	50	357	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	450	537	290	100	0	294	80	50	357	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.27	0.00	0.73	0.58	0.31	0.11	0.00	0.79	0.21	0.04	0.27	0.69
Final Sat.:	480	0	1270	1014	547	189	0	1415	385	66	471	1213
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.35	0.53	0.53	0.53	0.00	0.21	0.21	0.76	0.76	0.76
Crit Moves:			****	****				****		****		
Green Time:	19.1	0.0	19.1	28.6	28.6	28.6	0.0	11.2	11.2	41.0	45.2	45.2
Volume/Cap:	1.85	0.00	1.85	1.85	1.85	1.85	0.00	1.85	1.85	1.85	1.68	1.68
Delay/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
LOS by Move:	F	A	F	F	F	F	A	F	F	F	F	F
HCM2kAvgQ:	59	0	59	88	88	88	0	36	36	125	115	115

Note: Queue reported is the number of cars per lane.

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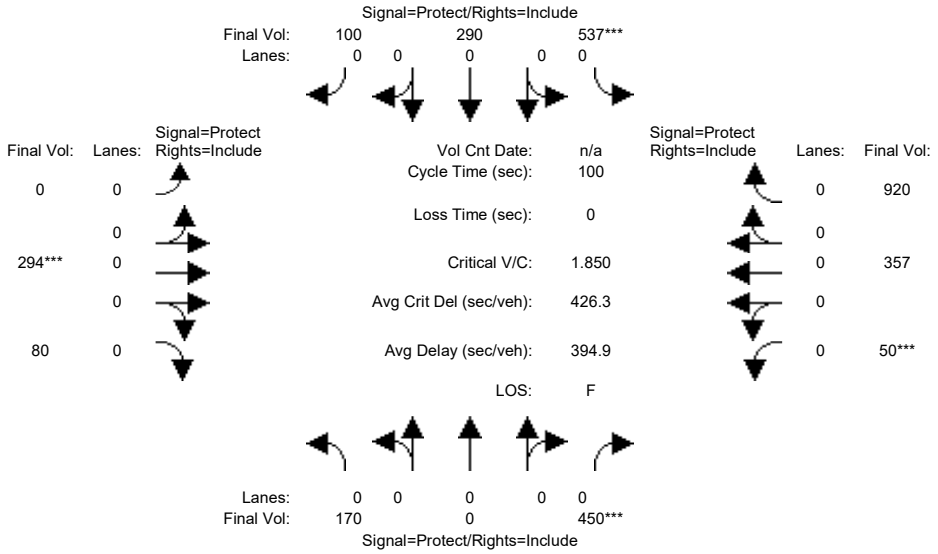
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	4	0	0	7	0
Initial Fut:	170	0	450	537	290	100	0	294	80	50	357	920
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	450	537	290	100	0	294	80	50	357	920
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	537	290	100	0	294	80	50	357	920
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	450	537	290	100	0	294	80	50	357	920
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.27	0.00	0.73	0.58	0.31	0.11	0.00	0.79	0.21	0.04	0.27	0.69
Final Sat.:	480	0	1270	1014	547	189	0	1415	385	66	471	1213
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.35	0.53	0.53	0.53	0.00	0.21	0.21	0.76	0.76	0.76
Crit Moves:			****	****				****		****		
Green Time:	19.1	0.0	19.1	28.6	28.6	28.6	0.0	11.2	11.2	41.0	45.2	45.2
Volume/Cap:	1.85	0.00	1.85	1.85	1.85	1.85	0.00	1.85	1.85	1.85	1.68	1.68
Delay/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	434.3	0.0	434.3	425.9	426	425.9	0.0	445	445.4	417.4	338	337.6
LOS by Move:	F	A	F	F	F	F	A	F	F	F	F	F
HCM2kAvgQ:	59	0	59	88	88	88	0	36	36	125	115	115

Note: Queue reported is the number of cars per lane.

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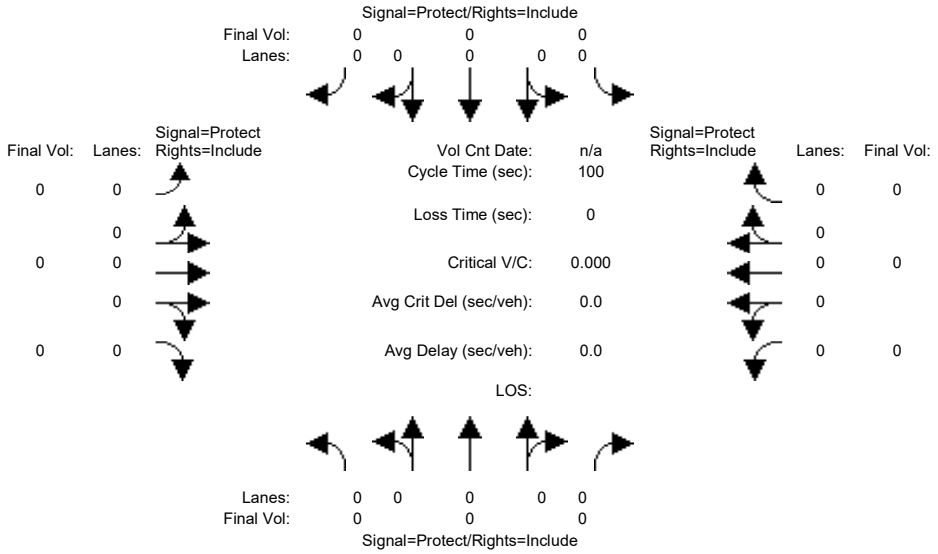
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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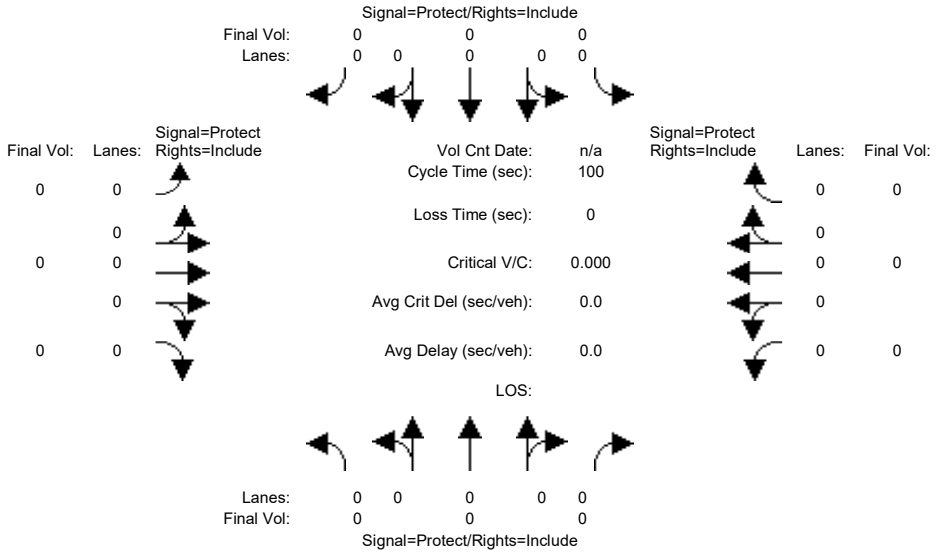
Stanford GUP EIR
SJ15-1585
2018 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 with Half-Offset PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.3	0.435	9.3	B+	10.1	0.461	+ 0.026	9.0	- 0.3
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	136.9	1.108	146.4	F	154.7	1.145	+ 0.037	165.1	+ 18.8
#3	Sand Hill Rd / Addison Wesley (MP)	D+	37.9	0.807	49.6	D	47.5	0.839	+ 0.031	65.0	+ 15.4
#4	Sand Hill Rd / Saga Ln (MP)	B-	19.4	0.722	16.4	B-	19.7	0.752	+ 0.030	16.8	+ 0.4
#5	Sharon Park Drive / Sand Hill Road (MP)	B	17.4	0.647	15.0	B	17.3	0.677	+ 0.030	15.3	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	13.3	0.585	18.8	B	13.3	0.585	+ 0.000	18.8	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D-	51.3	0.840	55.4	D-	53.9	0.880	+ 0.039	59.0	+ 3.5
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.5	0.670	11.5	B+	10.4	0.699	+ 0.029	11.6	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	24.3	0.690	28.0	C	24.7	0.720	+ 0.030	29.2	+ 1.2
#10	Pastuer Drive / Sand Hill Road	C+	20.7	0.585	22.4	C+	20.6	0.605	+ 0.020	22.8	+ 0.4
#11	Arboretum Road / Sand Hill Road	C	25.3	0.714	32.5	C	27.3	0.747	+ 0.033	35.9	+ 3.4
#12	El Camino Real / Sand Hill Road (SC CMP)	D	43.8	0.690	46.7	D	43.8	0.714	+ 0.024	43.9	- 2.7
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	341.8	2.296	341.8	F	344.7	2.306	+ 0.010	344.7	+ 2.9
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	62.0	2.612	62.0	F	67.4	2.825	+ 0.213	67.4	+ 5.4
#15	Deer Creek Road / Page Mill Road (SCC)	B	17.5	0.811	21.8	B-	19.1	0.838	+ 0.028	24.7	+ 2.8
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.9	0.353	2.5	A	9.8	0.381	+ 0.028	2.6	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	180.4	1.320	225.6	F	196.8	1.387	+ 0.067	245.1	+ 19.5
#18	Page Mill Rd / Peter Coutts (SCC)	C+	22.3	0.699	20.6	C	23.7	0.734	+ 0.035	22.3	+ 1.7
#19	Hanover St / Page Mill Rd (SC CMP)	F	85.6	0.788	111.6	F	96.0	0.842	+ 0.053	129.4	+ 17.8
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E-	75.1	0.989	85.5	F	91.6	1.094	+ 0.105	123.8	+ 38.3
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	122.7	1.168	179.5	F	125.5	1.184	+ 0.016	183.9	+ 4.3
#22	Oregon Expy / West Bayshore Rd (SCC)	C	23.4	0.670	35.0	C	23.5	0.682	+ 0.012	35.1	+ 0.1
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.5	0.842	10.5	E	10.5	0.844	+ 0.002	10.5	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.7	0.752	26.7	D	28.3	0.765	+ 0.013	28.3	+ 1.6
#25	Junipero Serra / Alpine Road (MP)	D	48.1	0.841	54.1	D-	51.6	0.888	+ 0.046	58.4	+ 4.3
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	30.1	0.744	29.1	C-	34.5	0.786	+ 0.041	35.8	+ 6.7

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.0	0.567	24.1	B	14.7	0.608	+ 0.041	25.3	+ 1.2
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	20.6	0.647	30.2	C	24.4	0.742	+ 0.095	35.3	+ 5.1
#29	Foothill Expressway / Hillview Avenue (SCC)	F	124.6	0.782	185.4	F	132.1	0.817	+ 0.036	196.6	+ 11.2
#30	Foothill Expressway / Arastradero Road (SCC)	F	194.5	1.309	239.7	F	200.5	1.324	+ 0.015	248.9	+ 9.3
#31	Foothill Expressway / San Antonio Road (SC CMP)	D+	38.8	0.939	51.9	D	42.0	0.951	+ 0.012	56.7	+ 4.9
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	142.6	1.053	236.3	F	147.6	1.064	+ 0.011	246.6	+ 10.3
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	128.7	1.088	154.0	F	131.6	1.099	+ 0.011	158.3	+ 4.3
#34	Bowdoin Street / Stanford Avenue	C	16.7	0.769	16.7	D	25.7	0.912	+ 0.144	25.7	+ 9.0
#35	Arboretum Road / Quarry Road	D	46.8	0.542	48.6	D	48.4	0.620	+ 0.079	51.8	+ 3.3
#36	Arboretum Road / Palm Drive	C	31.0	0.614	32.5	C-	32.9	0.706	+ 0.092	35.4	+ 2.9
#37	El Camino Real / Encinal Avenue (MP)	D	44.9	1.004	72.1	D	45.8	1.014	+ 0.010	74.3	+ 2.2
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	53.5	0.901	63.3	D-	54.0	0.915	+ 0.014	64.8	+ 1.5
#39	El Camino Real / Oak Grove Avenue (MP)	C-	34.4	0.644	33.2	C-	34.2	0.658	+ 0.015	33.0	- 0.2
#40	El Camino Real / Santa Cruz Avenue (MP)	C	26.8	0.691	30.1	C	26.7	0.706	+ 0.015	30.1	- 0.1
#41	El Camino Real / Ravenswood Avenue (MP)	D	48.0	0.874	64.7	D	48.9	0.890	+ 0.015	66.6	+ 1.9
#42	El Camino Real / Roble Avenue (MP)	B	12.8	0.533	13.2	B	12.7	0.544	+ 0.010	13.0	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	25.1	0.687	33.5	C	24.9	0.699	+ 0.013	33.4	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B	15.2	0.590	18.8	B	15.0	0.603	+ 0.013	18.6	- 0.2
#45	El Camino Real / Quarry Road	B+	11.9	0.563	16.8	B	14.0	0.599	+ 0.036	19.2	+ 2.4
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.0	0.415	30.8	C+	20.6	0.449	+ 0.034	30.6	- 0.1
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	27.3	0.831	35.6	C	28.6	0.829	- 0.003	35.2	- 0.4
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E+	56.9	0.904	67.7	E	63.0	0.969	+ 0.065	79.6	+ 11.8
#49	El Camino Real / Churchill Avenue	C	25.4	0.692	31.6	C	25.4	0.730	+ 0.039	32.0	+ 0.4
#50	El Camino Real / Serra Street	C	24.6	0.621	33.4	C-	34.4	0.802	+ 0.181	47.0	+ 13.6
#51	El Camino Real / Stanford Avenue	C	31.1	0.660	36.6	C-	32.2	0.735	+ 0.074	38.2	+ 1.6
#52	El Camino Real / California Avenue	C+	22.8	0.581	20.9	C+	21.8	0.619	+ 0.038	20.3	- 0.6

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	67.1	0.980	77.6	E	71.6	1.008	+ 0.029	85.7	+ 8.1
#54	El Camino Real / San Antonio Road (SC CMP)	E	60.8	0.927	67.8	E	61.2	0.934	+ 0.007	68.5	+ 0.7
#55	Alma Street / Lytton Avenue	C	28.2	0.931	36.8	C-	32.1	0.957	+ 0.026	43.0	+ 6.1
#56	Alma Street / Hamilton Avenue	B+	10.2	0.816	12.1	B+	10.6	0.830	+ 0.014	12.6	+ 0.6
#57	Alma Street / Churchill Avenue	C-	32.4	0.803	32.3	C-	32.8	0.810	+ 0.007	33.0	+ 0.6
#58	Alma Street / Charleston Road	F	123.4	1.145	137.6	F	130.0	1.162	+ 0.018	144.6	+ 6.9
#59	Middlefield Road / Marsh Road	E-	76.9	1.173	122.8	E-	79.7	1.184	+ 0.012	127.4	+ 4.6
#60	Middlefield Road / Ravenswood Avenue (MP)	D	49.3	0.910	65.6	D-	51.4	0.923	+ 0.013	68.2	+ 2.6
#61	Middlefield Road / Ringwood Avenue (MP)	D	43.2	0.645	51.0	D	43.6	0.655	+ 0.010	51.6	+ 0.6
#62	Middlefield Road / Willow Road (MP)	D	50.0	0.674	48.9	D	50.2	0.674	+ 0.000	48.8	- 0.0
#63	Middlefield Road / Lytton Avenue	D	49.2	0.889	51.2	D	51.0	0.906	+ 0.017	53.2	+ 2.0
#64	Middlefield Road / University Avenue	D+	35.1	0.679	34.8	D+	35.7	0.696	+ 0.018	35.2	+ 0.5
#65	Middlefield Road / Hamilton Avenue	B+	10.5	0.461	11.0	B+	10.5	0.466	+ 0.005	11.0	+ 0.0
#66	Middlefield Road / Embarcadero Road	D-	55.0	0.918	58.9	E+	58.8	0.947	+ 0.029	63.9	+ 5.1
#67	Saint Francis Drive / Embarcadero Road	C+	23.0	0.713	24.5	C+	23.0	0.726	+ 0.013	24.6	+ 0.2
#68	East Bayshore Road / Embarcadero Road	F	98.5	1.057	112.3	F	100.0	1.066	+ 0.009	114.0	+ 1.7
#69	Middlefield Road / Charleston Road	E+	58.0	0.866	62.7	E+	58.5	0.870	+ 0.004	63.0	+ 0.3
#70	US 101 SB Ramps / Marsh Road (MP)	E-	77.3	1.160	100.9	E-	77.2	1.160	+ 0.000	100.9	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C	23.2	0.942	28.9	C	24.9	0.960	+ 0.018	31.8	+ 2.9
#72	Bay Road / Willow Road (MP)	B-	19.7	0.707	25.5	B-	19.8	0.714	+ 0.007	25.6	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	42.7	0.795	50.3	D	42.7	0.800	+ 0.006	50.4	+ 0.1
#74	O'Brien Drive / Willow Road (MP)	B-	19.4	0.777	28.2	B-	19.4	0.782	+ 0.005	28.2	+ 0.1
#75	Hamilton Avenue / Willow Road (MP)	D	41.3	0.983	58.4	D	42.0	0.988	+ 0.006	59.7	+ 1.3
#76	Bayfront Expressway / Willow Road (SM CMP)	D-	51.1	0.961	59.2	D-	51.0	0.961	+ 0.000	59.2	+ 0.0
#77	Woodland Drive / University Avenue	E	71.7	0.967	80.3	E	72.9	0.967	+ 0.000	80.3	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	27.9	0.770	43.6	C	28.0	0.776	+ 0.006	43.8	+ 0.2

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Full-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E-	76.3	1.012	90.9	E-	77.0	1.017	+ 0.005	92.2	+ 1.2
#80	University Avenue / Bay Road	D-	54.1	0.879	61.0	D-	54.4	0.884	+ 0.005	61.4	+ 0.4
#81	University Ave / Bayfront Expy (SM CMP)	C	26.4	0.844	54.3	C	26.7	0.854	+ 0.010	55.0	+ 0.6
#82	Town & Country Driveway / Embarcadero Road	C	27.8	0.579	25.7	C	27.2	0.607	+ 0.028	25.4	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E-	79.2	1.092	121.0	E-	79.6	1.094	+ 0.002	121.8	+ 0.8
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.1	0.735	20.8	B+	11.1	0.737	+ 0.002	21.0	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C	25.0	0.768	23.7	D	42.2	1.013	+ 0.245	65.5	+ 41.9
#86	Central Expy / Rengstorff Ave (SC CMP)	F	447.1	1.865	635.7	F	449.8	1.874	+ 0.009	637.7	+ 2.0
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	224.5	0.817	304.6	F	222.8	0.824	+ 0.007	302.5	- 2.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	11.2	0.572	16.1	B+	11.2	0.577	+ 0.006	15.9	- 0.2
#89	Central Expy / Moffett Blvd (SC CMP)	F	240.1	1.342	343.4	F	244.2	1.351	+ 0.009	348.2	+ 4.7
#90	Foothill Expy / Edith Ave (SCC)	E+	55.9	0.781	73.7	E+	60.0	0.793	+ 0.012	81.1	+ 7.4
#91	Foothill Expy / Main St (SC CMP)	D	44.6	0.776	58.0	D	48.4	0.787	+ 0.012	64.1	+ 6.1
#92	University Ave / O'Brien Dr	A	9.1	0.541	10.8	A	9.1	0.546	+ 0.006	10.8	+ 0.0
#93	University Ave / Adams Dr	F	6.6	1.082	6.6	F	7.0	1.147	+ 0.066	7.0	+ 0.4
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.471	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D+	37.0	0.782	34.2	D+	37.3	0.785	+ 0.003	34.5	+ 0.3
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)	B	15.2	0.910	26.4	B	15.2	0.915	+ 0.005	27.1	+ 0.6

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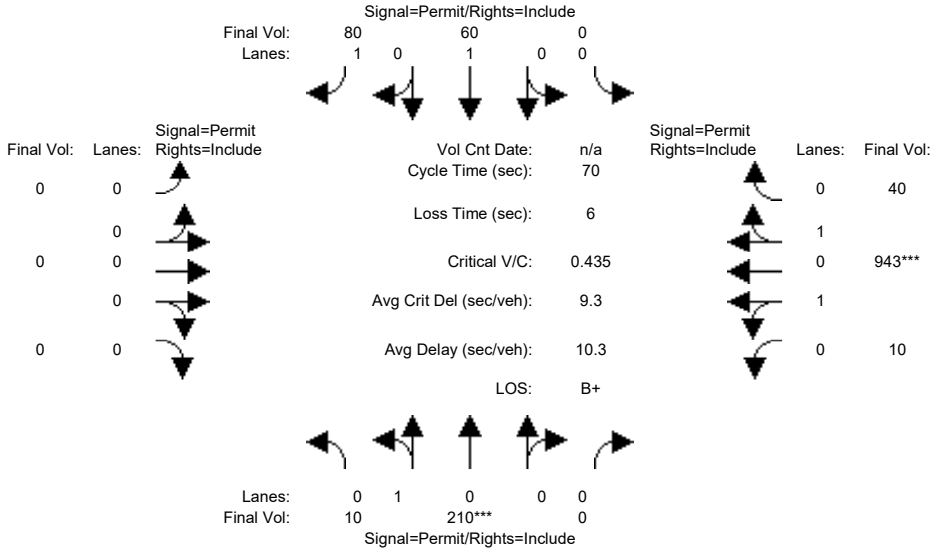
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	943	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	943	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	943	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	943	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	36	3419	145
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:		****									****	
Green Time:	19.7	19.7	0.0	0.0	19.7	19.7	0.0	0.0	0.0	44.3	44.3	44.3
Volume/Cap:	0.44	0.44	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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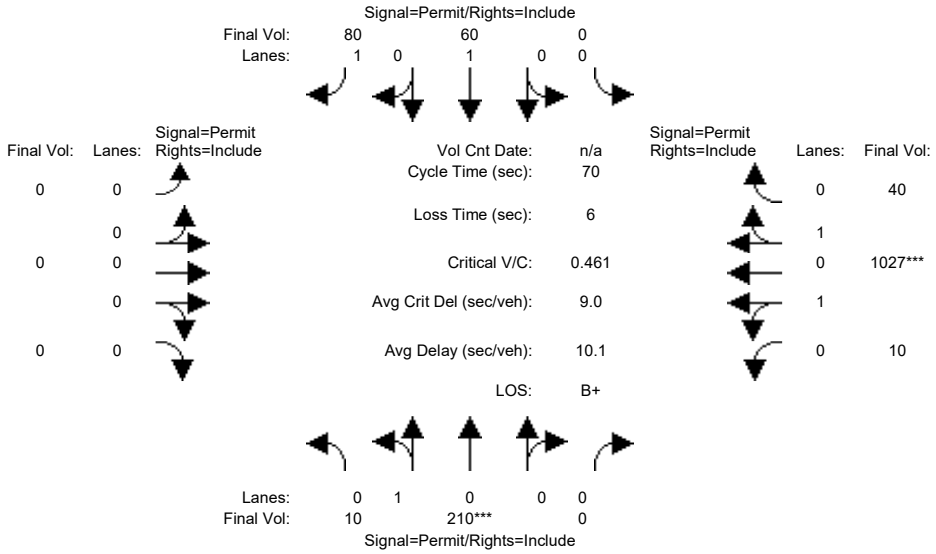
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	1027	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	1027	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	1027	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	1027	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.91	0.07
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	33	3433	134
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:		****									****	
Green Time:	18.6	18.6	0.0	0.0	18.6	18.6	0.0	0.0	0.0	45.4	45.4	45.4
Volume/Cap:	0.46	0.46	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.46	0.46	0.46
Delay/Veh:	22.2	22.2	0.0	0.0	19.6	20.0	0.0	0.0	0.0	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	0.0	0.0	19.6	20.0	0.0	0.0	0.0	6.3	6.3	6.3
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	2	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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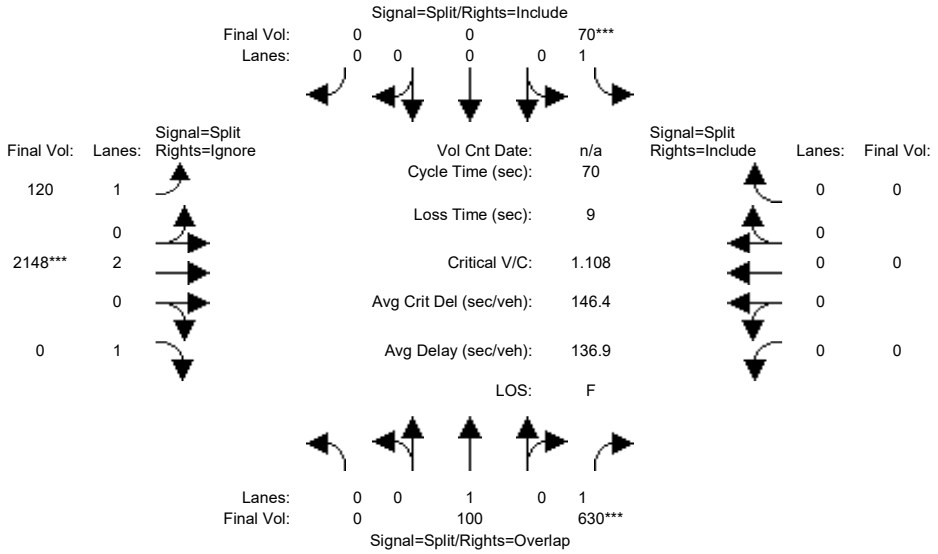
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	630	70	0	0	120	2148	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	630	70	0	0	120	2148	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	630	70	0	0	120	2148	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	630	70	0	0	120	2148	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.36	0.04	0.00	0.00	0.07	0.57	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.8	19.8	10.0	0.0	0.0	31.2	31.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.27	0.28	0.00	0.00	0.15	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2kAvgQ:	0	2	35	1	0	0	2	54	0	0	0	0

Note: Queue reported is the number of cars per lane.

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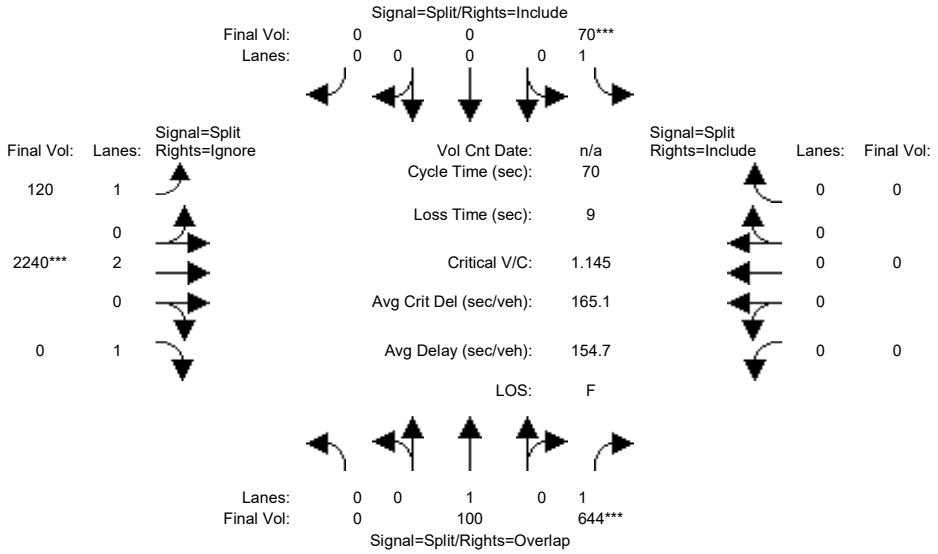
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	14	0	0	0	0	130	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	644	70	0	0	120	2240	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	644	70	0	0	120	2240	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	644	70	0	0	120	2240	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	644	70	0	0	120	2240	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.37	0.04	0.00	0.00	0.07	0.59	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.6	19.6	10.0	0.0	0.0	31.4	31.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.31	0.28	0.00	0.00	0.15	1.31	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	180.6	27.4	0.0	0.0	11.5	165	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	180.6	27.4	0.0	0.0	11.5	165	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2kAvgQ:	0	2	38	1	0	0	2	59	0	0	0	0

Note: Queue reported is the number of cars per lane.

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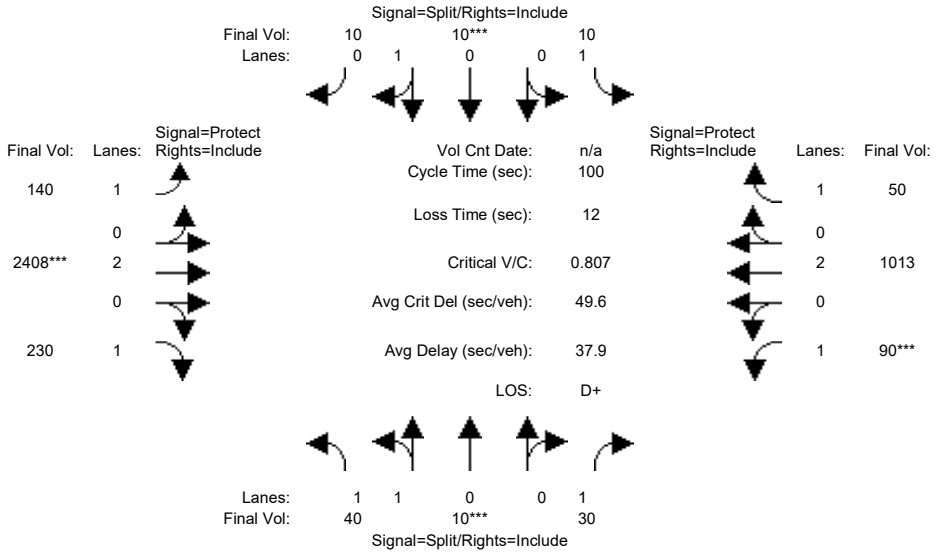
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2408	230	90	1013	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2408	230	90	1013	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.63	0.13	0.05	0.27	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.7	61.0	61.0	7.0	52.3	52.3
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.04	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	41	3	3	10	1

Note: Queue reported is the number of cars per lane.

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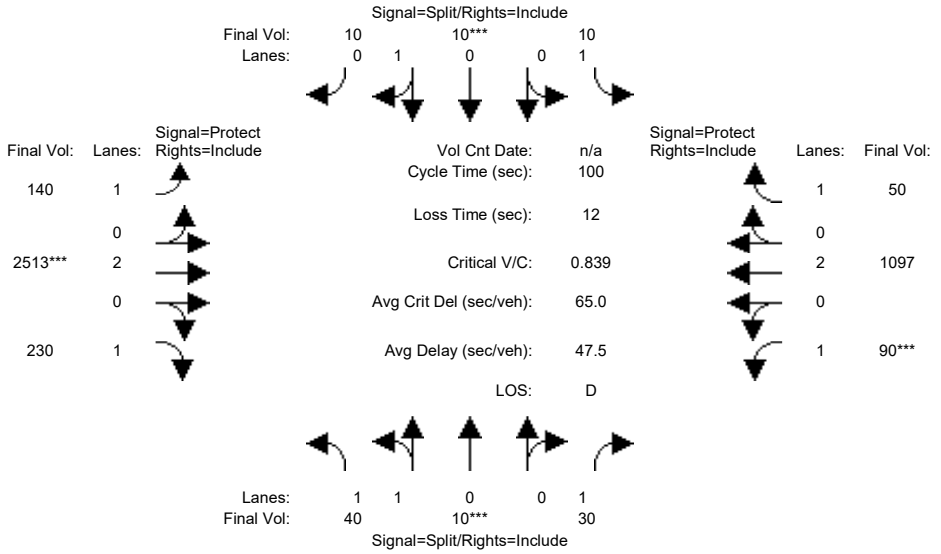
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	143	0	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2513	230	90	1097	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2513	230	90	1097	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2513	230	90	1097	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2513	230	90	1097	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.66	0.13	0.05	0.29	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.8	61.0	61.0	7.0	53.2	53.2
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.54	1.08	0.22	0.73	0.54	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.8	65.6	8.9	66.0	15.7	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.8	65.6	8.9	66.0	15.7	11.3
LOS by Move:	D	D	D	D	D	D	D	E	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	48	3	3	11	1

Note: Queue reported is the number of cars per lane.

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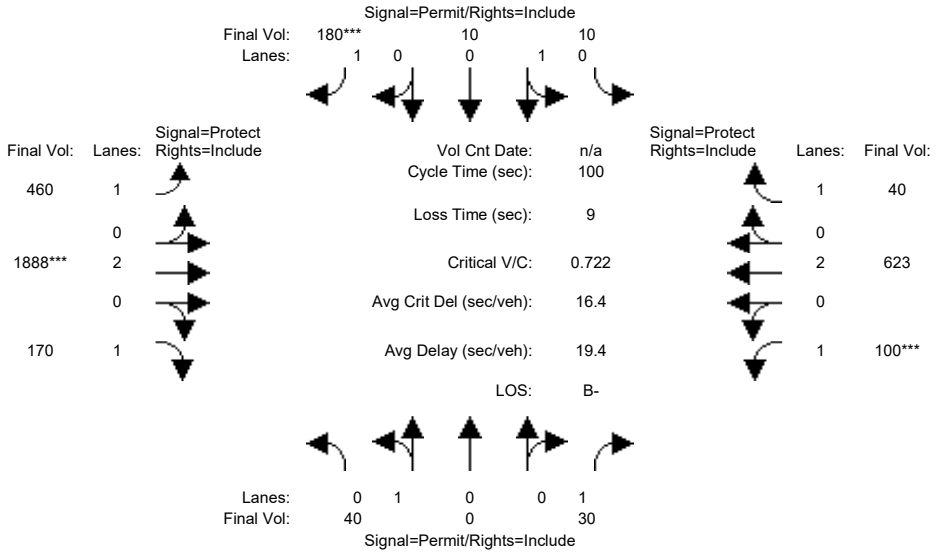
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	1888	170	100	623	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	1888	170	100	623	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	1888	170	100	623	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	1888	170	100	623	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.50	0.10	0.06	0.16	0.02
Crit Moves:						****		****		****		
Green Time:	14.2	0.0	14.2	14.2	14.2	14.2	47.3	68.8	68.8	7.9	29.5	29.5
Volume/Cap:	0.16	0.00	0.12	0.08	0.08	0.72	0.56	0.72	0.14	0.72	0.56	0.08
Delay/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
LOS by Move:	D+	A	D+	D+	D+	D	B-	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	7	10	16	2	3	8	1

Note: Queue reported is the number of cars per lane.

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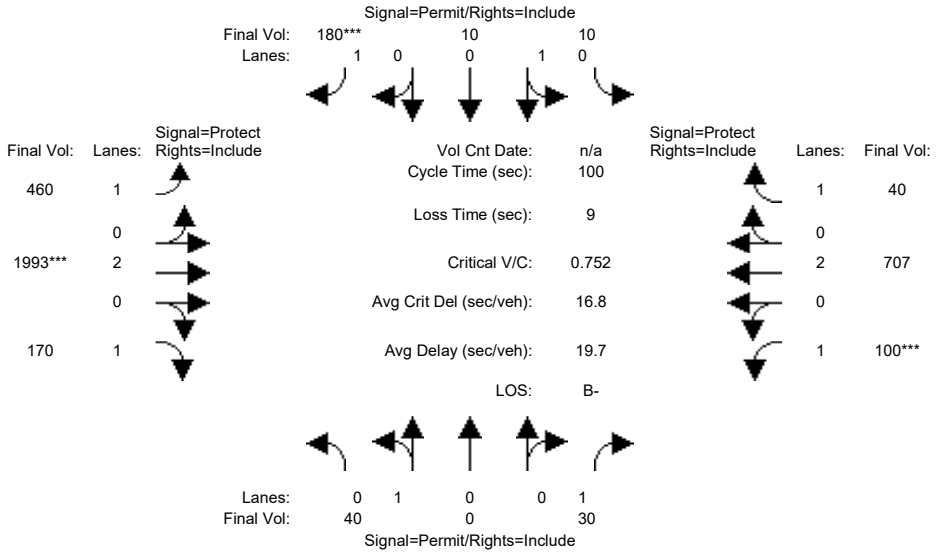
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	143	0	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	1993	170	100	707	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	1993	170	100	707	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	1993	170	100	707	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	1993	170	100	707	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.52	0.10	0.06	0.19	0.02
Crit Moves:						****		****		****		
Green Time:	13.7	0.0	13.7	13.7	13.7	13.7	45.3	69.7	69.7	7.6	32.0	32.0
Volume/Cap:	0.16	0.00	0.13	0.08	0.08	0.75	0.58	0.75	0.14	0.75	0.58	0.07
Delay/Veh:	38.4	0.0	38.1	37.8	37.8	54.1	21.4	10.9	5.1	66.5	29.1	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	38.1	37.8	37.8	54.1	21.4	10.9	5.1	66.5	29.1	23.7
LOS by Move:	D+	A	D+	D+	D+	D-	C+	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	8	10	18	2	4	9	1

Note: Queue reported is the number of cars per lane.

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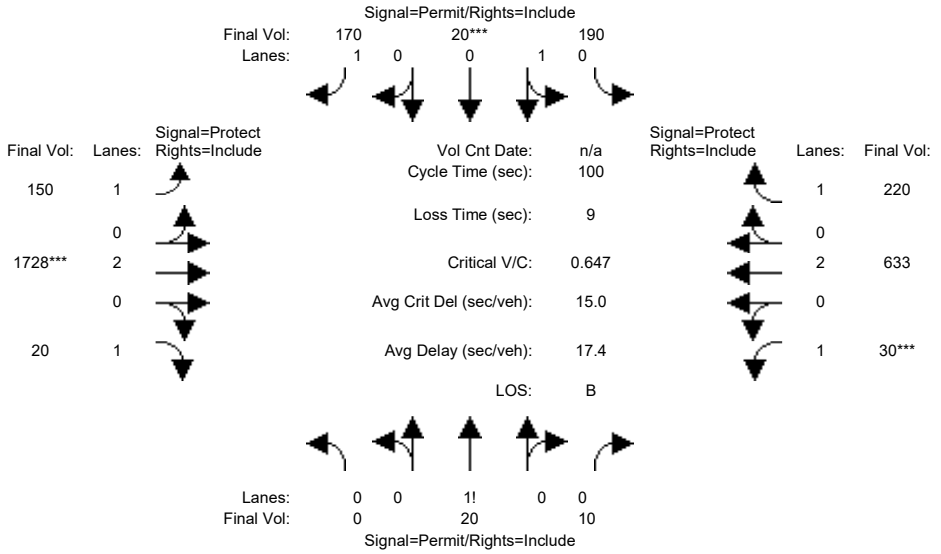
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1728	20	30	633	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1728	20	30	633	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1728	20	30	633	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1728	20	30	633	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.45	0.01	0.02	0.17	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	17.2	17.2	17.2	17.2	17.2	25.1	66.8	66.8	7.0	48.8	48.8
Volume/Cap:	0.00	0.10	0.10	0.68	0.68	0.57	0.34	0.68	0.02	0.24	0.34	0.26
Delay/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
LOS by Move:	A	D+	D+	D	D	D	C	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	16	0	1	6	4

Note: Queue reported is the number of cars per lane.

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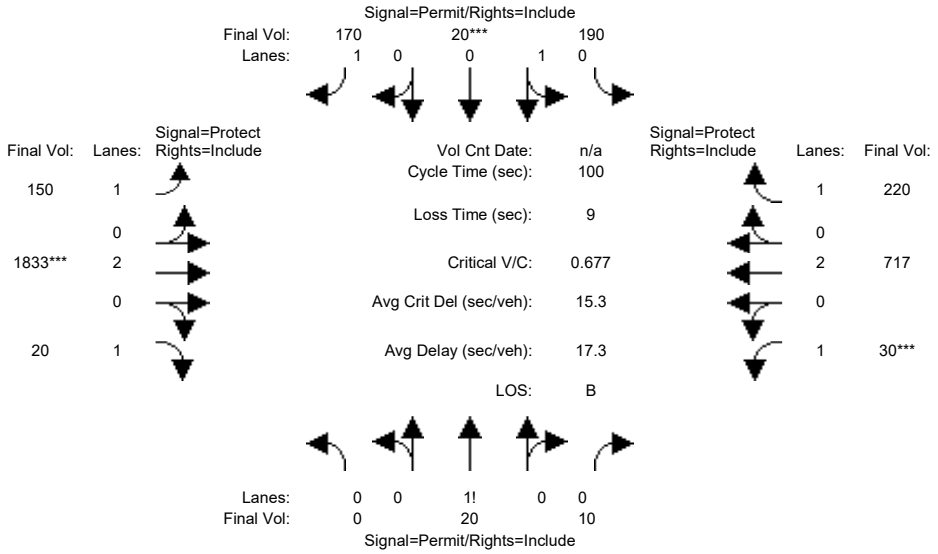
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	143	0	0	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1833	20	30	717	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1833	20	30	717	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1833	20	30	717	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1833	20	30	717	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.48	0.01	0.02	0.19	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	16.4	16.4	16.4	16.4	16.4	23.3	67.6	67.6	7.0	51.3	51.3
Volume/Cap:	0.00	0.10	0.10	0.71	0.71	0.59	0.37	0.71	0.02	0.24	0.37	0.24
Delay/Veh:	0.0	35.7	35.7	47.6	47.6	42.1	32.7	11.1	5.3	45.0	14.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.7	35.7	47.6	47.6	42.1	32.7	11.1	5.3	45.0	14.7	13.7
LOS by Move:	A	D+	D+	D	D	D	C-	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	18	0	1	6	4

Note: Queue reported is the number of cars per lane.

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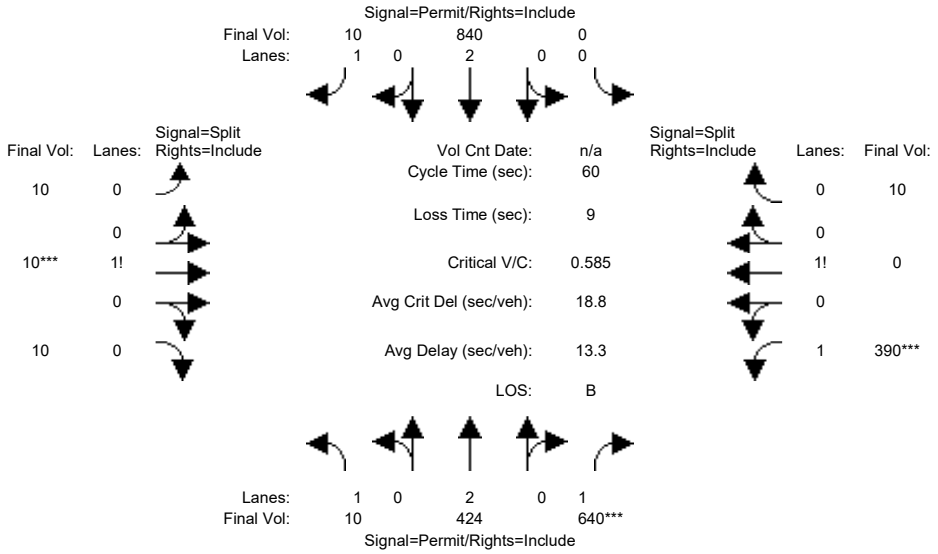
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	424	640	0	840	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	424	640	0	840	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	424	640	0	840	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	424	640	0	840	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.37	0.00	0.22	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.43	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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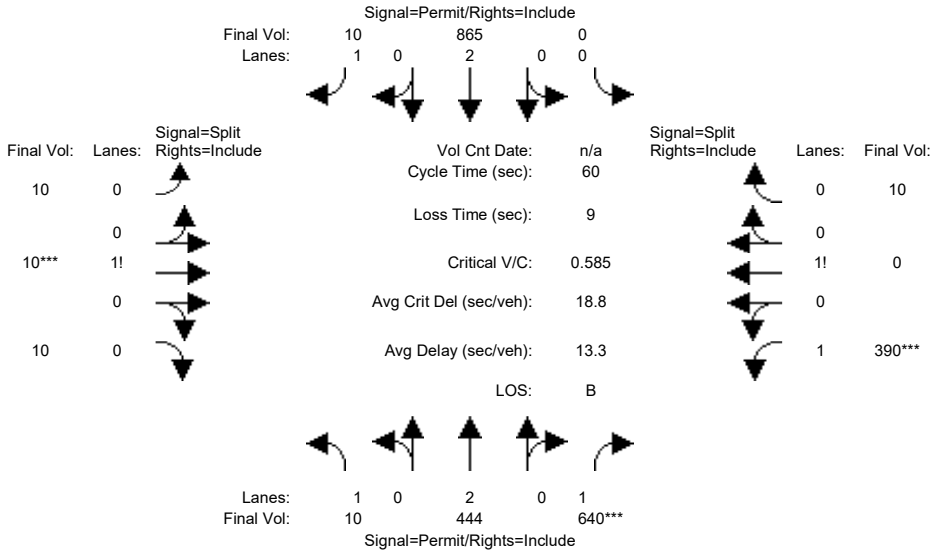
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	24	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	444	640	0	865	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	444	640	0	865	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	444	640	0	865	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	444	640	0	865	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.37	0.00	0.23	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.23	0.71	0.00	0.44	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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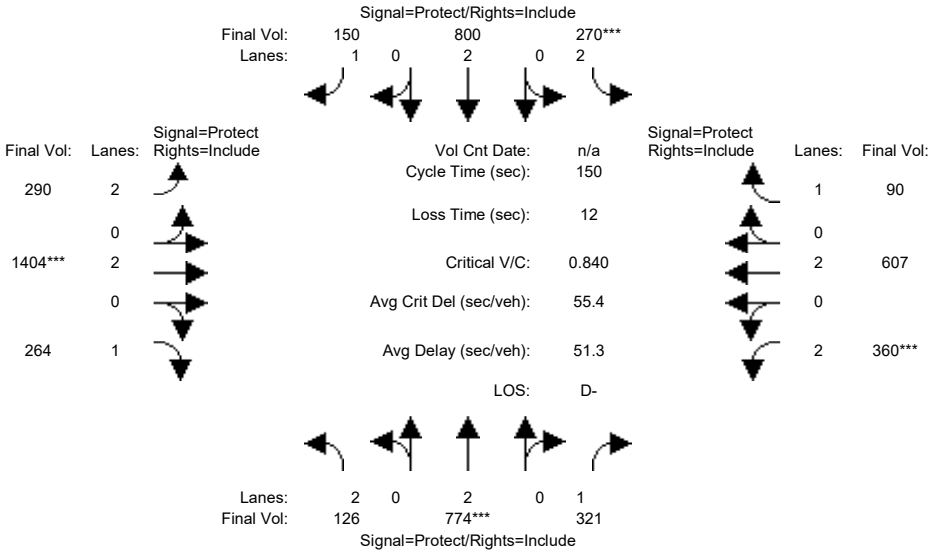
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	6	4	1	0	10	0	0	24	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	774	321	270	800	150	290	1404	264	360	607	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	774	321	270	800	150	290	1404	264	360	607	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	774	321	270	800	150	290	1404	264	360	607	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	774	321	270	800	150	290	1404	264	360	607	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.18	0.09	0.21	0.09	0.09	0.37	0.15	0.11	0.16	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.4	36.4	36.4	15.3	42.3	42.3	31.6	65.9	65.9	20.4	54.8	54.8
Volume/Cap:	0.64	0.84	0.76	0.84	0.75	0.30	0.44	0.84	0.34	0.84	0.44	0.14
Delay/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
LOS by Move:	E-	E	E	F	D-	D	D-	D	C	E-	D+	C
HCM2kAvgQ:	4	18	15	8	17	6	7	29	8	10	10	3

Note: Queue reported is the number of cars per lane.

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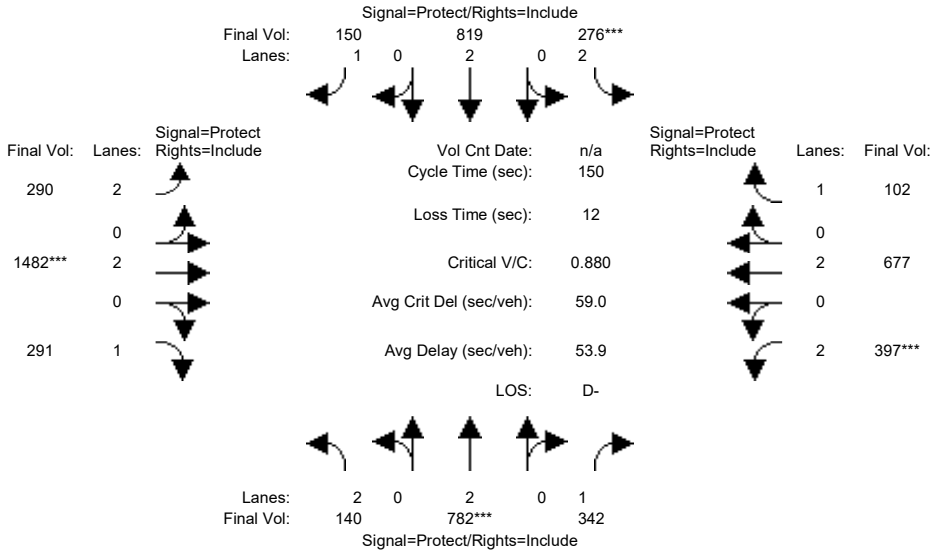
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	20	12	22	6	29	0	0	102	41	37	77	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	782	342	276	819	150	290	1482	291	397	677	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	782	342	276	819	150	290	1482	291	397	677	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	782	342	276	819	150	290	1482	291	397	677	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	782	342	276	819	150	290	1482	291	397	677	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.20	0.09	0.22	0.09	0.09	0.39	0.17	0.13	0.18	0.06
Crit Moves:		****		****				****		****		
Green Time:	8.9	35.1	35.1	14.9	41.1	41.1	30.0	66.5	66.5	21.5	58.0	58.0
Volume/Cap:	0.75	0.88	0.84	0.88	0.79	0.31	0.46	0.88	0.38	0.88	0.46	0.15
Delay/Veh:	84.8	65.5	68.6	90.3	54.4	43.6	53.4	43.8	28.2	80.7	34.6	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	65.5	68.6	90.3	54.4	43.6	53.4	43.8	28.2	80.7	34.6	30.1
LOS by Move:	F	E	E	F	D-	D	D-	D	C	F	C-	C
HCM2kAvgQ:	4	19	17	8	18	6	7	31	9	12	11	3

Note: Queue reported is the number of cars per lane.

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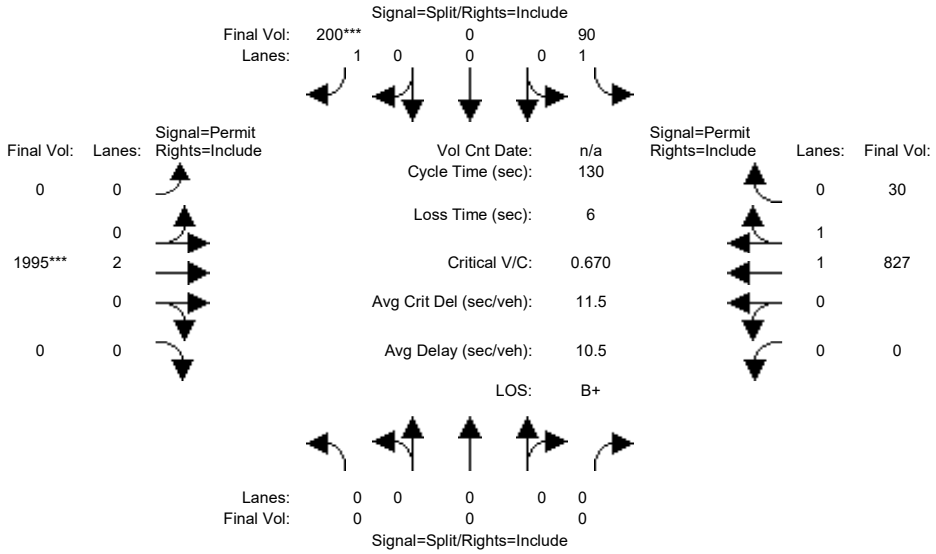
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	25	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1995	0	0	827	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1995	0	0	827	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1995	0	0	827	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1995	0	0	827	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3570	130
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.53	0.00	0.00	0.23	0.23
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.2	0.0	22.2	0.0	102	0.0	0.0	102	101.8
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.67	0.00	0.67	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	17	0	0	5	5

Note: Queue reported is the number of cars per lane.

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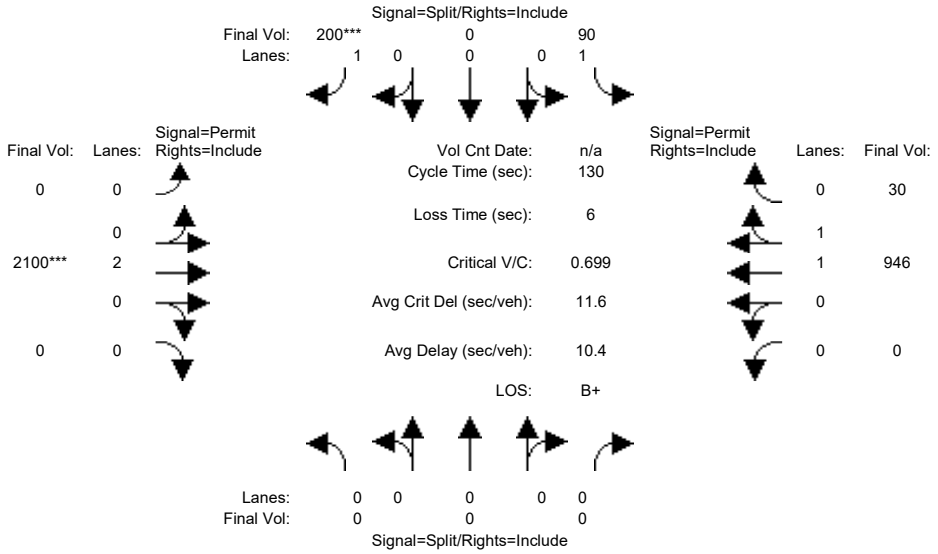
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	130	0	0	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	2100	0	0	946	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	2100	0	0	946	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	2100	0	0	946	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	2100	0	0	946	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3586	114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.55	0.00	0.00	0.26	0.26
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	21.2	0.0	21.2	0.0	103	0.0	0.0	103	102.8
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.70	0.00	0.70	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	48.6	0.0	58.8	0.0	7.1	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.6	0.0	58.8	0.0	7.1	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	19	0	0	6	6

Note: Queue reported is the number of cars per lane.

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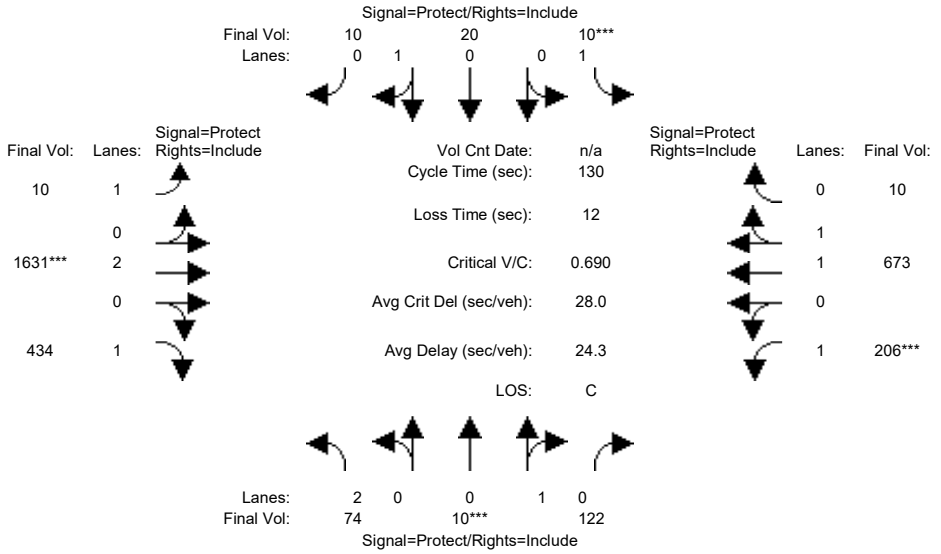
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	4	0	2	0	0	0	0	11	14	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	10	122	10	20	10	10	1631	434	206	673	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	10	122	10	20	10	10	1631	434	206	673	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	10	122	10	20	10	10	1631	434	206	673	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	10	122	10	20	10	10	1631	434	206	673	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	136	1664	1750	1200	600	1750	3800	1750	1750	3646	54
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.02	0.02	0.01	0.43	0.25	0.12	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.1	13.1	7.0	11.8	11.8	22.1	76.8	76.8	21.1	75.8	75.8
Volume/Cap:	0.37	0.73	0.73	0.11	0.18	0.18	0.03	0.73	0.42	0.73	0.32	0.32
Delay/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
LOS by Move:	E+	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	2	6	6	0	1	1	0	23	10	9	7	7

Note: Queue reported is the number of cars per lane.

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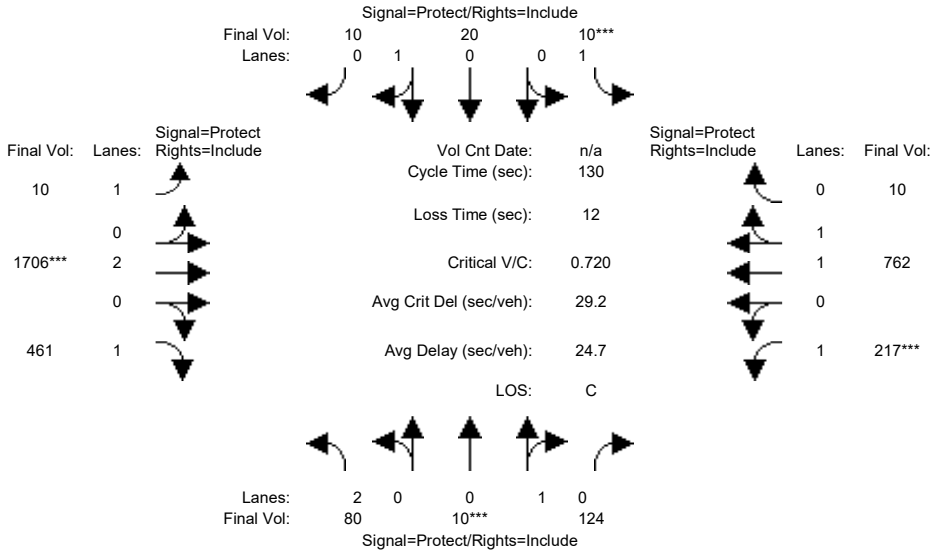
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	10	0	4	0	0	0	0	86	41	17	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	10	124	10	20	10	10	1706	461	217	762	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	10	124	10	20	10	10	1706	461	217	762	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	10	124	10	20	10	10	1706	461	217	762	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	10	124	10	20	10	10	1706	461	217	762	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	134	1666	1750	1200	600	1750	3800	1750	1750	3652	48
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.01	0.02	0.02	0.01	0.45	0.26	0.12	0.21	0.21
Crit Moves:		****		****				****		****		
Green Time:	8.1	12.8	12.8	7.0	11.6	11.6	20.2	77.0	77.0	21.3	78.1	78.1
Volume/Cap:	0.41	0.76	0.76	0.11	0.19	0.19	0.04	0.76	0.44	0.76	0.35	0.35
Delay/Veh:	60.0	74.3	74.3	59.0	55.4	55.4	46.7	21.2	15.0	63.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	74.3	74.3	59.0	55.4	55.4	46.7	21.2	15.0	63.0	13.2	13.2
LOS by Move:	E+	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	2	6	6	0	1	1	0	25	11	9	8	8

Note: Queue reported is the number of cars per lane.

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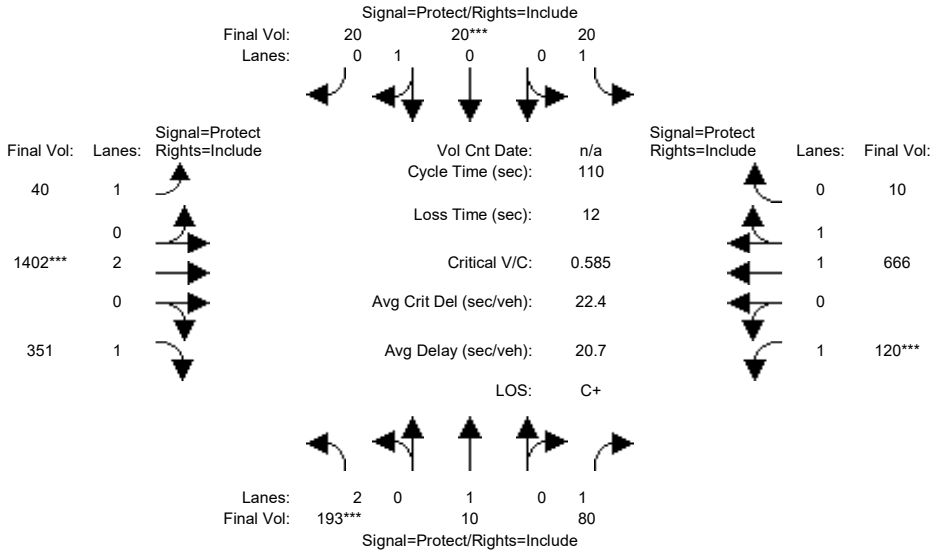
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	3	0	0	0	0	0	0	2	11	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	10	80	20	20	20	40	1402	351	120	666	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	10	80	20	20	20	40	1402	351	120	666	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	10	80	20	20	20	40	1402	351	120	666	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	10	80	20	20	20	40	1402	351	120	666	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.37	0.20	0.07	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	10.8	12.2	12.2	8.6	10.0	10.0	19.9	65.1	65.1	12.1	57.3	57.3
Volume/Cap:	0.62	0.05	0.41	0.15	0.24	0.24	0.13	0.62	0.34	0.62	0.35	0.35
Delay/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
LOS by Move:	D-	D	D	D	D	D	D+	B	B+	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	15	6	4	7	7

Note: Queue reported is the number of cars per lane.

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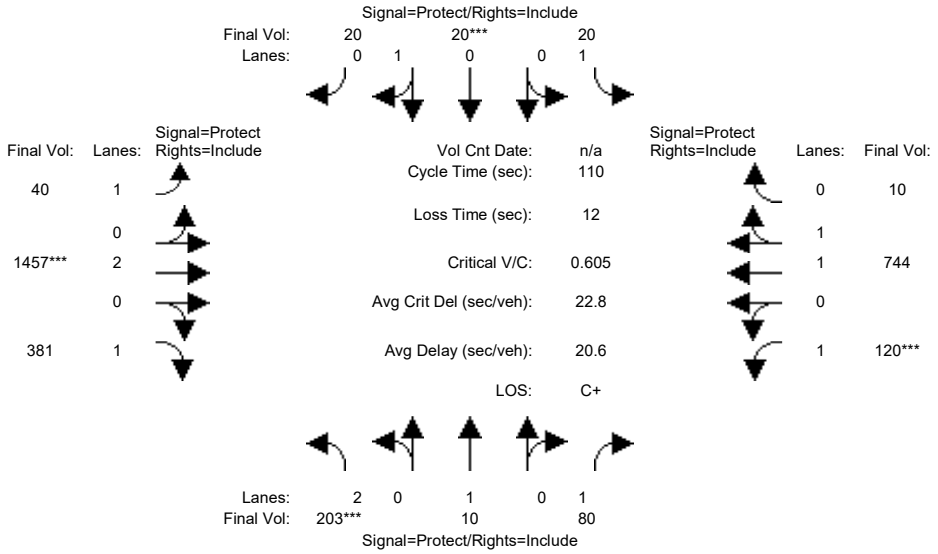
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	13	0	0	0	0	0	0	57	41	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	10	80	20	20	20	40	1457	381	120	744	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	10	80	20	20	20	40	1457	381	120	744	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	10	80	20	20	20	40	1457	381	120	744	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	10	80	20	20	20	40	1457	381	120	744	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.38	0.22	0.07	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	11.0	12.3	12.3	8.6	10.0	10.0	18.3	65.3	65.3	11.7	58.7	58.7
Volume/Cap:	0.65	0.05	0.41	0.15	0.24	0.24	0.14	0.65	0.37	0.65	0.38	0.38
Delay/Veh:	52.2	43.7	46.8	47.7	47.3	47.3	39.3	15.4	11.8	54.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	43.7	46.8	47.7	47.3	47.3	39.3	15.4	11.8	54.8	15.2	15.2
LOS by Move:	D-	D	D	D	D	D	D	B	B+	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	16	7	4	7	7

Note: Queue reported is the number of cars per lane.

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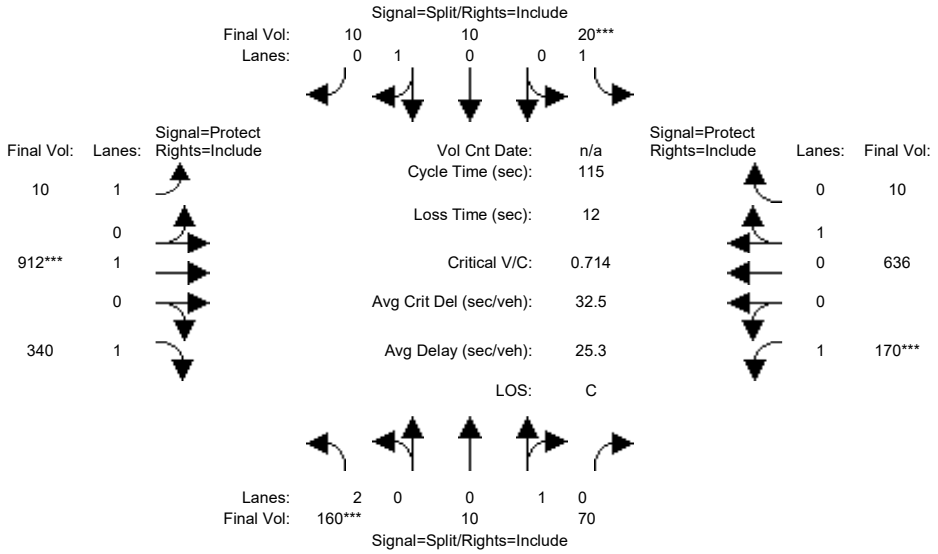
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	10	70	20	10	10	10	912	340	170	636	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	70	20	10	10	10	912	340	170	636	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	70	20	10	10	10	912	340	170	636	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	70	20	10	10	10	912	340	170	636	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1772	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.01	0.01	0.01	0.01	0.48	0.19	0.10	0.36	0.36
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	12.0	69.0	69.0	14.0	71.0	71.0
Volume/Cap:	0.58	0.51	0.51	0.13	0.13	0.13	0.05	0.80	0.32	0.80	0.58	0.58
Delay/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
LOS by Move:	D-	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	3	3	3	1	1	1	0	25	6	7	14	14

Note: Queue reported is the number of cars per lane.

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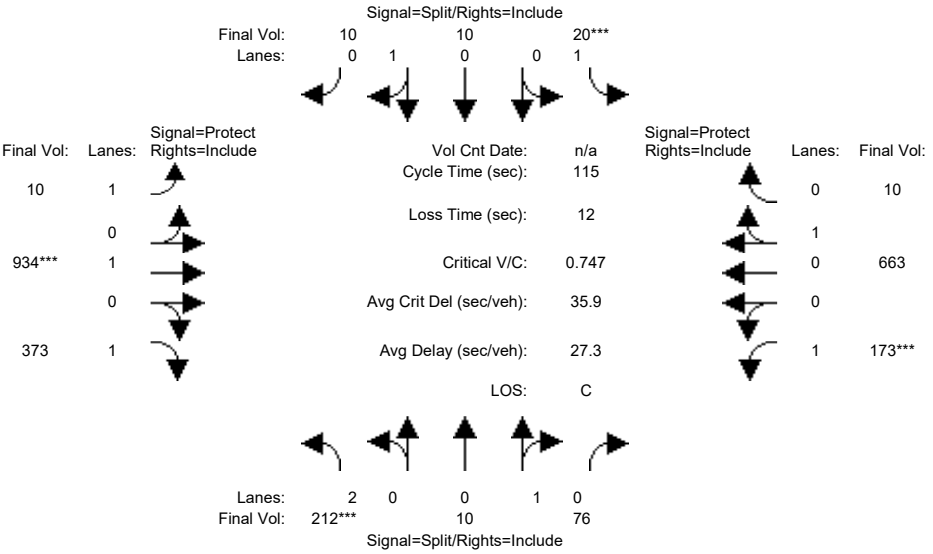
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	52	0	6	0	0	0	0	24	33	3	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	10	76	20	10	10	10	934	373	173	663	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	10	76	20	10	10	10	934	373	173	663	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	10	76	20	10	10	10	934	373	173	663	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	10	76	20	10	10	10	934	373	173	663	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	209	1591	1750	900	900	1750	1900	1750	1750	1773	27
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.01	0.01	0.01	0.01	0.49	0.21	0.10	0.37	0.37
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.6	69.1	69.1	13.9	71.4	71.4
Volume/Cap:	0.77	0.55	0.55	0.13	0.13	0.13	0.06	0.82	0.35	0.82	0.60	0.60
Delay/Veh:	64.2	54.5	54.5	48.9	48.8	48.8	46.9	22.8	11.8	70.8	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	54.5	54.5	48.9	48.8	48.8	46.9	22.8	11.8	70.8	14.1	14.1
LOS by Move:	E	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	5	3	3	1	1	1	0	26	7	7	15	15

Note: Queue reported is the number of cars per lane.

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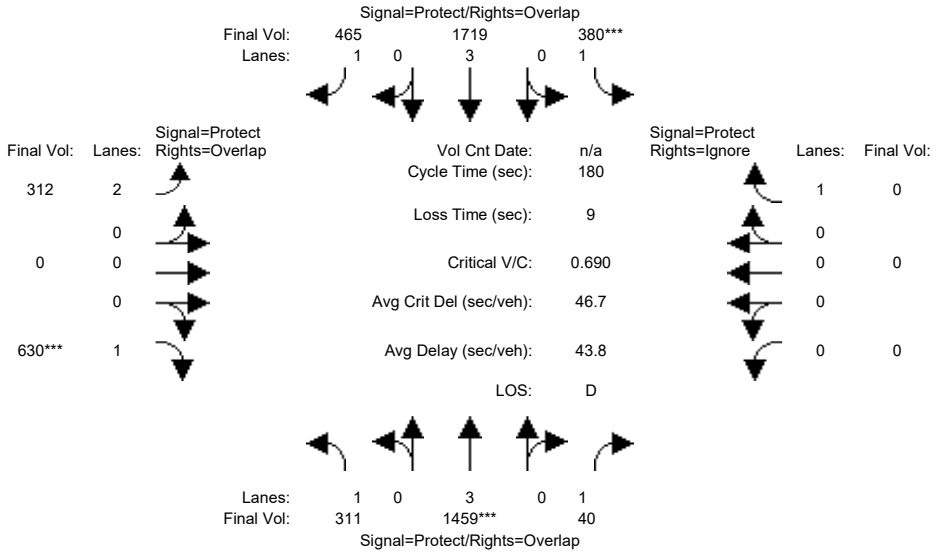
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	1	9	0	0	19	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1459	40	380	1719	465	312	0	630	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1459	40	380	1719	465	312	0	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.30	0.27	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	45.8	66.8	66.8	56.7	77.7	125.2	47.6	0.0	93.3	0.0	0.0	0.0
Volume/Cap:	0.70	0.69	0.06	0.69	0.70	0.38	0.37	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	D-	A	C-	A	A	A
HCM2kAvgQ:	17	22	1	19	25	11	8	0	27	0	0	0

Note: Queue reported is the number of cars per lane.

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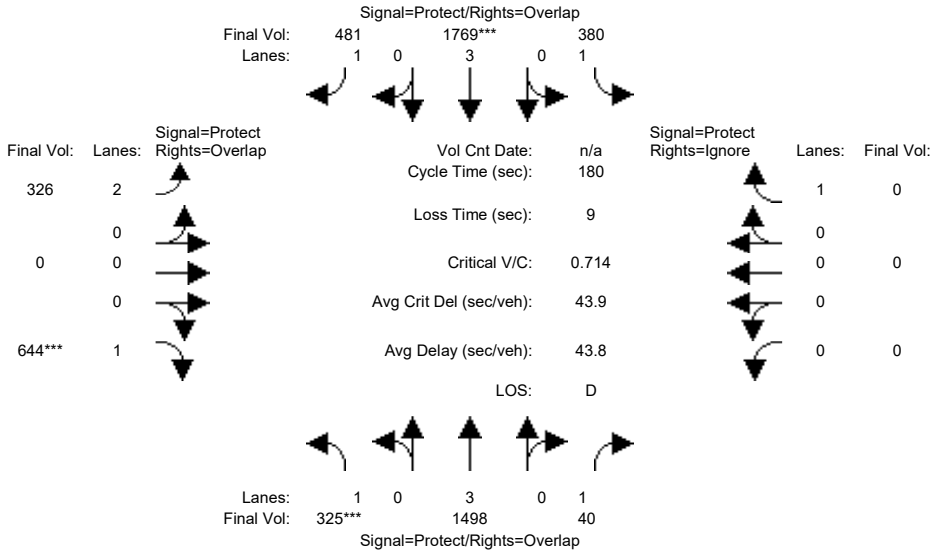
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	15	48	0	0	69	21	16	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1498	40	380	1769	481	326	0	644	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	325	1498	40	380	1769	481	326	0	644	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1498	40	380	1769	481	326	0	644	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	325	1498	40	380	1769	481	326	0	644	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.02	0.22	0.31	0.27	0.10	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	46.8	68.5	68.5	56.6	78.2	124.2	46.0	0.0	92.8	0.0	0.0	0.0
Volume/Cap:	0.71	0.69	0.06	0.69	0.71	0.40	0.41	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	65.8	47.8	35.4	57.8	42.7	12.2	56.0	0.0	36.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	47.8	35.4	57.8	42.7	12.2	56.0	0.0	36.2	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B	E+	A	D+	A	A	A
HCM2kAvgQ:	18	23	1	19	26	12	8	0	28	0	0	0

Note: Queue reported is the number of cars per lane.

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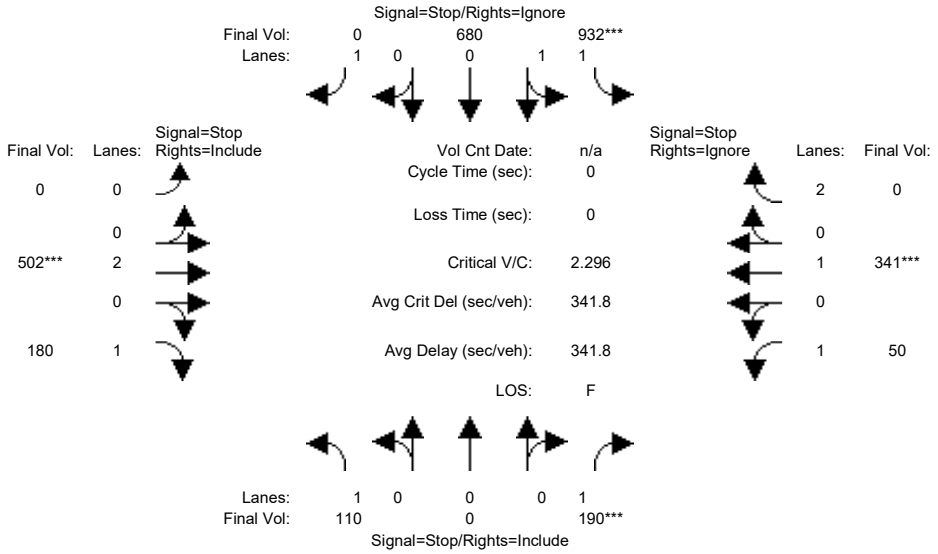
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	2	0	0	0	2	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	190	932	680	50	0	502	180	50	341	706
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	932	680	0	0	502	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	932	680	0	0	502	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	932	680	0	0	502	180	50	341	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.16	0.84	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	344	0	390	406	307	382	0	721	386	314	336	694
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.49	2.30	2.21	0.00	xxxx	0.70	0.47	0.16	1.01	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	17.6	0.0	19.9	614.0	577	0.0	0.0	32.4	19.7	16.0	86.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	19.9	614.0	577	0.0	0.0	32.4	19.7	16.0	86.6	0.0
LOS by Move:	C	*	C	F	F	*	*	D	C	C	F	*
ApproachDel:	19.1			598.3			29.0			77.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			598.3			29.0			77.6		
LOS by Appr:	C			F			D			F		
AllWayAvgQ:	0.4	0.0	0.9	57.0	57.0	0.0	0.0	2.0	0.8	0.2	6.8	0.0

Note: Queue reported is the number of cars per lane.

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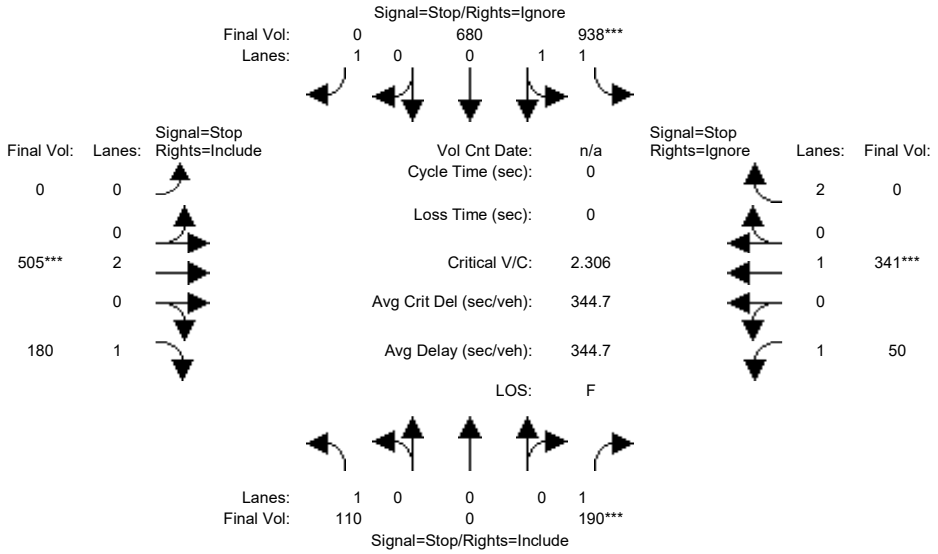
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	8	0	0	0	5	0	0	1	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	190	938	680	50	0	505	180	50	341	798
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	938	680	0	0	505	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	938	680	0	0	505	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	938	680	0	0	505	180	50	341	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.16	0.84	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	344	0	389	407	306	381	0	721	386	313	336	693
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.49	2.31	2.23	0.00	xxxx	0.70	0.47	0.16	1.02	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	17.7	0.0	19.9	618.7	581	0.0	0.0	32.7	19.7	16.0	86.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	19.9	618.7	581	0.0	0.0	32.7	19.7	16.0	86.9	0.0
LOS by Move:	C	*	C	F	F	*	*	D	C	C	F	*
ApproachDel:	19.1			603.0			29.3			77.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			603.0			29.3			77.9		
LOS by Appr:	C			F			D			F		
AllWayAvgQ:	0.4	0.0	0.9	57.4	57.4	0.0	0.0	2.0	0.8	0.2	6.9	0.0

Note: Queue reported is the number of cars per lane.

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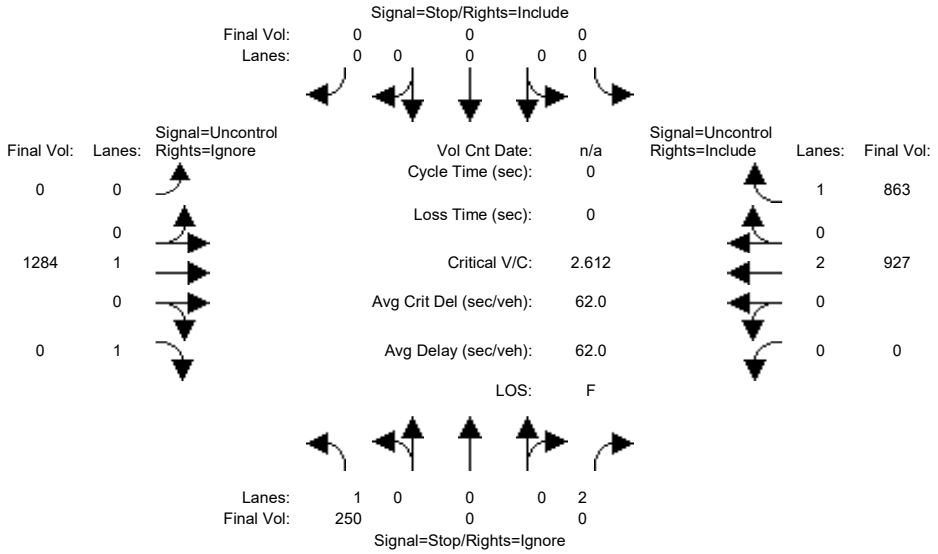
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	29	0	0	0	0	4	0	0	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	1719	0	0	0	0	1284	240	0	927	863
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1284	0	0	927	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	250	0	0	0	0	0	0	1284	0	0	927	863
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1748	xxxx	1284	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	96	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	96	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.61	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	23.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	824.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	824.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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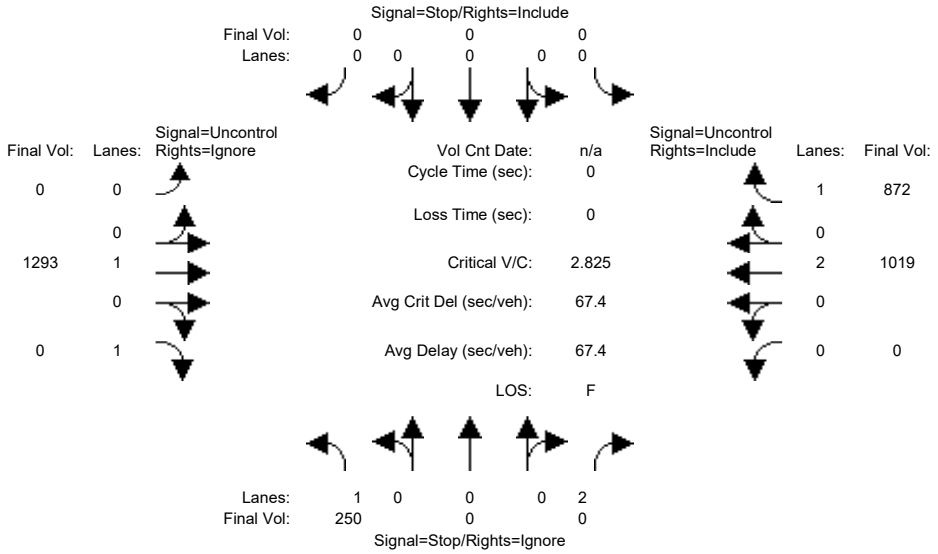
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	119	0	0	0	0	13	0	0	109	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	1809	0	0	0	0	1293	240	0	1019	872
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1293	0	0	1019	872
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	250	0	0	0	0	0	0	1293	0	0	1019	872
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1803	xxxx	1293	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	88	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	88	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.83	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	24.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	925.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	925.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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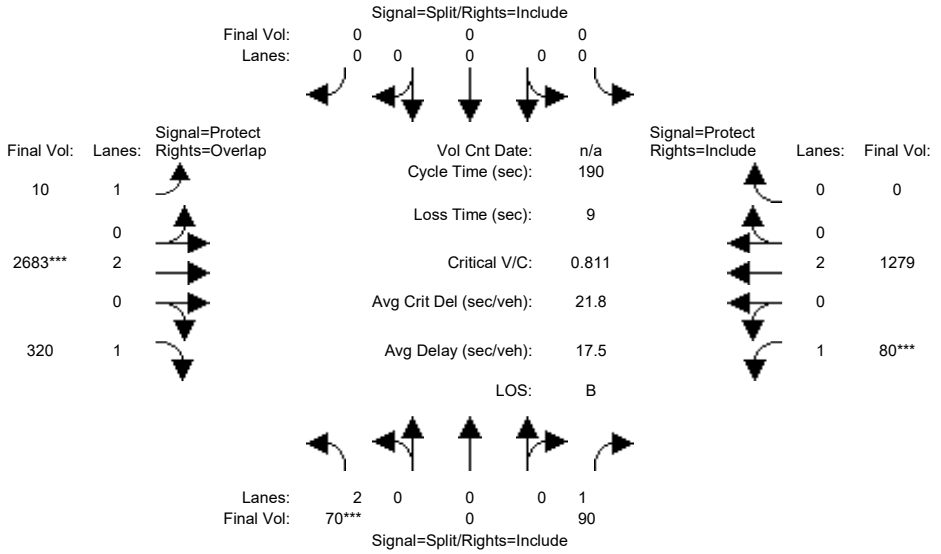
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2683	320	80	1279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2683	320	80	1279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.71	0.18	0.05	0.34	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.89	0.21	0.54	0.41	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
LOS by Move:	F	A	F	A	A	A	F	B-	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	58	3	5	11	0

Note: Queue reported is the number of cars per lane.

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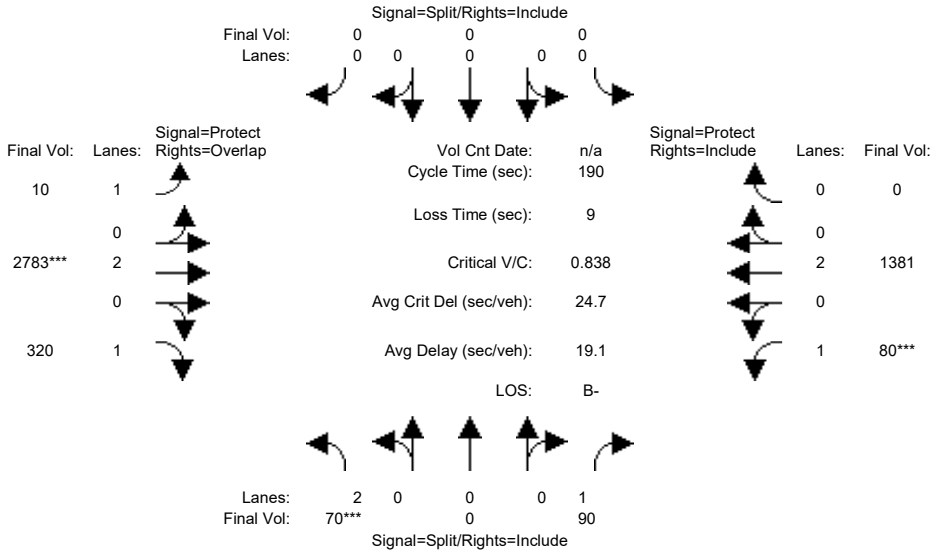
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	133	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2783	320	80	1381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2783	320	80	1381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2783	320	80	1381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2783	320	80	1381	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.73	0.18	0.05	0.36	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.92	0.21	0.54	0.44	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.2	2.1	91.0	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.2	2.1	91.0	5.2	0.0
LOS by Move:	F	A	F	A	A	A	F	C+	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	67	3	5	12	0

Note: Queue reported is the number of cars per lane.

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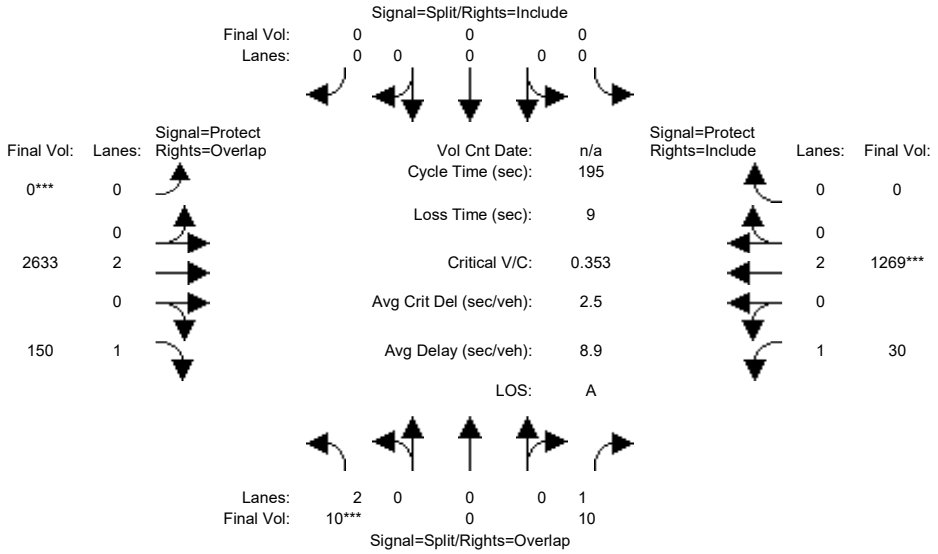
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2633	150	30	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2633	150	30	1269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.69	0.09	0.02	0.33	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.83	0.10	0.29	0.37	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B+	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	43	1	2	7	0

Note: Queue reported is the number of cars per lane.

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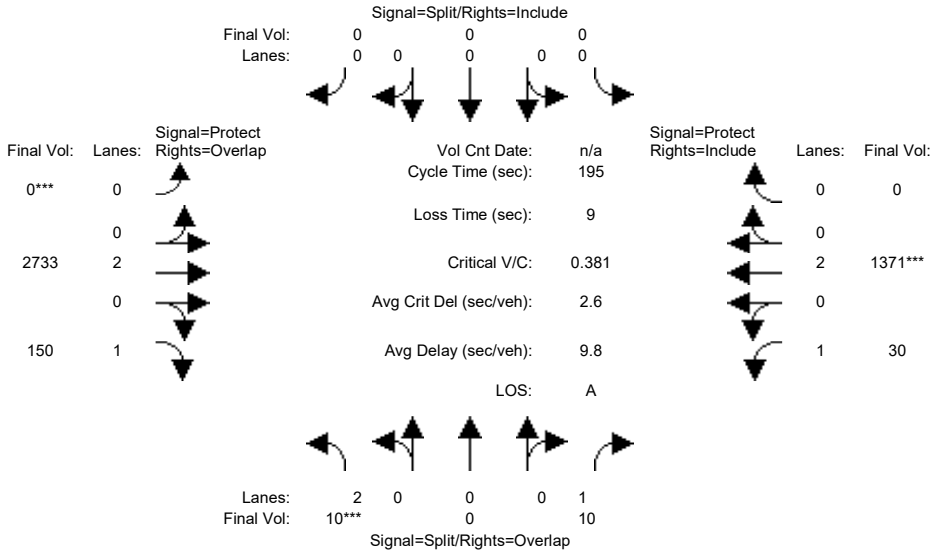
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	133	0	0	121	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2733	150	30	1371	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2733	150	30	1371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2733	150	30	1371	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2733	150	30	1371	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.72	0.09	0.02	0.36	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.86	0.10	0.29	0.40	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.8	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.8	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	48	1	2	7	0

Note: Queue reported is the number of cars per lane.

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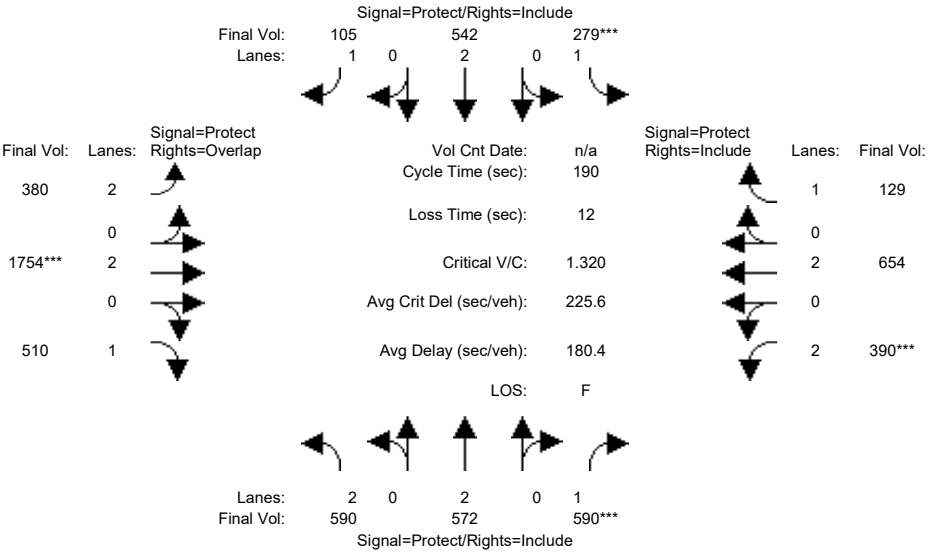
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	22	0	9	12	15	20	14	0	0	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	572	590	279	542	105	380	1754	510	390	654	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	572	590	279	542	105	380	1754	510	390	654	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	572	590	279	542	105	380	1754	510	390	654	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	572	590	279	542	105	380	1754	510	390	654	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.34	0.32	0.29	0.06	0.12	0.46	0.29	0.12	0.17	0.07
Crit Moves:			****	****				****		****		
Green Time:	24.6	32.0	32.0	30.1	37.5	37.5	35.4	97.8	122.4	18.8	81.3	81.3
Volume/Cap:	1.45	0.89	2.00	2.01	1.45	0.30	0.65	0.90	0.45	1.25	0.40	0.17
Delay/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2kAvgQ:	34	16	76	37	27	6	13	50	22	21	17	7

Note: Queue reported is the number of cars per lane.

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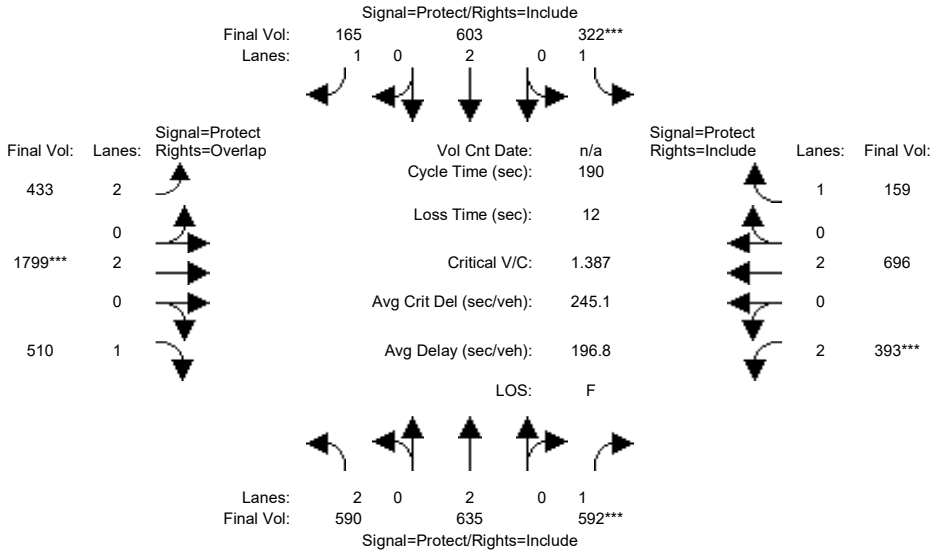
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name: Junipero Serra Boulevard - Foothi | Page Mill Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	85	2	52	73	75	73	59	0	3	46	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	635	592	322	603	165	433	1799	510	393	696	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	635	592	322	603	165	433	1799	510	393	696	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	635	592	322	603	165	433	1799	510	393	696	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	635	592	322	603	165	433	1799	510	393	696	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.37	0.32	0.09	0.14	0.47	0.29	0.12	0.18	0.09
Crit Moves:			****	****				****		****		
Green Time:	23.0	32.0	32.0	30.1	39.0	39.0	35.4	97.8	120.9	18.8	81.3	81.3
Volume/Cap:	1.54	0.99	2.01	2.32	1.54	0.46	0.74	0.92	0.46	1.26	0.43	0.21
Delay/Veh:	346.5	118	550.3	702.3	338	71.3	82.6	64.4	28.1	238.0	60.9	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	346.5	118	550.3	702.3	338	71.3	82.6	64.4	28.1	238.0	60.9	54.7
LOS by Move:	F	F	F	F	F	E	F	E	C	F	E	D-
HCM2kAvgQ:	36	19	77	45	31	10	15	52	23	21	18	9

Note: Queue reported is the number of cars per lane.

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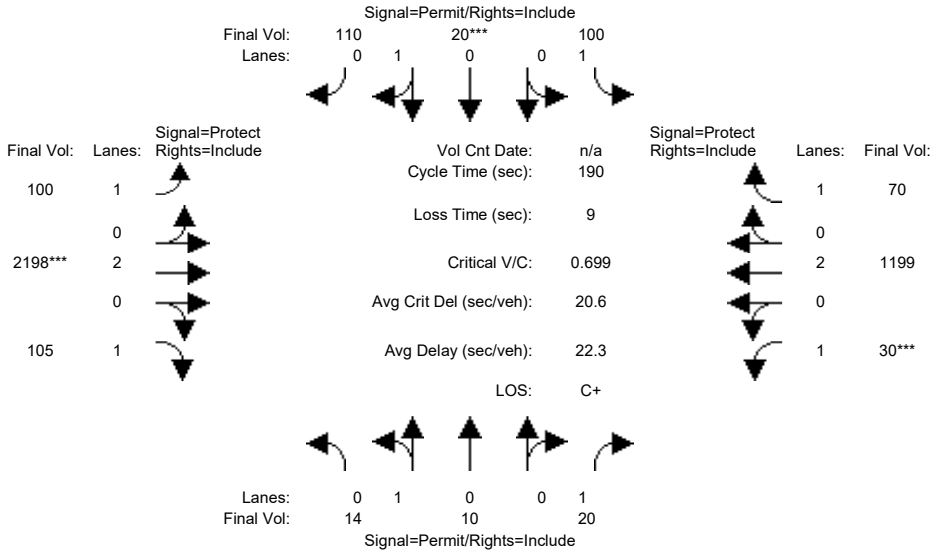
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	4	0	0	0	0	0	0	18	5	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	10	20	100	20	110	100	2198	105	30	1199	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	20	100	20	110	100	2198	105	30	1199	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.42	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1050	750	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.58	0.06	0.02	0.32	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.09	0.09	0.08	0.40	0.50	0.50	0.40	0.77	0.08	0.29	0.47	0.06
Delay/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	1	1	1	6	8	8	6	38	2	2	17	2

Note: Queue reported is the number of cars per lane.

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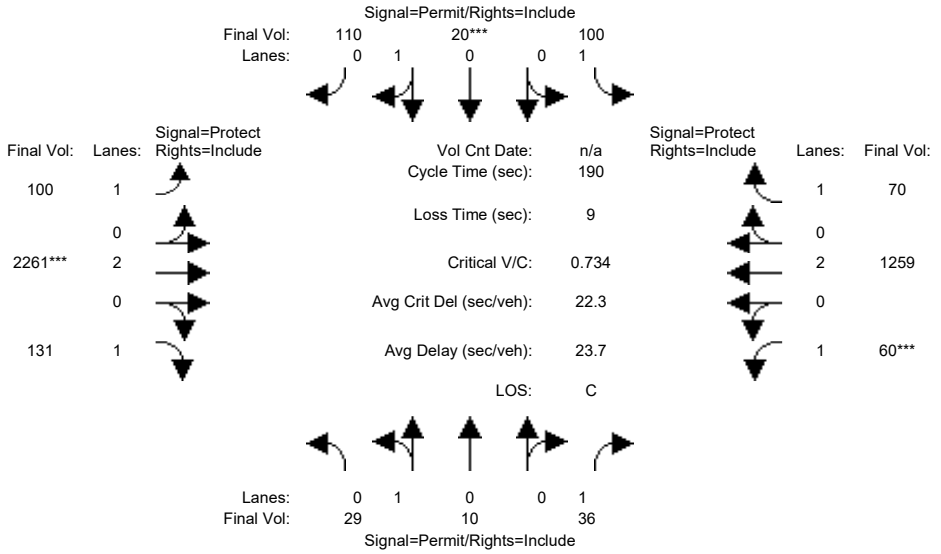
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	19	0	16	0	0	0	0	81	31	30	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	10	36	100	20	110	100	2261	131	60	1259	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	10	36	100	20	110	100	2261	131	60	1259	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	10	36	100	20	110	100	2261	131	60	1259	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	10	36	100	20	110	100	2261	131	60	1259	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.74	0.26	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1338	462	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.07	0.07	0.06	0.60	0.07	0.03	0.33	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.15	0.15	0.14	0.40	0.50	0.50	0.40	0.79	0.10	0.57	0.50	0.06
Delay/Veh:	75.5	75.5	75.4	79.1	80.8	80.8	79.4	16.9	6.8	99.6	16.7	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	75.5	75.4	79.1	80.8	80.8	79.4	16.9	6.8	99.6	16.7	11.6
LOS by Move:	E-	E-	E-	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	2	2	2	6	8	8	6	40	2	4	18	2

Note: Queue reported is the number of cars per lane.

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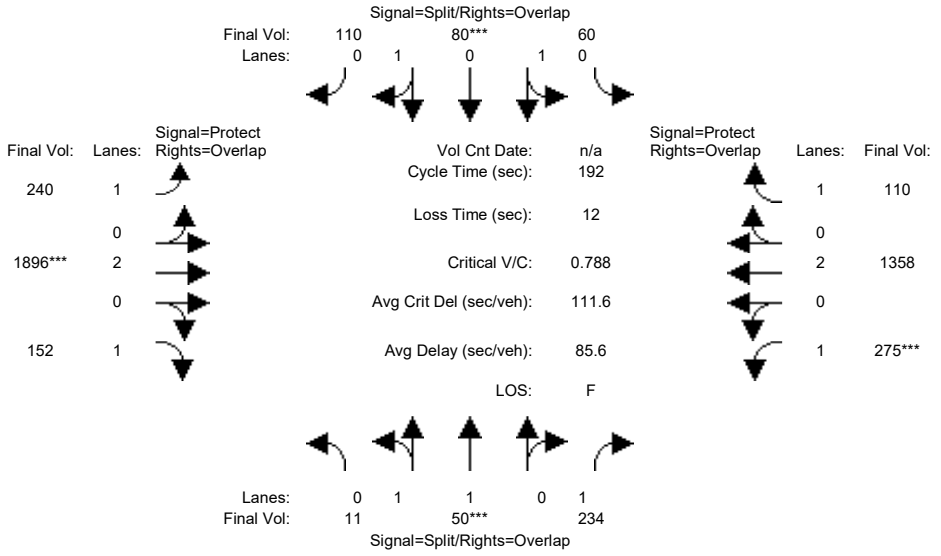
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	1	0	4	0	0	0	0	16	2	5	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	234	60	80	110	240	1896	152	275	1358	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	234	60	80	110	240	1896	152	275	1358	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.14	0.50	0.09	0.16	0.36	0.06
Crit Moves:		****			****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.40	0.46	0.46	0.22	0.82	1.09	0.14	0.87	0.76	0.10
Delay/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	12	8	8	6	16	68	6	17	35	4

Note: Queue reported is the number of cars per lane.

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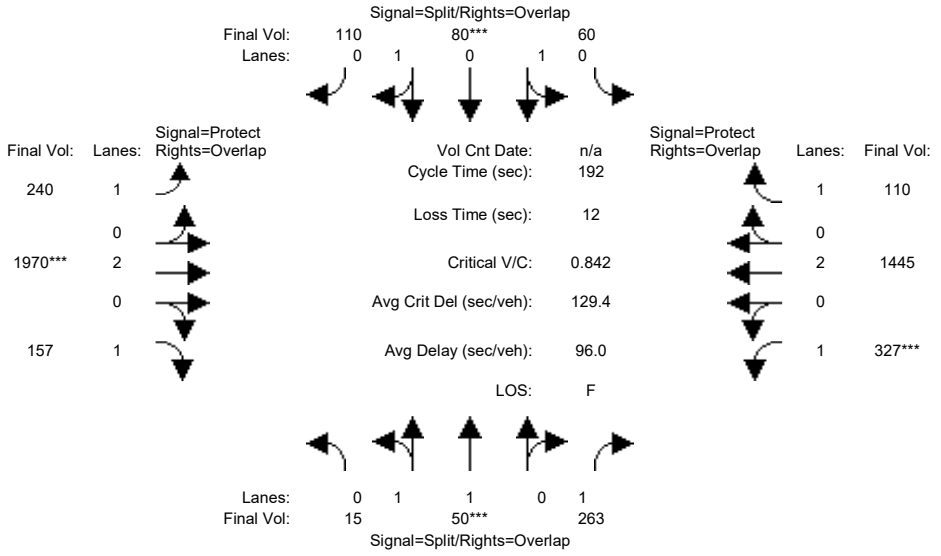
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	5	0	33	0	0	0	0	90	7	57	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	50	263	60	80	110	240	1970	157	327	1445	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	50	263	60	80	110	240	1970	157	327	1445	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	50	263	60	80	110	240	1970	157	327	1445	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	50	263	60	80	110	240	1970	157	327	1445	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	1.53	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	854	2846	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.15	0.07	0.07	0.07	0.14	0.52	0.09	0.19	0.38	0.06
Crit Moves:		****			****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.12	0.12	0.45	0.46	0.46	0.22	0.82	1.14	0.15	1.03	0.81	0.10
Delay/Veh:	74.8	74.8	53.9	79.4	79.4	51.0	99.0	135	24.4	142.0	58.5	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	74.8	53.9	79.4	79.4	51.0	99.0	135	24.4	142.0	58.5	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	14	8	8	6	16	74	6	22	38	4

Note: Queue reported is the number of cars per lane.

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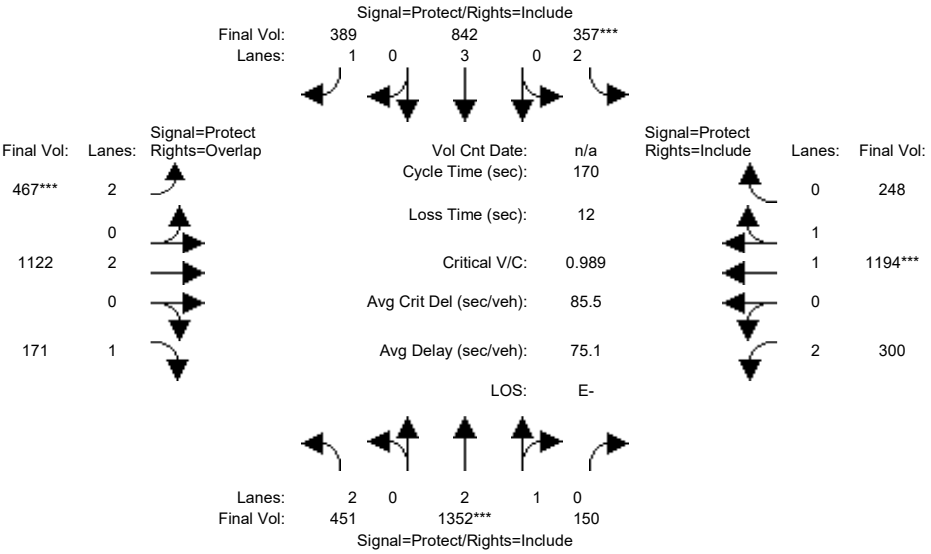
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	1	22	0	7	12	9	17	2	1	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1352	150	357	842	389	467	1122	171	300	1194	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1352	150	357	842	389	467	1122	171	300	1194	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3150	5040	559	3150	5700	1750	3150	3800	1750	3150	3063	636
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.11	0.15	0.22	0.15	0.30	0.10	0.10	0.39	0.39
Crit Moves:		****			****			****			****	
Green Time:	25.7	46.1	46.1	19.5	39.9	39.9	25.5	69.9	95.6	22.5	67.0	67.0
Volume/Cap:	0.95	0.99	0.99	0.99	0.63	0.95	0.99	0.72	0.17	0.72	0.99	0.99
Delay/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
LOS by Move:	F	F	F	F	E+	F	F	D	B-	E-	E	E
HCM2kAvgQ:	18	32	32	13	13	24	14	22	4	9	43	43

Note: Queue reported is the number of cars per lane.

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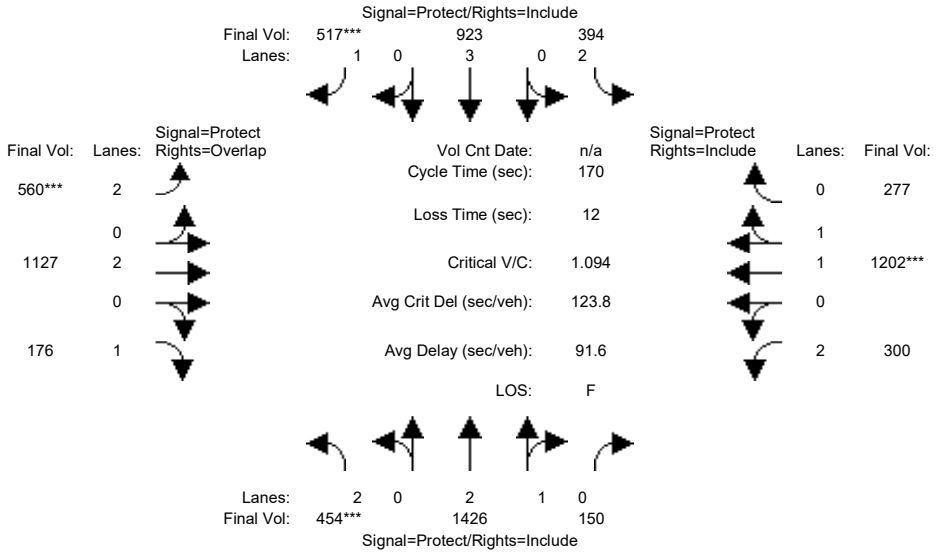
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	4	96	0	44	93	137	110	7	6	0	12	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	1426	150	394	923	517	560	1127	176	300	1202	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1426	150	394	923	517	560	1127	176	300	1202	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1426	150	394	923	517	560	1127	176	300	1202	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	1426	150	394	923	517	560	1127	176	300	1202	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	5066	533	3150	5700	1750	3150	3800	1750	3150	3007	693
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.13	0.16	0.30	0.18	0.30	0.10	0.10	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	22.4	47.3	47.3	21.0	45.9	45.9	27.6	67.9	90.3	21.8	62.1	62.1
Volume/Cap:	1.09	1.01	1.01	1.01	0.60	1.09	1.09	0.74	0.19	0.74	1.09	1.09
Delay/Veh:	145.9	87.2	87.2	123.2	54.7	131.5	139.2	45.6	20.9	78.6	108	108.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.9	87.2	87.2	123.2	54.7	131.5	139.2	45.6	20.9	78.6	108	108.5
LOS by Move:	F	F	F	F	D-	F	F	D	C+	E-	F	F
HCM2kAvgQ:	20	34	34	15	13	37	20	23	5	9	50	50

Note: Queue reported is the number of cars per lane.

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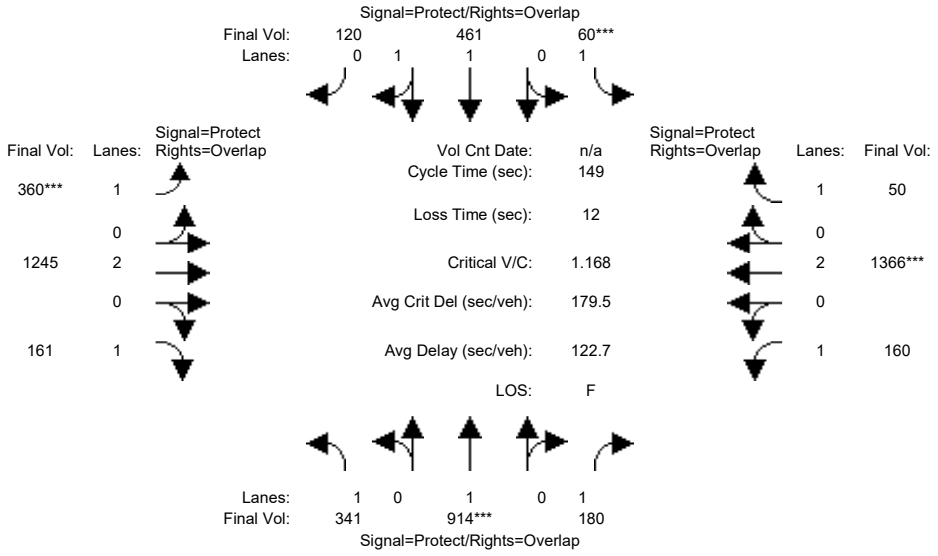
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	1	4	0	0	1	0	0	5	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	914	180	60	461	120	360	1245	161	160	1366	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	914	180	60	461	120	360	1245	161	160	1366	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2935	764	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.48	0.10	0.03	0.16	0.16	0.21	0.33	0.09	0.09	0.36	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.98	1.46	0.23	0.39	0.72	0.44	1.51	0.84	0.16	0.77	0.96	0.06
Delay/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	23	80	6	3	13	10	35	31	7	9	37	2

Note: Queue reported is the number of cars per lane.

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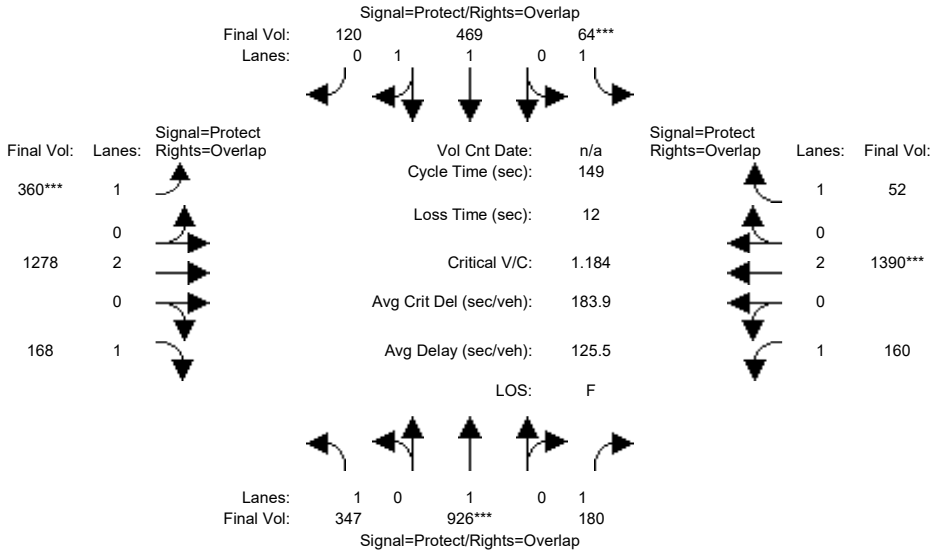
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	7	16	0	4	9	0	0	38	8	0	30	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	926	180	64	469	120	360	1278	168	160	1390	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	926	180	64	469	120	360	1278	168	160	1390	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	926	180	64	469	120	360	1278	168	160	1390	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	926	180	64	469	120	360	1278	168	160	1390	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2946	754	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.10	0.04	0.16	0.16	0.21	0.34	0.10	0.09	0.37	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	1.00	1.48	0.23	0.42	0.73	0.45	1.51	0.86	0.16	0.77	0.98	0.06
Delay/Veh:	112.0	279	27.6	71.5	62.1	40.2	324.8	69.5	29.4	91.7	89.3	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	279	27.6	71.5	62.1	40.2	324.8	69.5	29.4	91.7	89.3	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	24	82	6	3	13	10	35	32	7	9	39	2

Note: Queue reported is the number of cars per lane.

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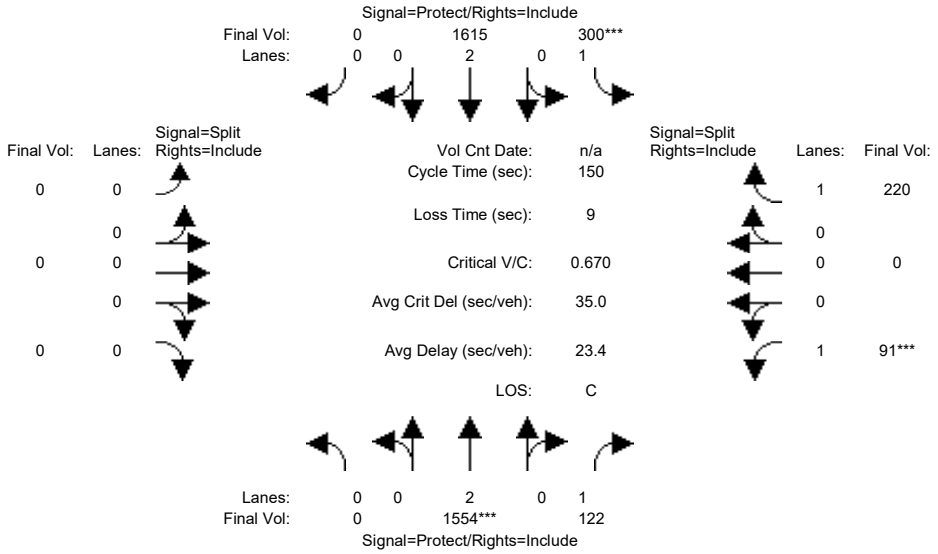
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	4	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1554	122	300	1615	0	0	0	0	91	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1554	122	300	1615	0	0	0	0	91	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.07	0.17	0.43	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.63	0.11	1.01	0.52	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	2	21	12	0	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

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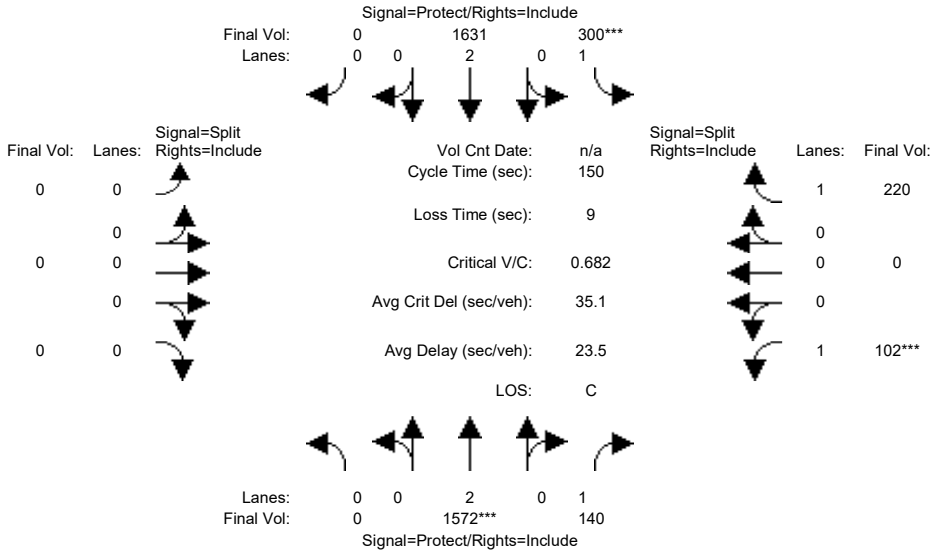
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	22	20	0	21	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1572	140	300	1631	0	0	0	0	102	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1572	140	300	1631	0	0	0	0	102	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1572	140	300	1631	0	0	0	0	102	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1572	140	300	1631	0	0	0	0	102	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.08	0.17	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:	0.00	0.64	0.12	1.01	0.52	0.00	0.00	0.00	0.00	0.32	0.00	0.68
Delay/Veh:	0.0	17.4	10.8	120.6	4.8	0.0	0.0	0.0	0.0	56.7	0.0	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	10.8	120.6	4.8	0.0	0.0	0.0	0.0	56.7	0.0	66.4
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	3	21	13	0	0	0	0	5	0	12

Note: Queue reported is the number of cars per lane.

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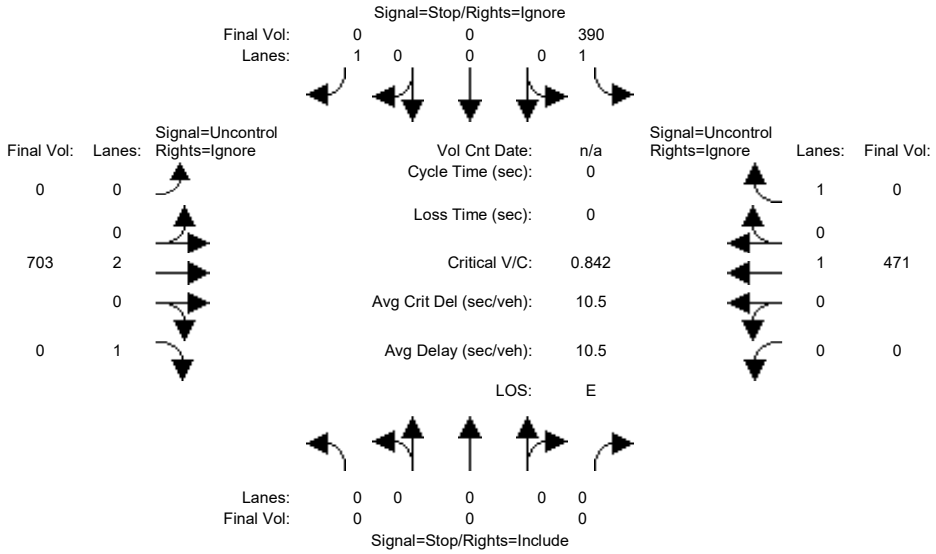
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	703	180	0	471	386
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	703	0	0	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	703	0	0	471	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	823	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	301	313	xxxxx	463	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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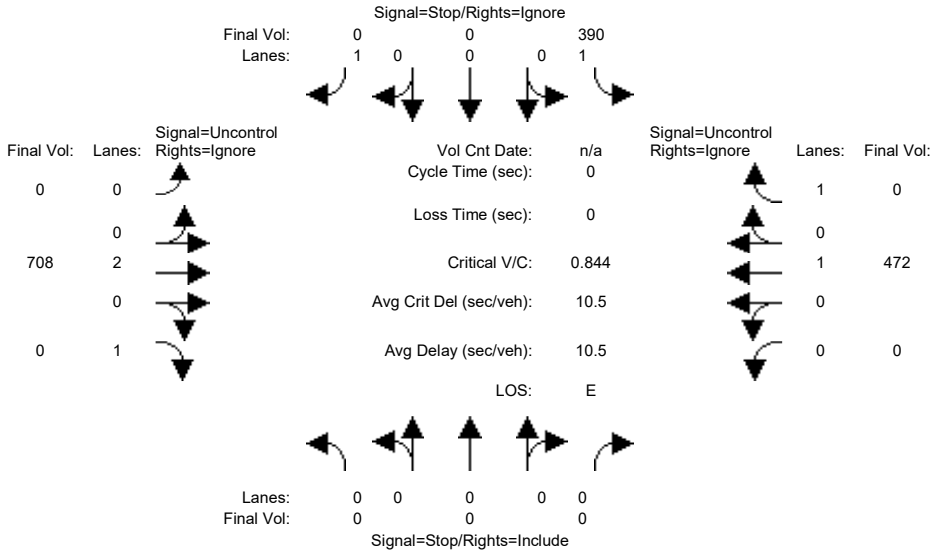
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	8	0	0	2	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	708	180	0	472	417
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	708	0	0	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	708	0	0	472	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	826	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	345	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	345	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	299	311	xxxxx	462	311	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.4			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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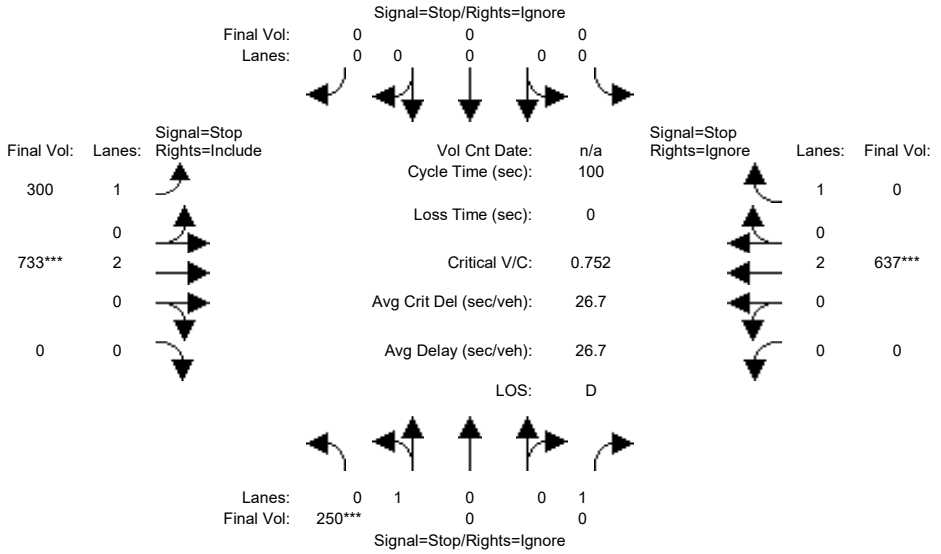
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	11	0	0	0	0	3	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	851	0	0	0	300	733	0	0	637	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	733	0	0	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	733	0	0	637	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	733	0	0	637	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	408	0	456	0	0	0	455	975	0	0	898	481
Capacity Analysis Module:												
Vol/Sat:	0.61	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.75	xxxx	xxxx	0.71	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.1			xxxxxx			27.3			27.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	23.1			xxxxxx			27.3			27.1		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.1	0.0

Note: Queue reported is the number of cars per lane.

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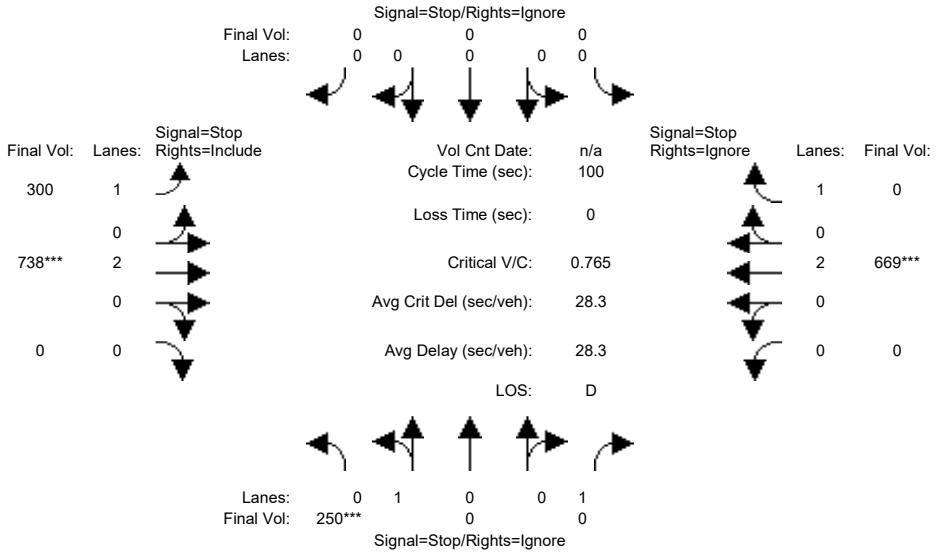
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	41	0	0	0	0	8	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	881	0	0	0	300	738	0	0	669	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	738	0	0	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	738	0	0	669	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	738	0	0	669	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	405	0	452	0	0	0	450	965	0	0	896	479
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.67	0.76	xxxx	xxxx	0.75	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.5	0.0	0.0	0.0	0.0	0.0	24.6	29.9	0.0	0.0	30.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.0	0.0	0.0	0.0	0.0	24.6	29.9	0.0	0.0	30.0	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.5			xxxxxx			28.3			30.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	23.5			xxxxxx			28.3			30.0		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.8	2.6	0.0	0.0	2.4	0.0

Note: Queue reported is the number of cars per lane.

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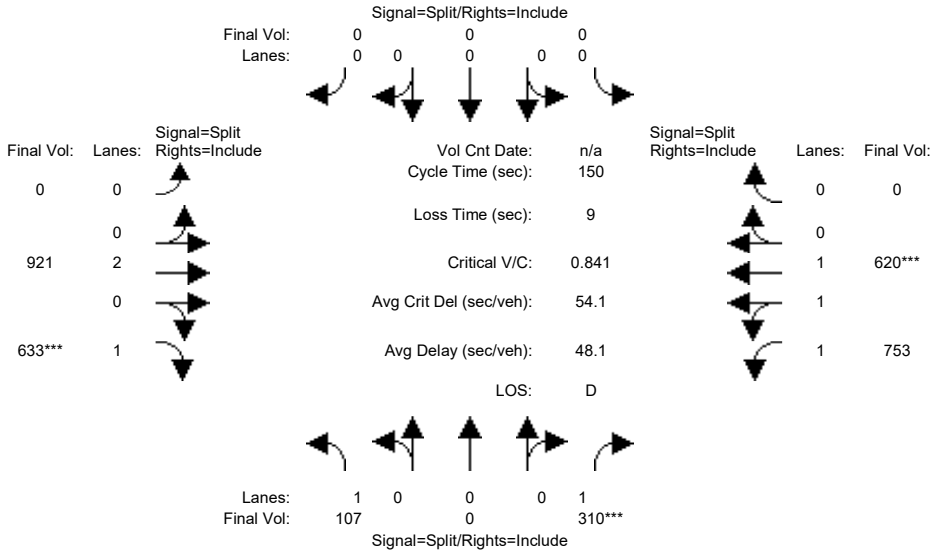
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	7	0	10	0	0	0	0	1	13	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	310	0	0	0	0	921	633	753	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	310	0	0	0	0	921	633	753	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	310	0	0	0	0	921	633	753	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	0	310	0	0	0	0	921	633	753	620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.69	1.31	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2987	2459	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.36	0.25	0.25	0.00
Crit Moves:			****						****		****	
Green Time:	31.6	0.0	31.6	0.0	0.0	0.0	0.0	64.5	64.5	44.9	44.9	0.0
Volume/Cap:	0.29	0.00	0.84	0.00	0.00	0.00	0.00	0.56	0.84	0.84	0.84	0.00
Delay/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
LOS by Move:	D	A	E	A	A	A	A	C-	D	D-	D-	A
HCM2kAvgQ:	4	0	15	0	0	0	0	16	30	21	21	0

Note: Queue reported is the number of cars per lane.

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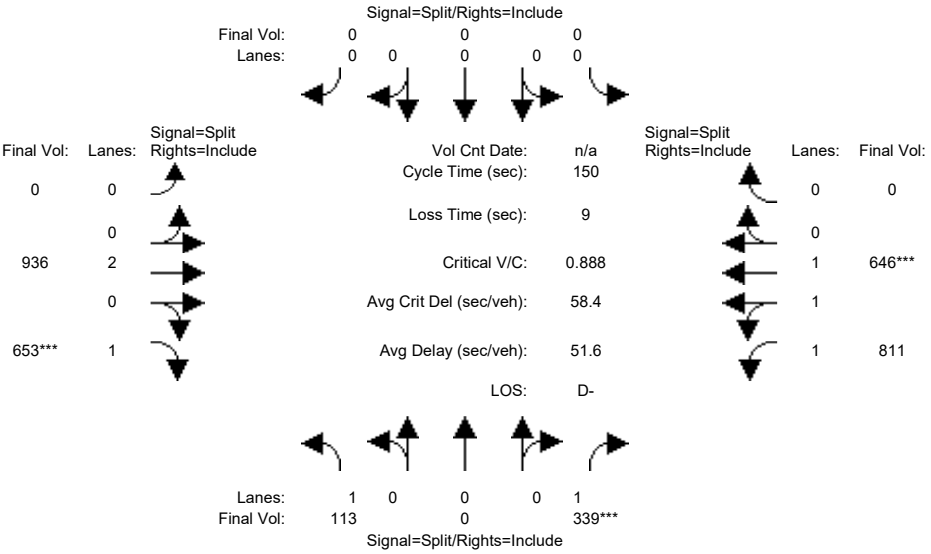
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	13	0	39	0	0	0	0	16	33	81	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	0	339	0	0	0	0	936	653	811	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	0	339	0	0	0	0	936	653	811	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	339	0	0	0	0	936	653	811	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	0	339	0	0	0	0	936	653	811	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.71	1.29	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3031	2414	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.37	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	32.7	0.0	32.7	0.0	0.0	0.0	0.0	63.1	63.1	45.2	45.2	0.0
Volume/Cap:	0.30	0.00	0.89	0.00	0.00	0.00	0.00	0.59	0.89	0.89	0.89	0.00
Delay/Veh:	49.4	0.0	78.3	0.0	0.0	0.0	0.0	34.0	52.9	56.3	56.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	0.0	78.3	0.0	0.0	0.0	0.0	34.0	52.9	56.3	56.3	0.0
LOS by Move:	D	A	E-	A	A	A	A	C-	D-	E+	E+	A
HCM2kAvgQ:	4	0	17	0	0	0	0	16	33	24	24	0

Note: Queue reported is the number of cars per lane.

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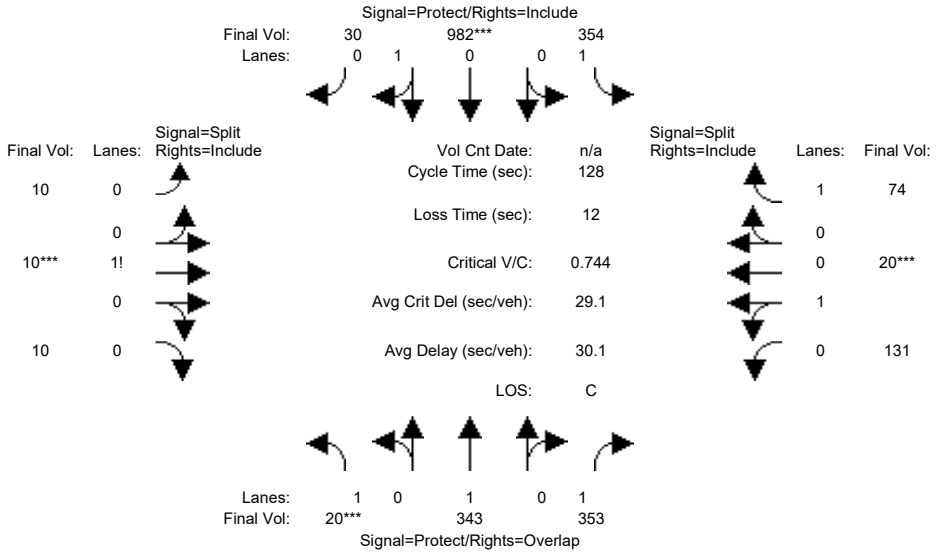
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	3	3	34	2	0	0	0	0	1	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	343	353	354	982	30	10	10	10	131	20	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	343	353	354	982	30	10	10	10	131	20	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	343	353	354	982	30	10	10	10	131	20	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	343	353	354	982	30	10	10	10	131	20	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	583	583	583	1562	238	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.20	0.20	0.56	0.56	0.02	0.02	0.02	0.08	0.08	0.04
Crit Moves:	****				****			****			****	
Green Time:	8.0	44.8	57.8	50.2	87.0	87.0	8.0	8.0	8.0	13.0	13.0	13.0
Volume/Cap:	0.18	0.52	0.45	0.52	0.83	0.83	0.27	0.27	0.27	0.83	0.83	0.42
Delay/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
LOS by Move:	E+	C-	C	C	B-	B-	E+	E+	E+	F	F	E+
HCM2kAvgQ:	1	10	10	11	32	32	1	1	1	8	8	3

Note: Queue reported is the number of cars per lane.

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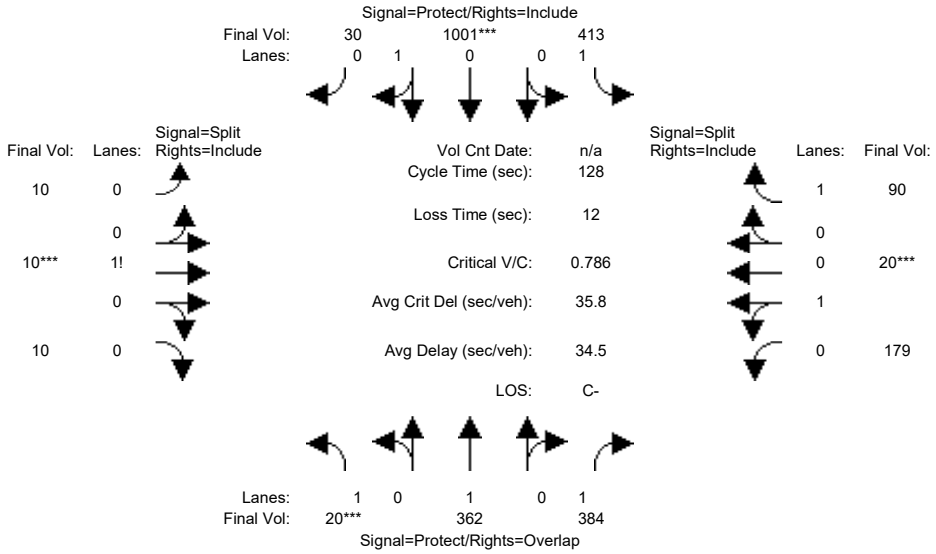
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	22	34	93	21	0	0	0	0	49	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	362	384	413	1001	30	10	10	10	179	20	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	362	384	413	1001	30	10	10	10	179	20	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	362	384	413	1001	30	10	10	10	179	20	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	362	384	413	1001	30	10	10	10	179	20	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.90	0.10	1.00
Final Sat.:	1750	1900	1750	1750	1748	52	583	583	583	1619	181	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.22	0.24	0.57	0.57	0.02	0.02	0.02	0.11	0.11	0.05
Crit Moves:	****				****			****			****	
Green Time:	8.0	41.0	57.2	50.8	83.8	83.8	8.0	8.0	8.0	16.2	16.2	16.2
Volume/Cap:	0.18	0.59	0.49	0.59	0.87	0.87	0.27	0.27	0.27	0.87	0.87	0.41
Delay/Veh:	57.7	38.1	25.6	31.9	25.4	25.4	58.6	58.6	58.6	84.0	84.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	38.1	25.6	31.9	25.4	25.4	58.6	58.6	58.6	84.0	84.0	52.7
LOS by Move:	E+	D+	C	C	C	C	E+	E+	E+	F	F	D-
HCM2kAvgQ:	1	11	11	14	37	37	1	1	1	11	11	4

Note: Queue reported is the number of cars per lane.

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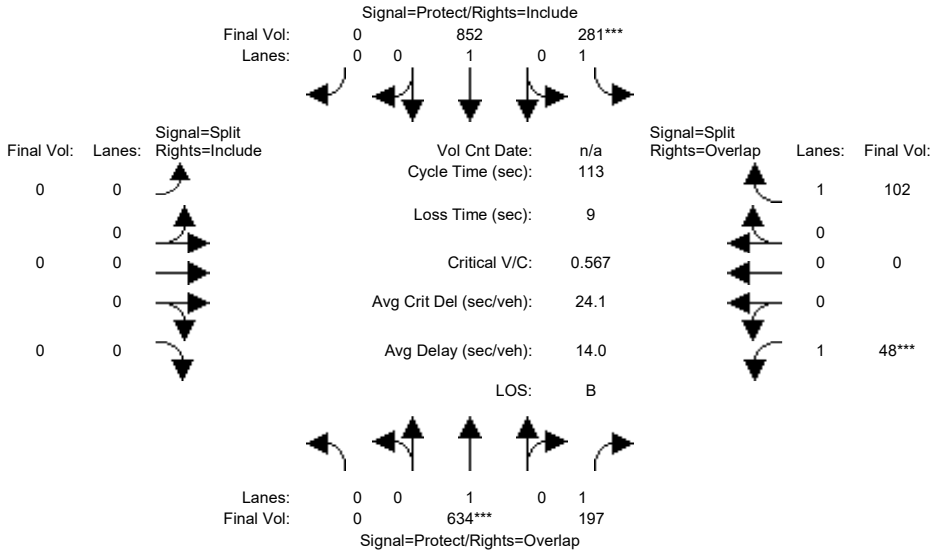
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	4	17	1	2	0	0	0	0	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	634	197	281	852	0	0	0	0	48	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	634	197	281	852	0	0	0	0	48	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	197	281	852	0	0	0	0	48	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	634	197	281	852	0	0	0	0	48	0	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.16	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	64.8	72.8	31.2	96.0	0.0	0.0	0.0	0.0	8.0	0.0	39.2
Volume/Cap:	0.00	0.58	0.17	0.58	0.53	0.00	0.00	0.00	0.00	0.39	0.00	0.17
Delay/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	14	3	9	8	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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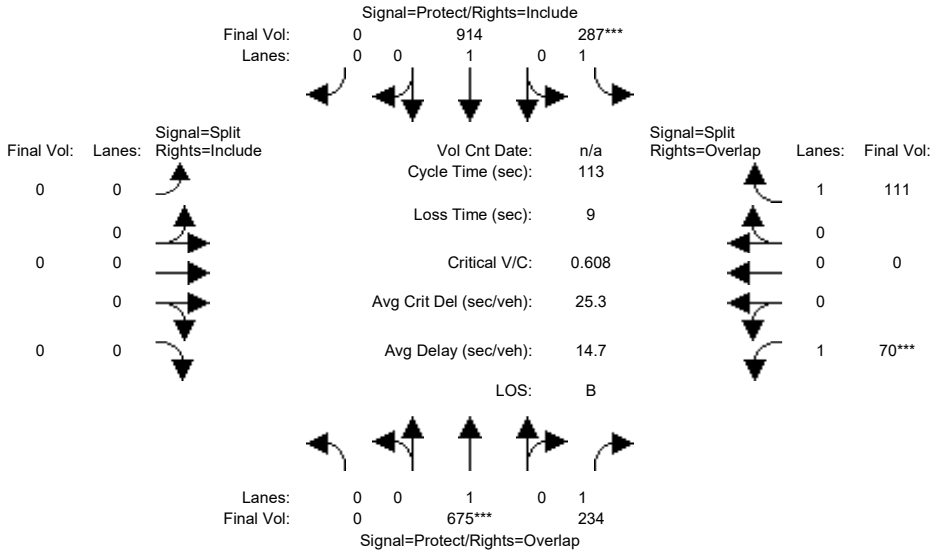
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	45	54	7	64	0	0	0	0	30	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	675	234	287	914	0	0	0	0	70	0	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	675	234	287	914	0	0	0	0	70	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	675	234	287	914	0	0	0	0	70	0	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	675	234	287	914	0	0	0	0	70	0	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.13	0.16	0.48	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	65.7	73.7	30.3	96.0	0.0	0.0	0.0	0.0	8.0	0.0	38.3
Volume/Cap:	0.00	0.61	0.21	0.61	0.57	0.00	0.00	0.00	0.00	0.56	0.00	0.19
Delay/Veh:	0.0	16.4	8.0	38.5	2.9	0.0	0.0	0.0	0.0	56.7	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	8.0	38.5	2.9	0.0	0.0	0.0	0.0	56.7	0.0	26.5
LOS by Move:	A	B	A	D+	A	A	A	A	A	E+	A	C
HCM2kAvgQ:	0	15	3	9	9	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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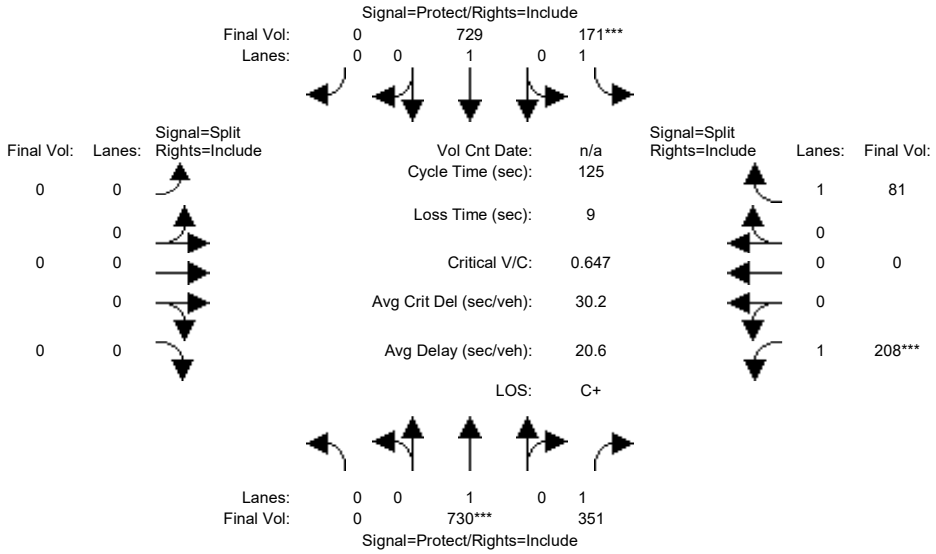
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	20	31	1	9	0	0	0	0	28	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	730	351	171	729	0	0	0	0	208	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	351	171	729	0	0	0	0	208	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	351	171	729	0	0	0	0	208	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	730	351	171	729	0	0	0	0	208	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.20	0.10	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	74.2	74.2	18.9	93.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.65	0.34	0.65	0.52	0.00	0.00	0.00	0.00	0.65	0.00	0.25
Delay/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	17	7	7	11	0	0	0	0	9	0	3

Note: Queue reported is the number of cars per lane.

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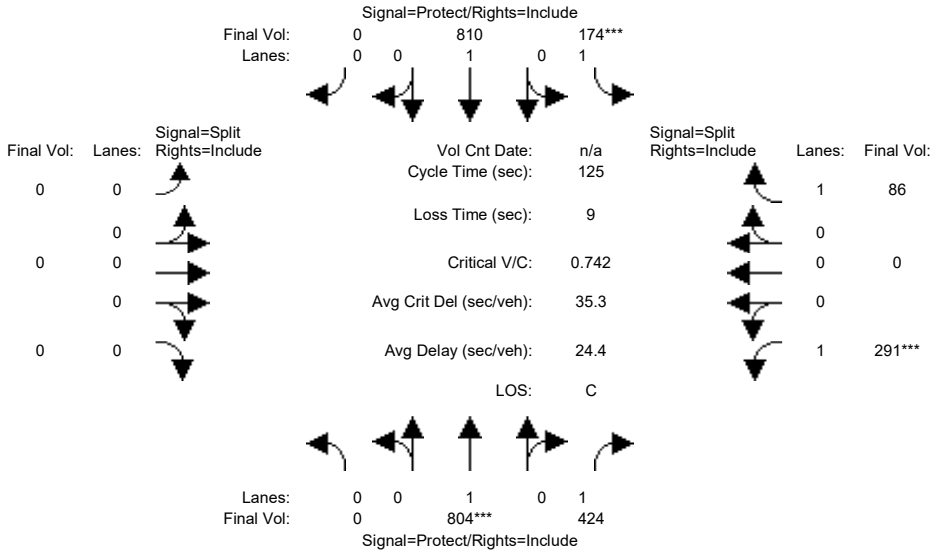
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	94	104	4	90	0	0	0	0	111	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	804	424	174	810	0	0	0	0	291	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	804	424	174	810	0	0	0	0	291	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	424	174	810	0	0	0	0	291	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	804	424	174	810	0	0	0	0	291	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.24	0.10	0.43	0.00	0.00	0.00	0.00	0.17	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	71.3	71.3	16.7	88.0	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.74	0.43	0.74	0.61	0.00	0.00	0.00	0.00	0.74	0.00	0.22
Delay/Veh:	0.0	22.8	15.5	64.1	10.3	0.0	0.0	0.0	0.0	52.6	0.0	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	15.5	64.1	10.3	0.0	0.0	0.0	0.0	52.6	0.0	39.9
LOS by Move:	A	C+	B	E	B+	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	21	9	7	16	0	0	0	0	13	0	3

Note: Queue reported is the number of cars per lane.

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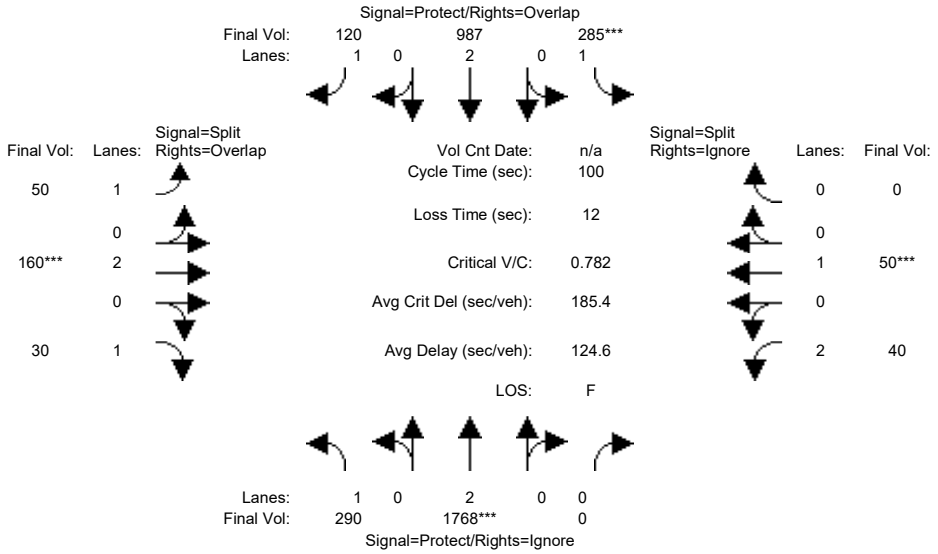
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	18	0	5	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1768	0	285	987	120	50	160	30	40	50	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1768	0	285	987	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1768	0	285	987	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1768	0	285	987	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.00	0.16	0.26	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****		****				****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.41	0.00	0.61	0.73	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	60	0	8	13	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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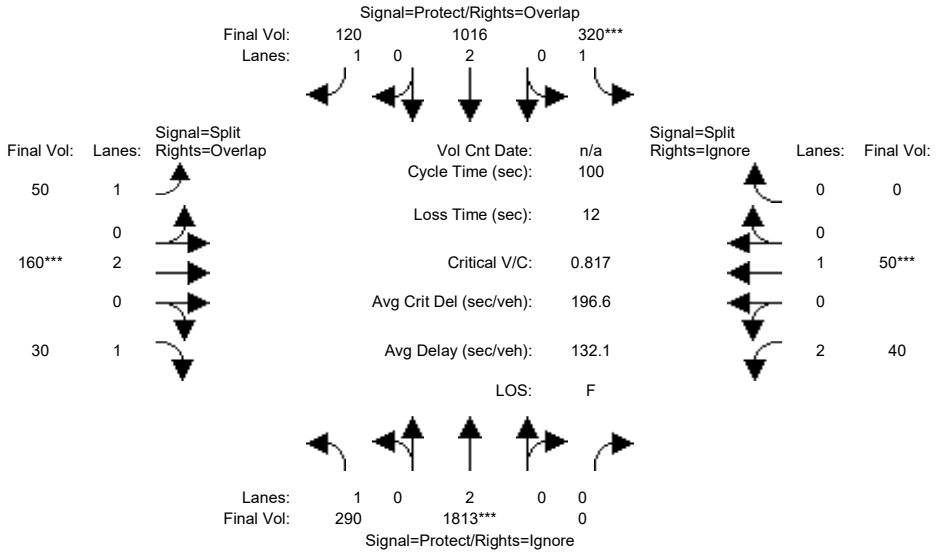
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	63	0	40	36	0	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1813	0	320	1016	120	50	160	30	40	50	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1813	0	320	1016	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1813	0	320	1016	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1813	0	320	1016	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.48	0.00	0.18	0.27	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****			****			****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.44	0.00	0.68	0.75	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	242	0.0	40.8	33.9	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	242	0.0	40.8	33.9	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	63	0	10	14	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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2035 AM Full-Offset Alternative

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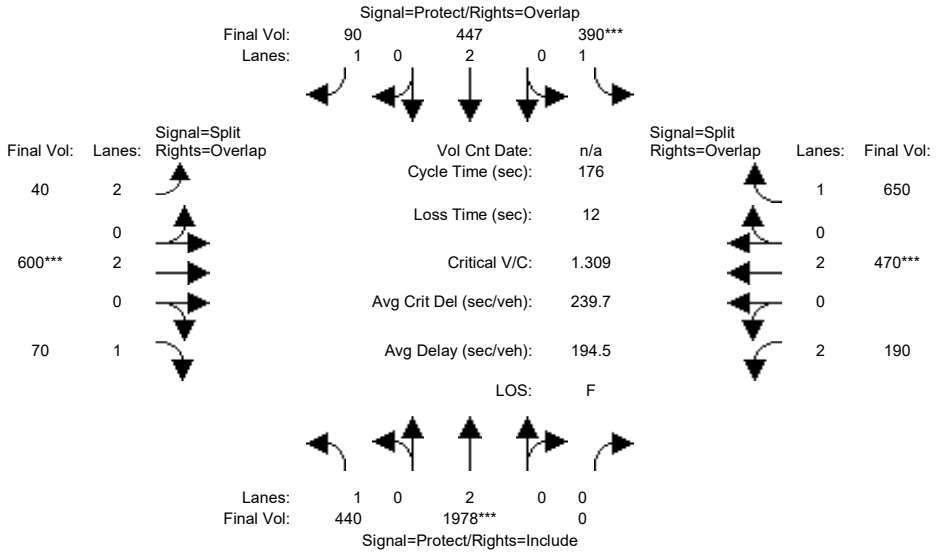
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1978	0	390	447	90	40	600	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1978	0	390	447	90	40	600	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1978	0	390	447	90	40	600	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1978	0	390	447	90	40	600	70	190	470	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.52	0.00	0.22	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.40	0.00	1.90	0.43	0.10	0.07	1.11	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	87	0	48	10	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
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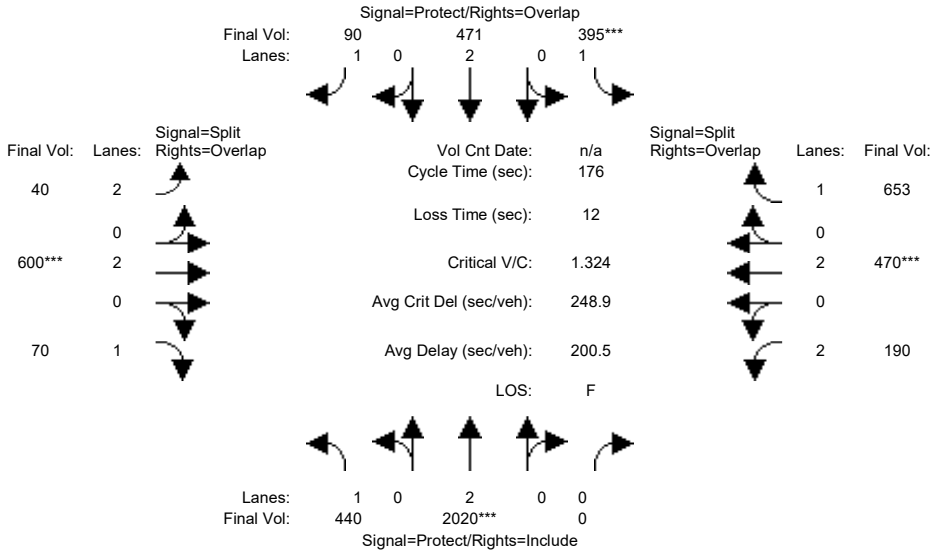
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	60	0	5	31	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2020	0	395	471	90	40	600	70	190	470	653
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	2020	0	395	471	90	40	600	70	190	470	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2020	0	395	471	90	40	600	70	190	470	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	2020	0	395	471	90	40	600	70	190	470	653
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.53	0.00	0.23	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****			****			****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.43	0.00	1.93	0.46	0.10	0.07	1.11	0.09	0.43	1.05	1.17
Delay/Veh:	168.2	256	0.0	518.5	57.3	23.3	54.7	142	28.3	66.1	131	158.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	256	0.0	518.5	57.3	23.3	54.7	142	28.3	66.1	131	158.1
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	91	0	49	11	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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2035 AM Full-Offset Alternative

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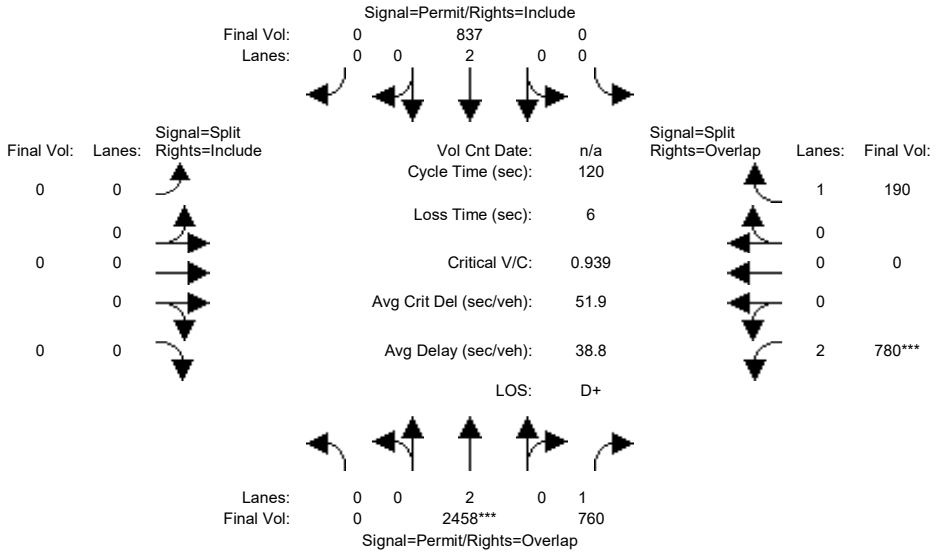
Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2458	760	0	837	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2458	760	0	837	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2458	760	0	837	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2458	760	0	837	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.50	0.00	0.22	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.04	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E+	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	51	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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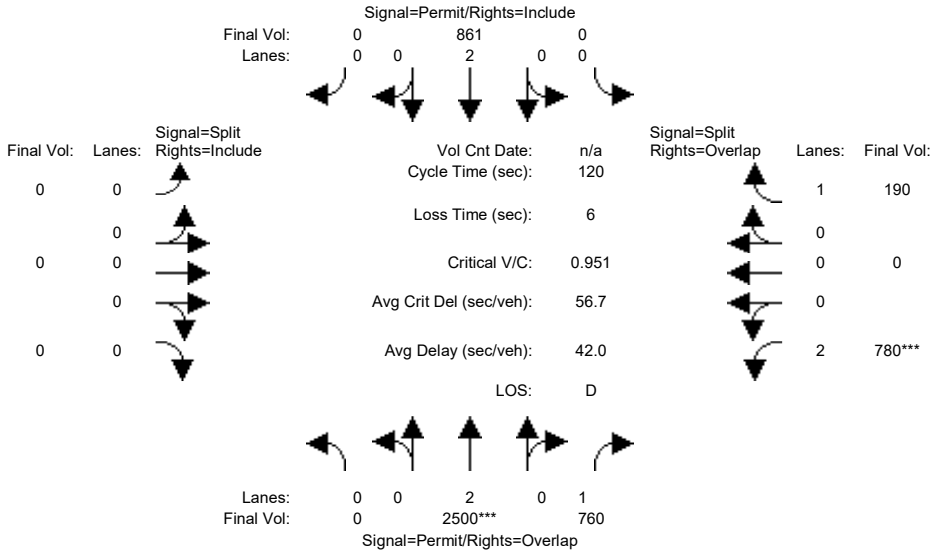
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	60	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2500	760	0	861	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2500	760	0	861	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2500	760	0	861	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2500	760	0	861	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.06	0.53	0.00	0.37	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	61.9	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	61.9	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	54	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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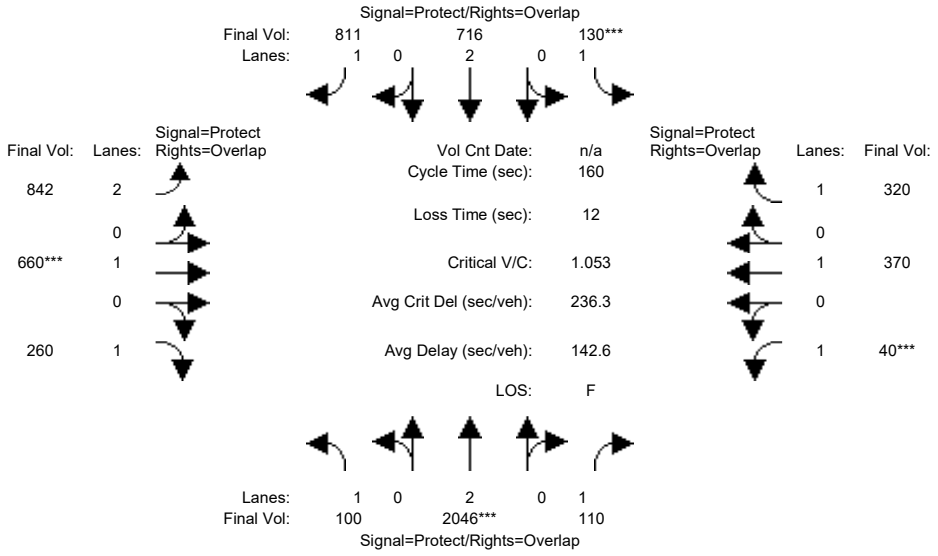
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	16	0	0	6	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2046	110	130	716	811	842	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2046	110	130	716	811	842	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2046	110	130	716	811	842	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2046	110	130	716	811	842	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.8	45.0	65.4	82.2	12.4	32.8	48.7
Volume/Cap:	0.54	1.55	0.15	0.75	0.55	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	97	3	8	18	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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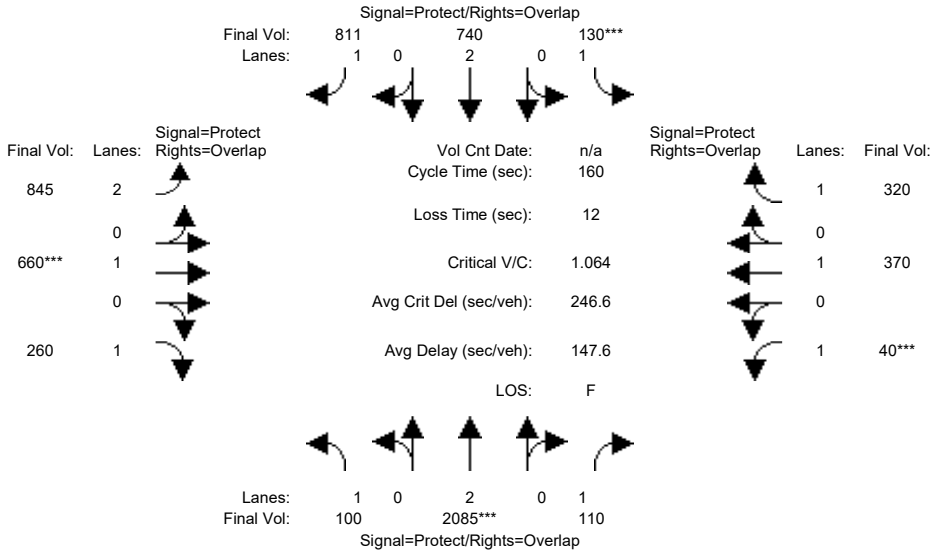
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	55	0	0	30	1	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2085	110	130	740	811	845	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2085	110	130	740	811	845	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2085	110	130	740	811	845	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2085	110	130	740	811	845	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.58	0.15	0.75	0.57	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	319	27.7	101.3	66.1	53.0	83.4	57.3	25.3	80.1	105	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	319	27.7	101.3	66.1	53.0	83.4	57.3	25.3	80.1	105	55.6
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	100	3	8	19	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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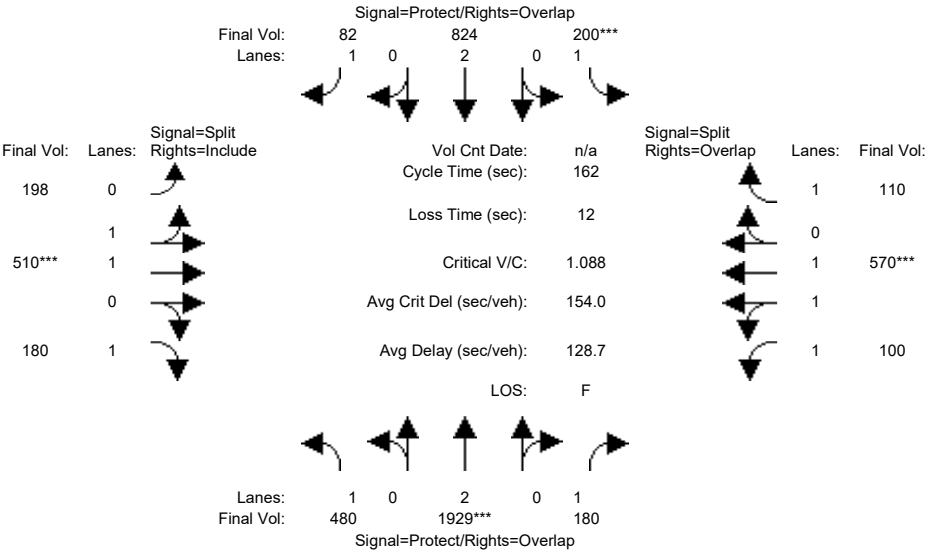
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	9	0	0	4	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1929	180	200	824	82	198	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1929	180	200	824	82	198	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1929	180	200	824	82	198	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1929	180	200	824	82	198	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1034	2664	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.19	0.19	0.10	0.06	0.20	0.06
Crit Moves:		****		****				****			****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.33	0.17	1.00	0.83	0.10	0.84	0.84	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	80	5	14	21	2	21	21	9	5	19	4

Note: Queue reported is the number of cars per lane.

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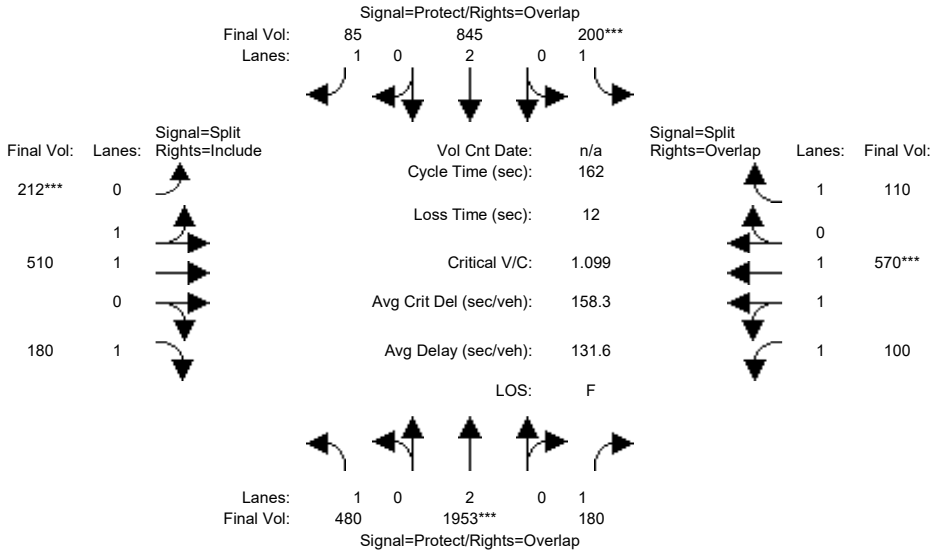
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	33	0	0	25	5	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1953	180	200	845	85	212	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1953	180	200	845	85	212	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1953	180	200	845	85	212	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1953	180	200	845	85	212	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.60	1.40	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1086	2613	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.20	0.20	0.10	0.06	0.20	0.06
Crit Moves:		****			****			****			****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.34	0.17	1.00	0.85	0.10	0.85	0.85	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	213	16.6	141.1	68.7	24.0	73.2	73.2	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	213	16.6	141.1	68.7	24.0	73.2	73.2	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	82	5	14	22	2	21	21	9	5	19	4

Note: Queue reported is the number of cars per lane.

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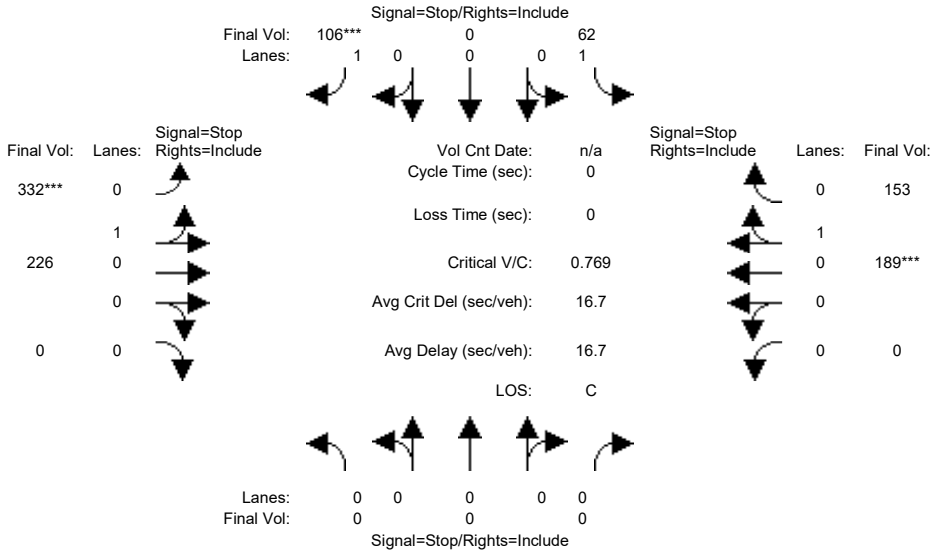
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	2	0	16	22	6	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	106	332	226	0	0	189	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	106	332	226	0	0	189	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	106	332	226	0	0	189	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	106	332	226	0	0	189	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	484	0	575	432	294	0	0	404	327
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.18	0.77	0.77	xxxx	xxxx	0.47	0.47
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.9			21.8			11.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.9			21.8			11.7		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.2	2.8	2.8	2.8	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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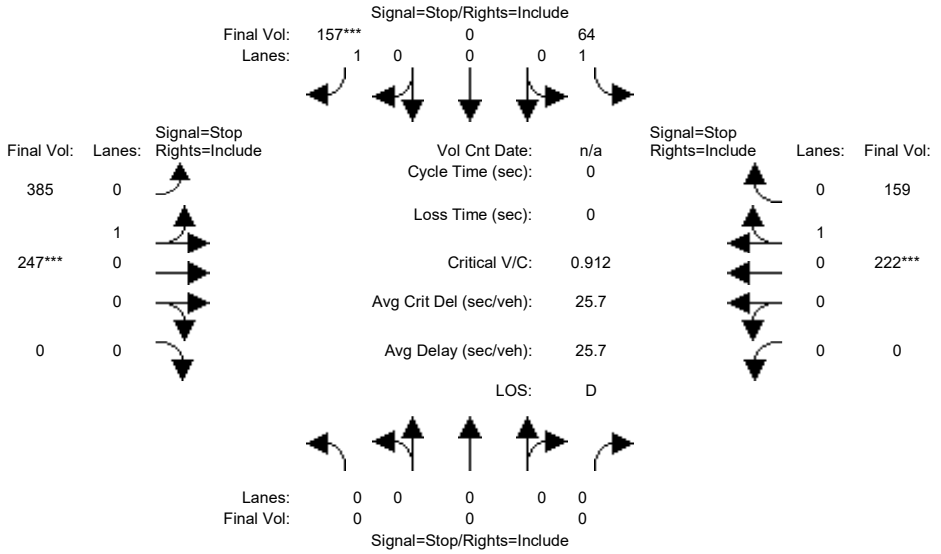
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	4	0	67	75	27	0	0	42	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	157	385	247	0	0	222	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	157	385	247	0	0	222	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	157	385	247	0	0	222	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	0	157	385	247	0	0	222	159
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.61	0.39	0.00	0.00	0.58	0.42
Final Sat.:	0	0	0	478	0	568	422	271	0	0	398	285
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.28	0.91	0.91	xxxx	xxxx	0.56	0.56
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	10.9	38.0	38.0	0.0	0.0	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	10.9	38.0	38.0	0.0	0.0	14.1	14.1
LOS by Move:	*	*	*	B	*	B	E	E	*	*	B	B
ApproachDel:	xxxxxx			10.9			38.0			14.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			38.0			14.1		
LOS by Appr:	*			B			E			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.3	5.7	5.7	5.7	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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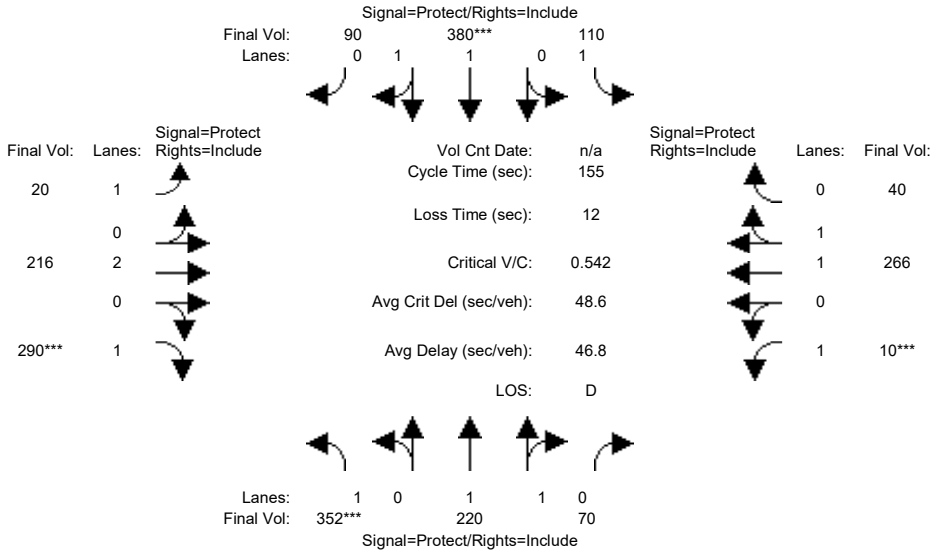
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	6	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	220	70	110	380	90	20	216	290	10	266	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	220	70	110	380	90	20	216	290	10	266	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	220	70	110	380	90	20	216	290	10	266	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	220	70	110	380	90	20	216	290	10	266	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.61	0.39	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2806	893	1750	2991	708	1750	3800	1750	1750	3216	484
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.13	0.13	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	55.4	50.2	50.2	40.2	35.0	35.0	18.6	45.6	45.6	7.0	34.0	34.0
Volume/Cap:	0.56	0.24	0.24	0.24	0.56	0.56	0.10	0.19	0.56	0.13	0.38	0.38
Delay/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
LOS by Move:	D	D+	D+	D	D-	D-	E	D	D	E	D-	D-
HCM2kAvgQ:	14	5	5	4	10	10	1	4	12	0	6	6

Note: Queue reported is the number of cars per lane.

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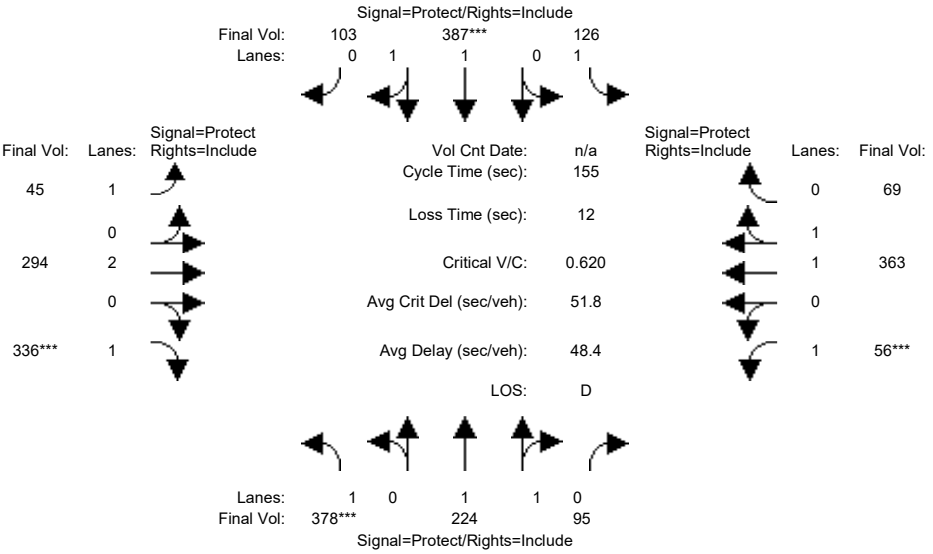
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	28	4	25	16	7	13	25	84	46	46	113	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	224	95	126	387	103	45	294	336	56	363	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	224	95	126	387	103	45	294	336	56	363	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	224	95	126	387	103	45	294	336	56	363	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	224	95	126	387	103	45	294	336	56	363	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.39	0.61	1.00	1.57	0.43	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	2597	1102	1750	2922	778	1750	3800	1750	1750	3109	591
Capacity Analysis Module:												
Vol/Sat:	0.22	0.09	0.09	0.07	0.13	0.13	0.03	0.08	0.19	0.03	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	54.0	47.4	47.4	39.6	33.1	33.1	15.6	48.0	48.0	8.0	40.4	40.4
Volume/Cap:	0.62	0.28	0.28	0.28	0.62	0.62	0.26	0.25	0.62	0.62	0.45	0.45
Delay/Veh:	44.0	41.0	41.0	46.6	56.8	56.8	65.1	40.2	48.0	84.6	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	41.0	41.0	46.6	56.8	56.8	65.1	40.2	48.0	84.6	48.3	48.3
LOS by Move:	D	D	D	D	E+	E+	E	D	D	F	D	D
HCM2kAvgQ:	15	6	6	5	11	11	2	5	15	3	9	9

Note: Queue reported is the number of cars per lane.

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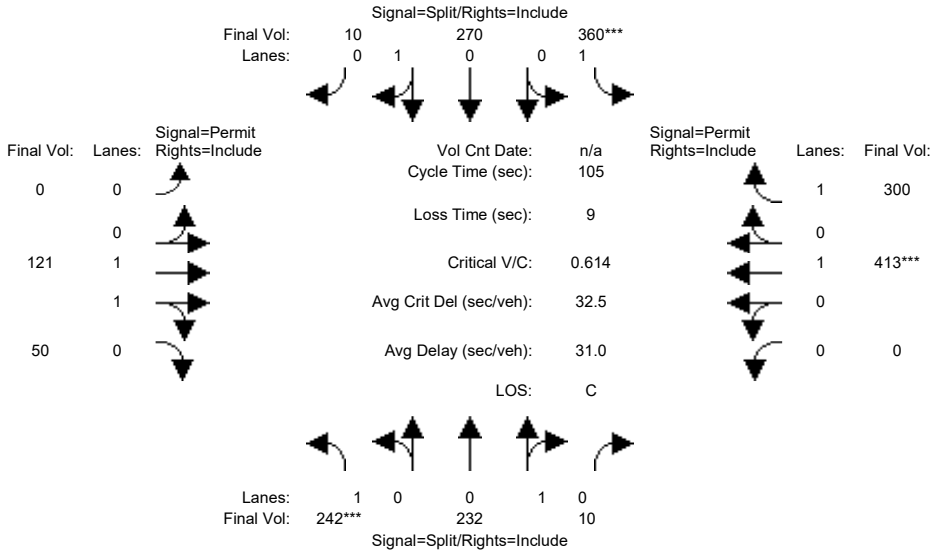
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	2	2	0	0	0	0	0	11	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	232	10	360	270	10	0	121	50	0	413	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	232	10	360	270	10	0	121	50	0	413	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	232	10	360	270	10	0	121	50	0	413	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	232	10	360	270	10	0	121	50	0	413	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.96	0.04	0.00	1.40	0.60	0.00	1.00	1.00
Final Sat.:	1750	1726	74	1750	1736	64	0	2617	1082	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.21	0.16	0.16	0.00	0.05	0.05	0.00	0.22	0.17
Crit Moves:	****			****							****	
Green Time:	23.6	23.6	23.6	35.2	35.2	35.2	0.0	37.2	37.2	0.0	37.2	37.2
Volume/Cap:	0.61	0.60	0.60	0.61	0.46	0.46	0.00	0.13	0.13	0.00	0.61	0.48
Delay/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
LOS by Move:	D	D+	D+	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	8	7	7	10	7	7	0	2	2	0	11	8

Note: Queue reported is the number of cars per lane.

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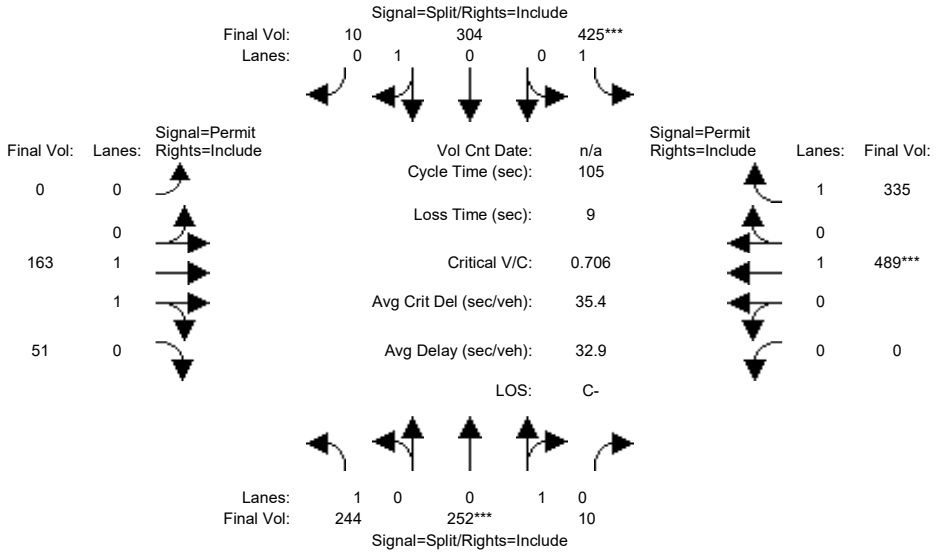
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	4	22	0	65	34	0	0	53	1	0	109	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	252	10	425	304	10	0	163	51	0	489	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	252	10	425	304	10	0	163	51	0	489	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	252	10	425	304	10	0	163	51	0	489	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	252	10	425	304	10	0	163	51	0	489	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.97	0.03	0.00	1.51	0.49	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1743	57	0	2818	882	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.24	0.17	0.17	0.00	0.06	0.06	0.00	0.26	0.19
Crit Moves:		****		****							****	
Green Time:	21.6	21.6	21.6	36.1	36.1	36.1	0.0	38.3	38.3	0.0	38.3	38.3
Volume/Cap:	0.68	0.71	0.71	0.71	0.51	0.51	0.00	0.16	0.16	0.00	0.71	0.53
Delay/Veh:	43.5	44.9	44.9	33.7	28.1	28.1	0.0	22.6	22.6	0.0	31.9	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	44.9	44.9	33.7	28.1	28.1	0.0	22.6	22.6	0.0	31.9	27.0
LOS by Move:	D	D	D	C-	C	C	A	C+	C+	A	C	C
HCM2kAvgQ:	8	8	8	13	8	8	0	2	2	0	13	9

Note: Queue reported is the number of cars per lane.

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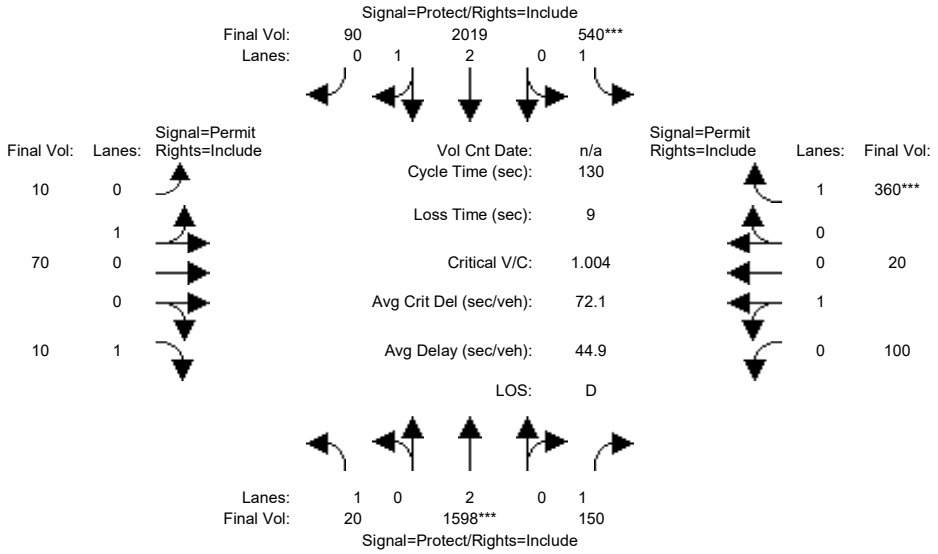
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1598	150	540	2019	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1598	150	540	2019	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5361	239	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.09	0.31	0.38	0.38	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.8	54.4	54.4	39.9	82.6	82.6	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	1.00	0.20	1.00	0.59	0.59	0.22	0.22	0.03	0.33	0.33	1.00
Delay/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	35	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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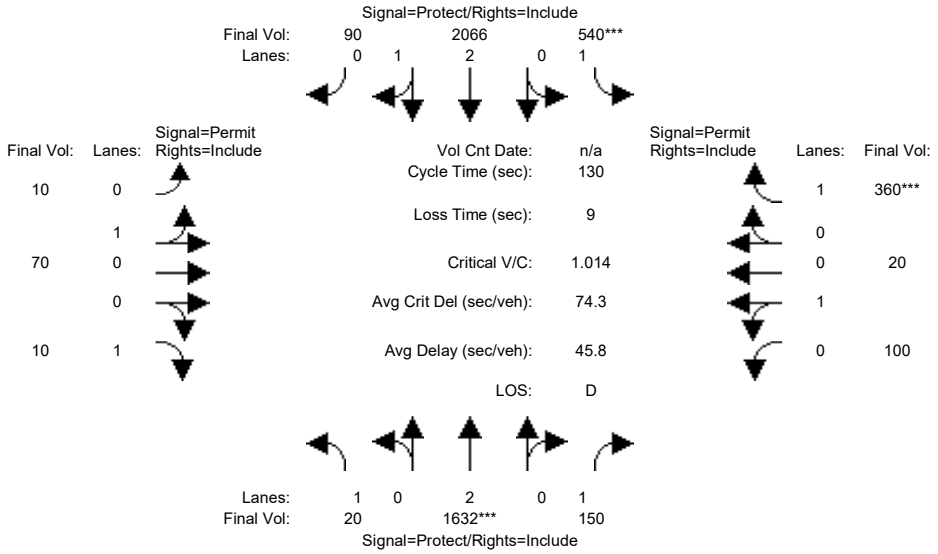
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	42	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1632	150	540	2066	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1632	150	540	2066	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1632	150	540	2066	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1632	150	540	2066	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5366	234	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.09	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.6	55.1	55.1	39.6	83.0	83.0	26.4	26.4	26.4	26.4	26.4	26.4
Volume/Cap:	0.13	1.01	0.20	1.01	0.60	0.60	0.22	0.22	0.03	0.33	0.33	1.01
Delay/Veh:	54.9	63.4	23.8	87.8	14.1	14.1	43.5	43.5	41.6	44.8	44.8	103.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	63.4	23.8	87.8	14.1	14.1	43.5	43.5	41.6	44.8	44.8	103.2
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	36	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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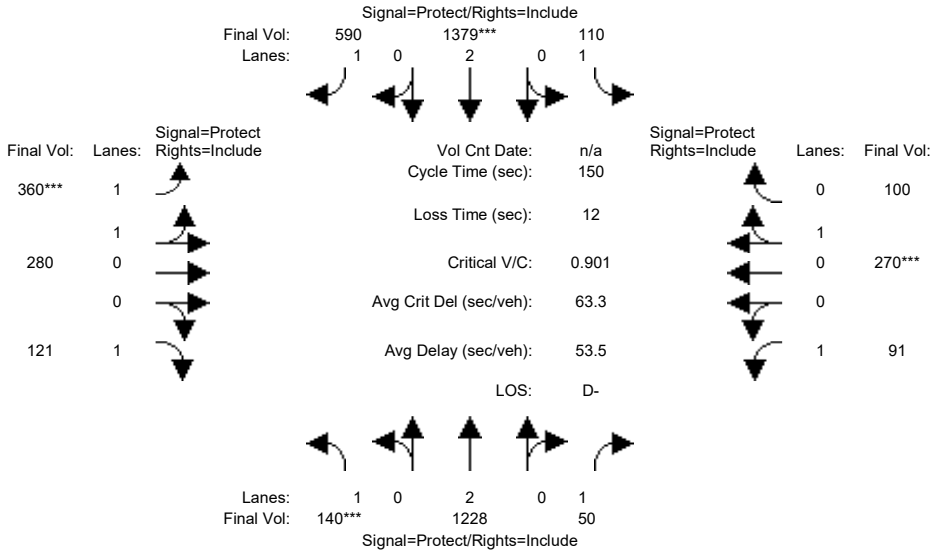
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	0	8	0	0	19	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1228	50	110	1379	590	360	280	121	91	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1228	50	110	1379	590	360	280	121	91	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.03	0.06	0.36	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.3	61.7	61.7	12.0	60.4	60.4	30.0	49.9	49.9	14.4	34.2	34.2
Volume/Cap:	0.90	0.79	0.07	0.79	0.90	0.84	0.90	0.54	0.21	0.54	0.90	0.90
Delay/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
LOS by Move:	F	D	C	F	D	D	E	D	D+	E	E-	E-
HCM2kAvgQ:	8	24	1	6	31	27	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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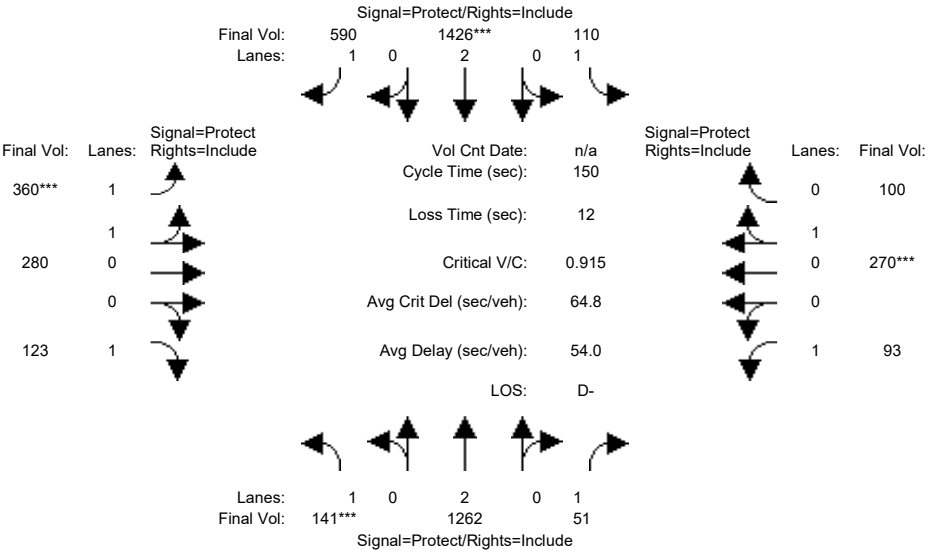
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	42	1	0	66	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1262	51	110	1426	590	360	280	123	93	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1262	51	110	1426	590	360	280	123	93	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1262	51	110	1426	590	360	280	123	93	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1262	51	110	1426	590	360	280	123	93	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.03	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	62.8	62.8	11.9	61.5	61.5	29.6	48.9	48.9	14.4	33.7	33.7
Volume/Cap:	0.91	0.79	0.07	0.79	0.91	0.82	0.91	0.55	0.22	0.55	0.91	0.91
Delay/Veh:	115.9	40.7	26.1	93.8	50.5	46.9	75.6	42.2	36.9	68.7	81.8	81.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.9	40.7	26.1	93.8	50.5	46.9	75.6	42.2	36.9	68.7	81.8	81.8
LOS by Move:	F	D	C	F	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	25	1	6	32	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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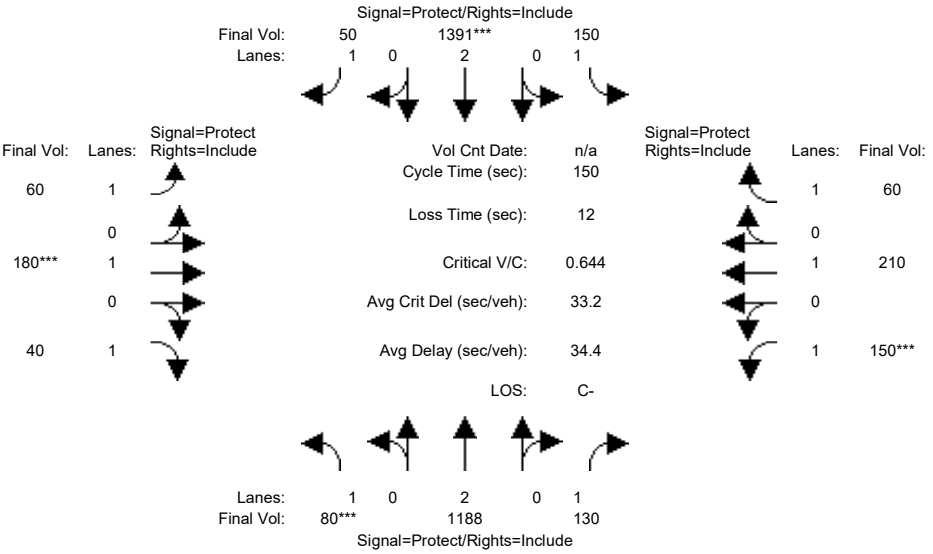
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1188	130	150	1391	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1188	130	150	1391	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.07	0.09	0.37	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.7	75.3	75.3	20.6	85.3	85.3	12.5	22.1	22.1	20.0	29.6	29.6
Volume/Cap:	0.64	0.62	0.15	0.62	0.64	0.05	0.41	0.64	0.16	0.64	0.56	0.17
Delay/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
LOS by Move:	E-	C	C+	E	C+	B	E	E	E+	E	E+	D
HCM2kAvgQ:	4	19	3	7	20	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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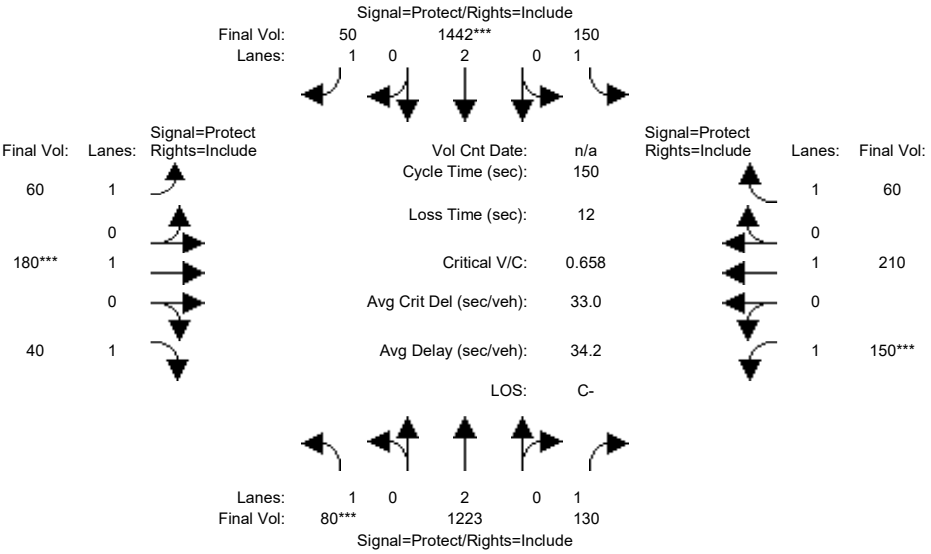
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	43	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1223	130	150	1442	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1223	130	150	1442	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1223	130	150	1442	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1223	130	150	1442	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.09	0.38	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****			****	
Green Time:	10.4	76.5	76.5	20.4	86.5	86.5	12.2	21.6	21.6	19.5	28.9	28.9
Volume/Cap:	0.66	0.63	0.15	0.63	0.66	0.05	0.42	0.66	0.16	0.66	0.57	0.18
Delay/Veh:	80.5	27.2	19.5	66.6	22.4	13.9	67.5	66.5	56.5	69.0	57.2	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	27.2	19.5	66.6	22.4	13.9	67.5	66.5	56.5	69.0	57.2	50.9
LOS by Move:	F	C	B-	E	C+	B	E	E	E+	E	E+	D
HCM2kAvgQ:	4	20	3	7	21	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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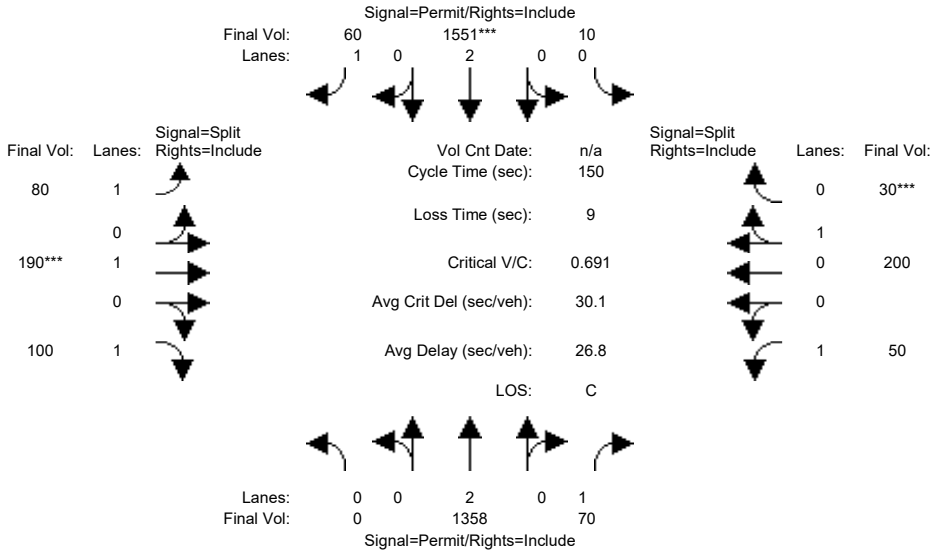
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1358	70	10	1551	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1358	70	10	1551	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	24	3676	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.42	0.42	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	91.6	91.6	91.6	91.6	91.6	21.7	21.7	21.7	27.7	27.7	27.7
Volume/Cap:	0.00	0.59	0.07	0.69	0.69	0.06	0.32	0.69	0.39	0.15	0.69	0.69
Delay/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
LOS by Move:	A	B-	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	18	1	24	24	1	3	8	4	2	11	11

Note: Queue reported is the number of cars per lane.

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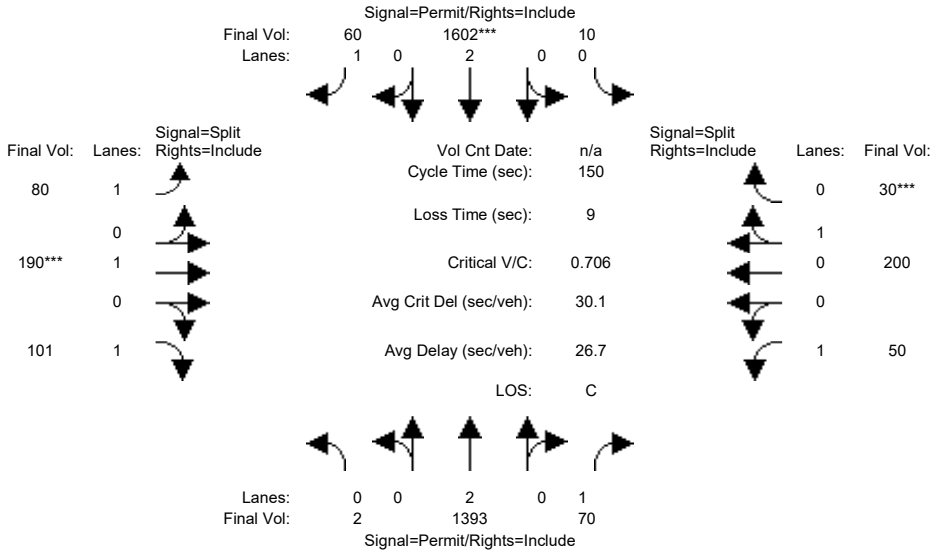
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	2	43	0	0	72	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1393	70	10	1602	60	80	190	101	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1393	70	10	1602	60	80	190	101	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1393	70	10	1602	60	80	190	101	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1393	70	10	1602	60	80	190	101	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	5	3695	1750	23	3677	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.04	0.44	0.44	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	92.6	92.6	92.6	92.6	92.6	92.6	21.3	21.3	21.3	27.2	27.2	27.2
Volume/Cap:	0.61	0.61	0.06	0.71	0.71	0.06	0.32	0.71	0.41	0.16	0.71	0.71
Delay/Veh:	18.1	18.1	11.5	20.5	20.5	11.4	58.7	69.7	59.7	52.0	64.6	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	11.5	20.5	20.5	11.4	58.7	69.7	59.7	52.0	64.6	64.6
LOS by Move:	B-	B-	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	19	19	1	25	25	1	3	8	4	2	12	12

Note: Queue reported is the number of cars per lane.

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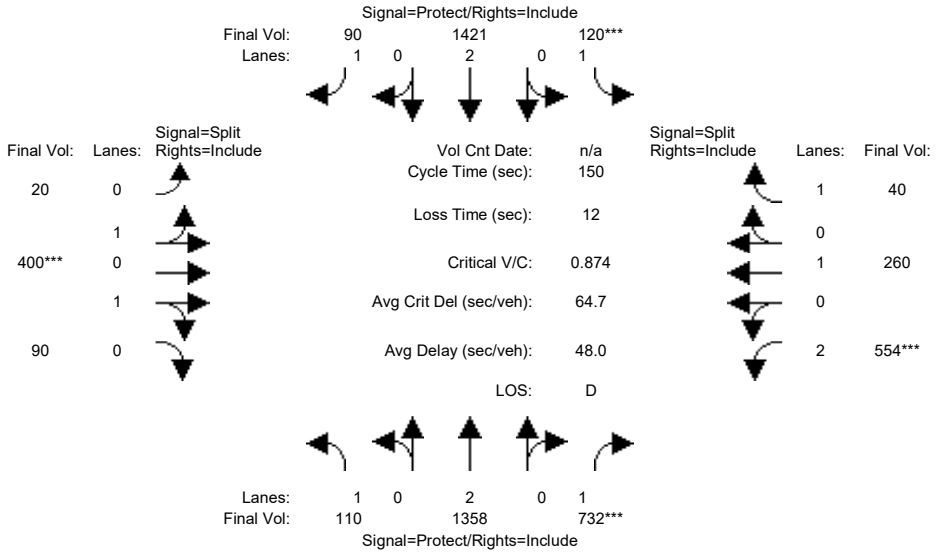
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	8	2	0	21	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1358	732	120	1421	90	20	400	90	554	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1358	732	120	1421	90	20	400	90	554	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.37	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	12.0	71.8	71.8	11.8	71.5	71.5	24.3	24.3	24.3	30.2	30.2	30.2
Volume/Cap:	0.78	0.75	0.87	0.87	0.78	0.11	0.87	0.87	0.87	0.87	0.68	0.11
Delay/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E	D
HCM2kAvgQ:	6	25	34	6	27	2	15	15	15	16	11	2

Note: Queue reported is the number of cars per lane.

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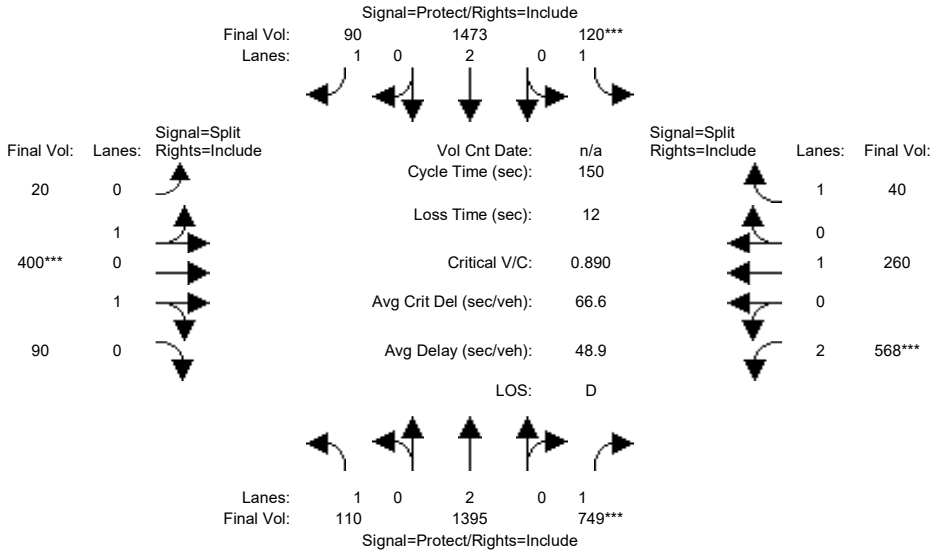
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	45	19	0	73	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1395	749	120	1473	90	20	400	90	568	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1395	749	120	1473	90	20	400	90	568	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1395	749	120	1473	90	20	400	90	568	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1395	749	120	1473	90	20	400	90	568	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.43	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.7	72.2	72.2	11.6	72.0	72.0	23.9	23.9	23.9	30.4	30.4	30.4
Volume/Cap:	0.81	0.76	0.89	0.89	0.81	0.11	0.89	0.89	0.89	0.89	0.68	0.11
Delay/Veh:	96.8	33.9	46.8	114.6	35.9	21.4	77.6	77.6	77.6	72.7	60.0	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	33.9	46.8	114.6	35.9	21.4	77.6	77.6	77.6	72.7	60.0	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	35	6	28	2	15	15	15	17	11	2

Note: Queue reported is the number of cars per lane.

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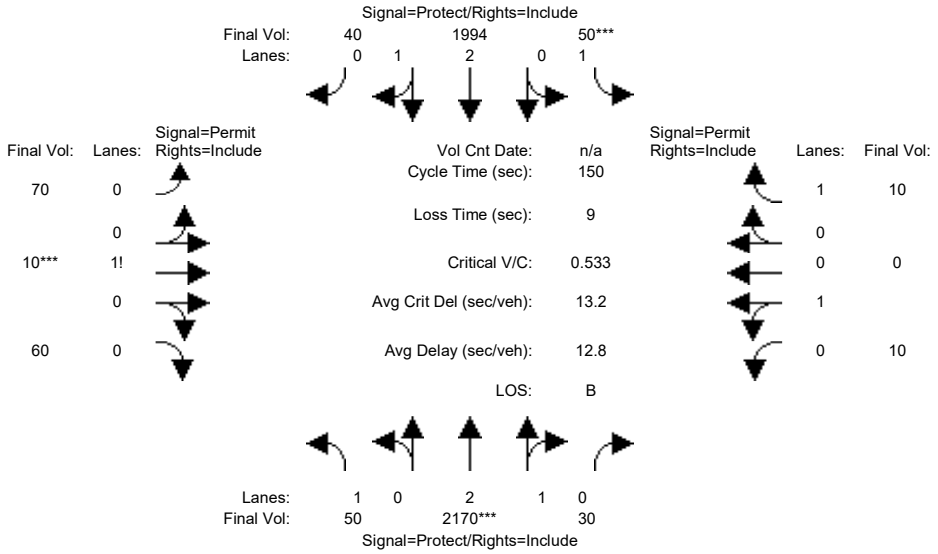
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2170	30	50	1994	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2170	30	50	1994	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5524	76	1750	5490	110	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.03	0.36	0.36	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	13.5	110	110.5	8.0	105	105.0	22.5	22.5	22.5	22.5	0.0	22.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.52	0.52	0.53	0.53	0.53	0.04	0.00	0.04
Delay/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	14	14	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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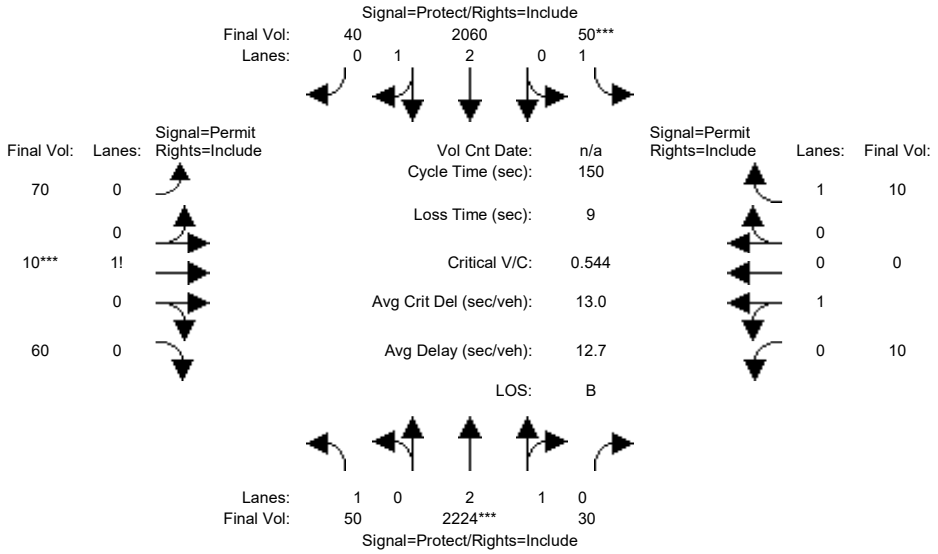
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	64	0	0	90	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2224	30	50	2060	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2224	30	50	2060	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2224	30	50	2060	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2224	30	50	2060	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5525	75	1750	5493	107	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.38	0.38	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	13.2	111	111.0	7.9	106	105.8	22.1	22.1	22.1	22.1	0.0	22.1
Volume/Cap:	0.33	0.54	0.54	0.54	0.53	0.53	0.54	0.54	0.54	0.04	0.00	0.04
Delay/Veh:	65.5	8.6	8.6	75.9	10.6	10.6	61.7	61.7	61.7	54.9	0.0	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	8.6	8.6	75.9	10.6	10.6	61.7	61.7	61.7	54.9	0.0	54.9
LOS by Move:	E	A	A	E-	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	15	15	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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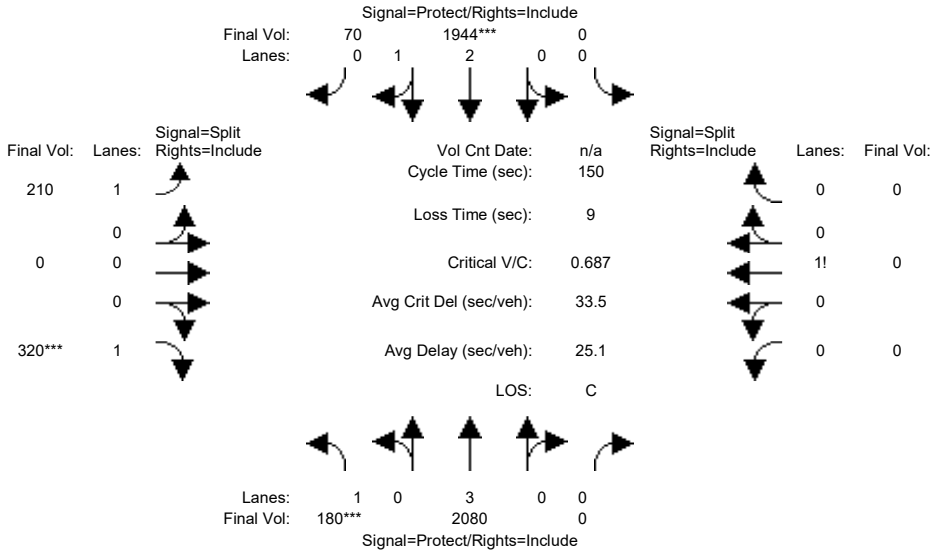
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2080	0	0	1944	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2080	0	0	1944	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5405	195	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.00	0.00	0.36	0.36	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.5	101	0.0	0.0	78.6	78.6	40.0	0.0	40.0	0.0	0.0	0.0
Volume/Cap:	0.69	0.54	0.00	0.00	0.69	0.69	0.45	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	8	16	0	0	23	23	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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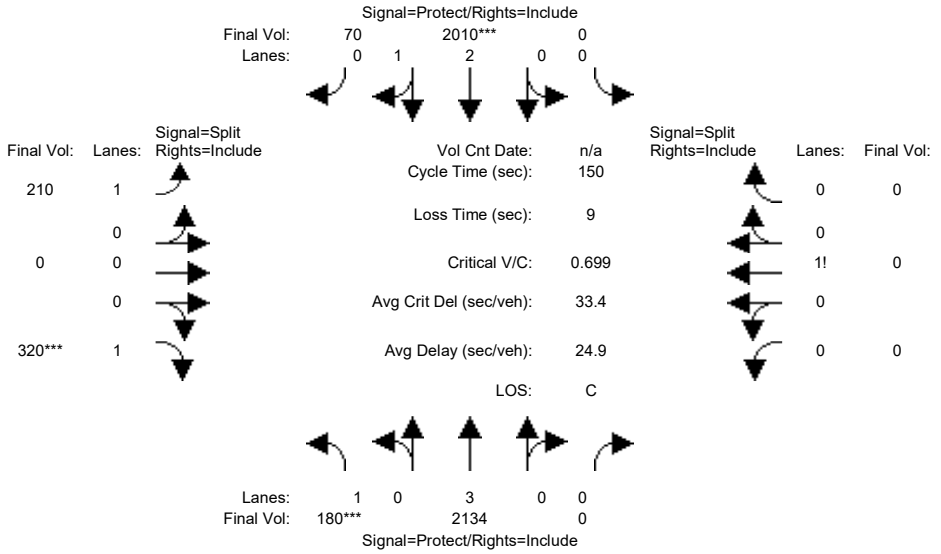
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	64	0	0	90	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2134	0	0	2010	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2134	0	0	2010	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2134	0	0	2010	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2134	0	0	2010	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5411	188	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.00	0.37	0.37	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.1	102	0.0	0.0	79.7	79.7	39.2	0.0	39.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.55	0.00	0.00	0.70	0.70	0.46	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	69.1	12.6	0.0	0.0	27.0	27.0	47.2	0.0	54.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	12.6	0.0	0.0	27.0	27.0	47.2	0.0	54.8	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	9	16	0	0	24	24	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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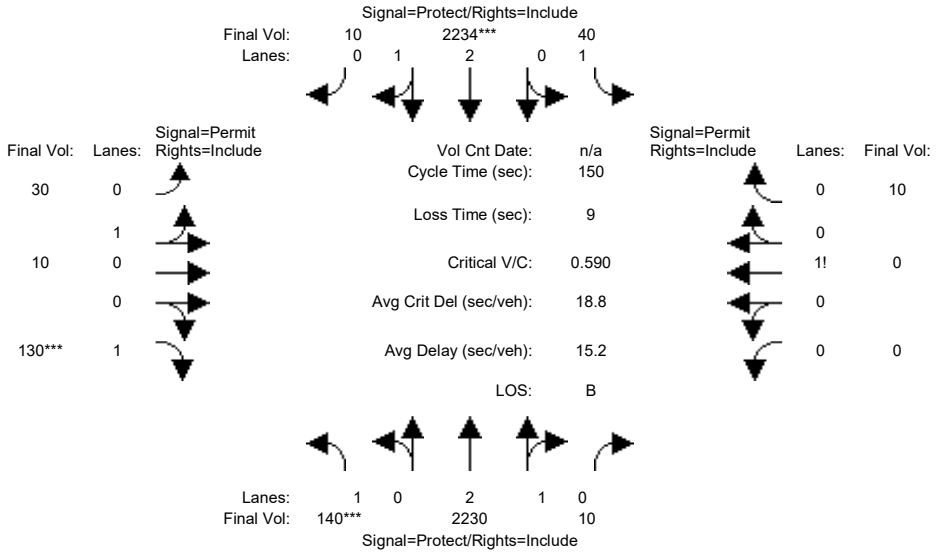
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2230	10	40	2234	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2230	10	40	2234	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5575	25	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.02	0.40	0.40	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.3	109	109.4	12.8	102	101.8	18.9	18.9	18.9	0.0	0.0	18.9
Volume/Cap:	0.59	0.55	0.55	0.27	0.59	0.59	0.18	0.18	0.59	0.00	0.00	0.05
Delay/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	15	15	2	18	18	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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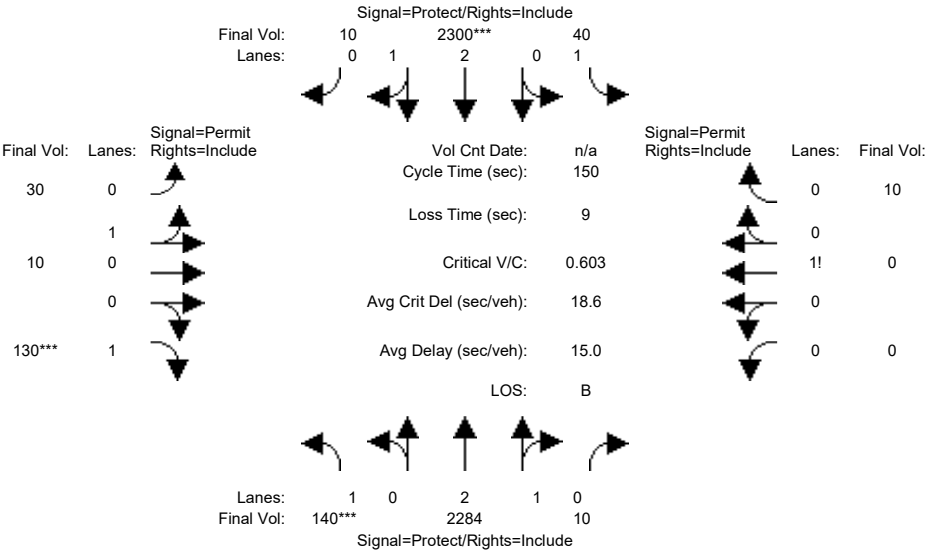
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	64	0	0	90	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2284	10	40	2300	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2284	10	40	2300	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2284	10	40	2300	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2284	10	40	2300	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5576	24	1750	5576	24	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.02	0.41	0.41	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	19.9	110	110.0	12.5	103	102.6	18.5	18.5	18.5	0.0	0.0	18.5
Volume/Cap:	0.60	0.56	0.56	0.27	0.60	0.60	0.18	0.18	0.60	0.00	0.00	0.05
Delay/Veh:	65.7	9.2	9.2	65.5	13.0	13.0	59.4	59.4	67.0	0.0	0.0	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	9.2	9.2	65.5	13.0	13.0	59.4	59.4	67.0	0.0	0.0	58.1
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	16	16	2	19	19	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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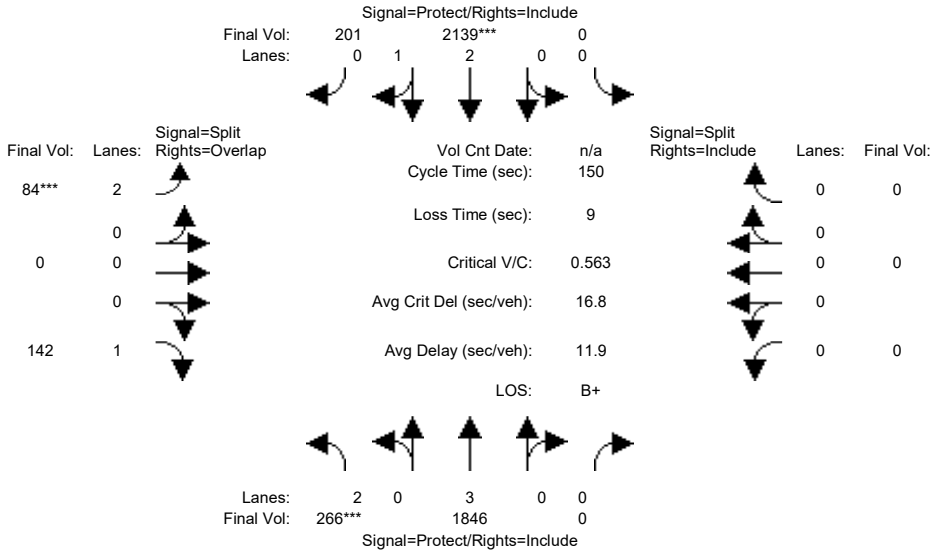
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	6	6	0	0	9	11	4	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1846	0	0	2139	201	84	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1846	0	0	2139	201	84	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5118	481	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.00	0.42	0.42	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	22.0	131	0.0	0.0	109	109.0	10.0	0.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.37	0.00	0.00	0.58	0.58	0.40	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D-	A	A	A
HCM2kAvgQ:	7	5	0	0	17	17	2	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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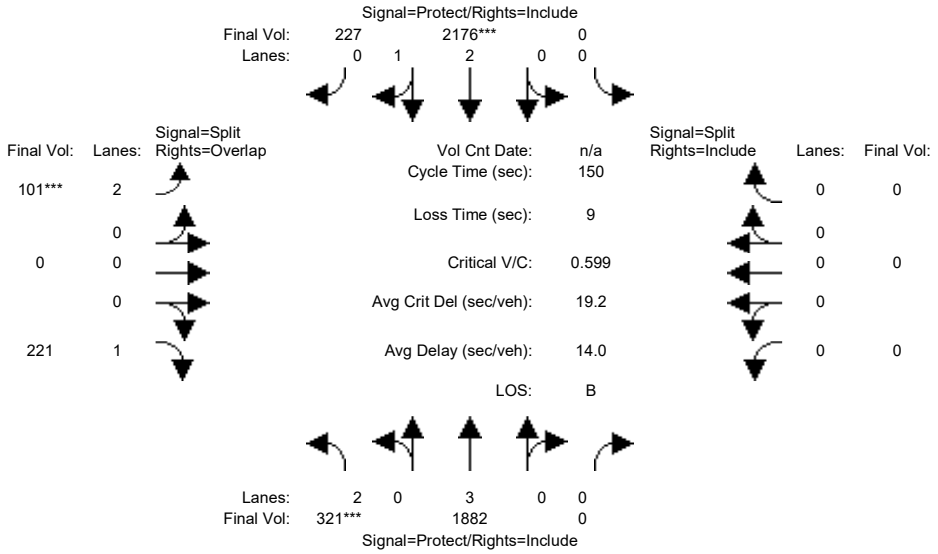
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	61	42	0	0	46	37	21	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	1882	0	0	2176	227	101	0	221	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1882	0	0	2176	227	101	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1882	0	0	2176	227	101	0	221	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	1882	0	0	2176	227	101	0	221	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.71	0.29	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5070	529	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.43	0.43	0.03	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	25.1	131	0.0	0.0	106	105.9	10.0	0.0	35.1	0.0	0.0	0.0
Volume/Cap:	0.61	0.38	0.00	0.00	0.61	0.61	0.48	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	59.9	1.8	0.0	0.0	11.7	11.7	69.2	0.0	51.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	1.8	0.0	0.0	11.7	11.7	69.2	0.0	51.8	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D-	A	A	A
HCM2kAvgQ:	8	5	0	0	19	19	3	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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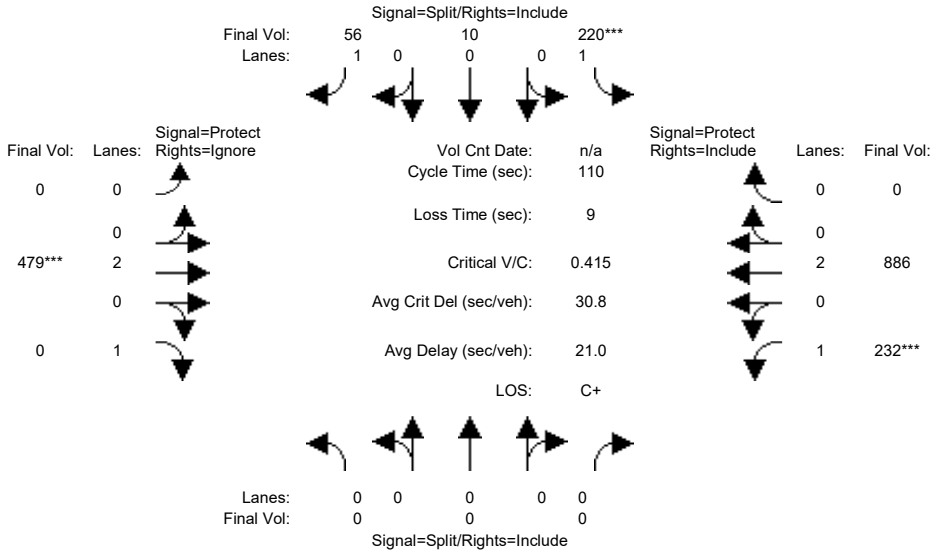
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	0	0	6	0	9	2	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	10	56	0	479	52	232	886	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	220	10	56	0	479	0	232	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	10	56	0	479	0	232	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	220	10	56	0	479	0	232	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.15	0.85	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	273	1527	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.04	0.04	0.00	0.13	0.00	0.13	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.4	32.4	32.4	0.0	33.4	0.0	35.2	68.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.12	0.12	0.00	0.41	0.00	0.41	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B+	A
HCM2kAvgQ:	0	0	0	6	2	2	0	6	0	6	7	0

Note: Queue reported is the number of cars per lane.

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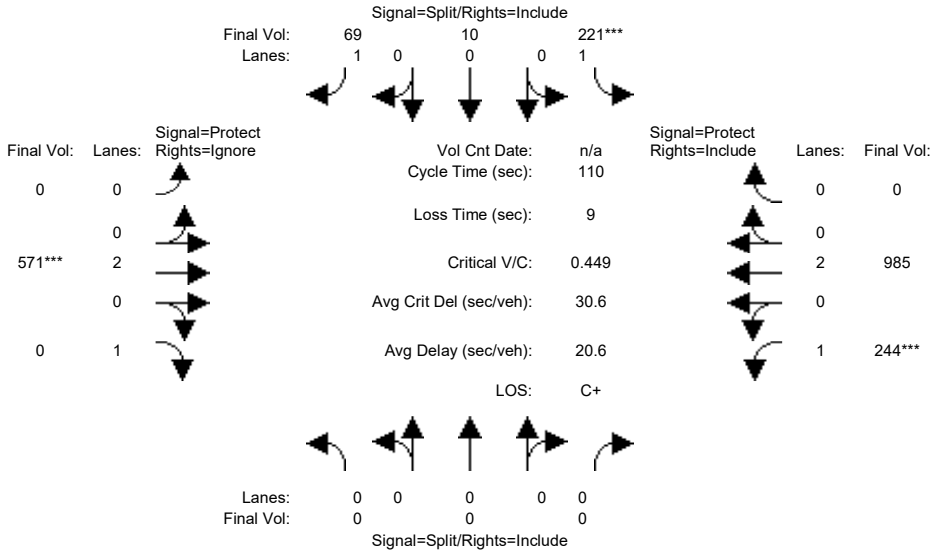
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	1	0	19	0	101	17	14	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	69	0	571	67	244	985	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	69	0	571	0	244	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	69	0	571	0	244	985	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	69	0	571	0	244	985	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.13	0.87	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	228	1572	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.04	0.04	0.00	0.15	0.00	0.14	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.1	30.1	30.1	0.0	36.8	0.0	34.1	70.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.16	0.16	0.00	0.45	0.00	0.45	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	33.6	30.4	30.4	0.0	28.9	0.0	31.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.6	30.4	30.4	0.0	28.9	0.0	31.0	9.5	0.0
LOS by Move:	A	A	A	C-	C	C	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	7	2	2	0	7	0	7	7	0

Note: Queue reported is the number of cars per lane.

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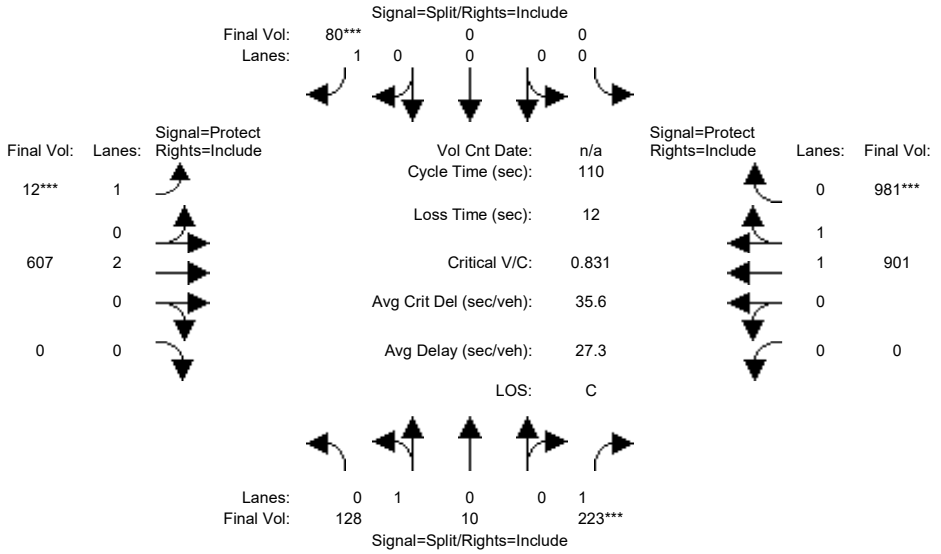
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	8	0	3	0	0	0	2	7	0	0	21	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	10	223	0	0	80	12	607	0	0	901	981
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	10	223	0	0	80	12	607	0	0	901	981
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	10	223	0	0	80	12	607	0	0	901	981
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	10	223	0	0	80	12	607	0	0	901	981
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1670	130	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.47	0.56
Crit Moves:			****			****	****					****
Green Time:	15.0	15.0	15.0	0.0	0.0	10.0	7.0	73.0	0.0	0.0	66.0	66.0
Volume/Cap:	0.56	0.56	0.93	0.00	0.00	0.50	0.11	0.24	0.00	0.00	0.79	0.93
Delay/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
LOS by Move:	D	D	F	A	A	D	D	A	A	A	B-	C
HCM2kAvgQ:	5	5	12	0	0	3	0	4	0	0	23	35

Note: Queue reported is the number of cars per lane.

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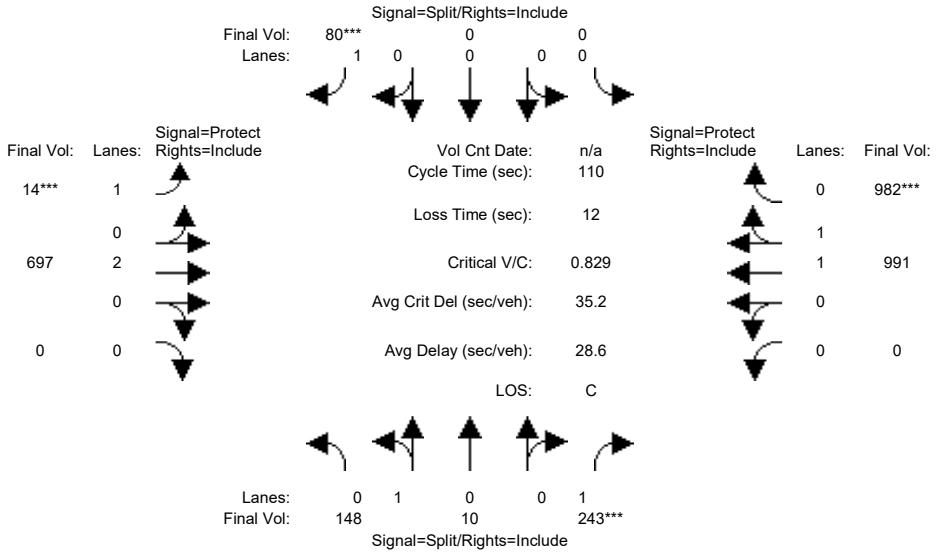
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	28	0	23	0	0	0	4	97	0	0	111	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	10	243	0	0	80	14	697	0	0	991	982
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	10	243	0	0	80	14	697	0	0	991	982
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	10	243	0	0	80	14	697	0	0	991	982
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	10	243	0	0	80	14	697	0	0	991	982
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1686	114	1750	0	0	1750	1750	3800	0	0	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.00	0.00	0.05	0.01	0.18	0.00	0.00	0.52	0.55
Crit Moves:			****			****	****					****
Green Time:	16.4	16.4	16.4	0.0	0.0	10.0	7.0	71.6	0.0	0.0	64.6	64.6
Volume/Cap:	0.59	0.59	0.93	0.00	0.00	0.50	0.13	0.28	0.00	0.00	0.89	0.93
Delay/Veh:	47.0	47.0	83.3	0.0	0.0	50.2	49.1	8.3	0.0	0.0	24.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	83.3	0.0	0.0	50.2	49.1	8.3	0.0	0.0	24.5	28.6
LOS by Move:	D	D	F	A	A	D	D	A	A	A	C	C
HCM2kAvgQ:	6	6	13	0	0	3	0	5	0	0	30	34

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2035 AM Full-Offset Alternative

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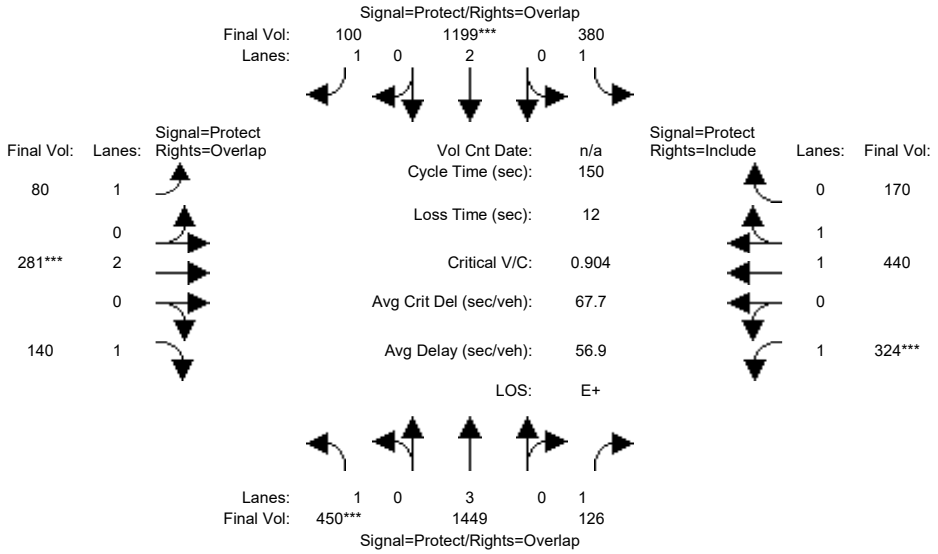
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	0	19	6	0	9	0	0	11	0	4	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1449	126	380	1199	100	80	281	140	324	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1449	126	380	1199	100	80	281	140	324	440	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.07	0.22	0.32	0.06	0.05	0.07	0.08	0.19	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	42.7	51.2	82.0	43.8	52.4	64.7	12.4	12.3	54.9	30.7	30.6	30.6
Volume/Cap:	0.90	0.74	0.13	0.74	0.90	0.13	0.55	0.90	0.22	0.90	0.81	0.81
Delay/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
LOS by Move:	E	D	B	D-	E+	C	E	F	C-	F	E	E
HCM2kAvgQ:	22	19	3	17	27	3	4	7	5	17	14	14

Note: Queue reported is the number of cars per lane.

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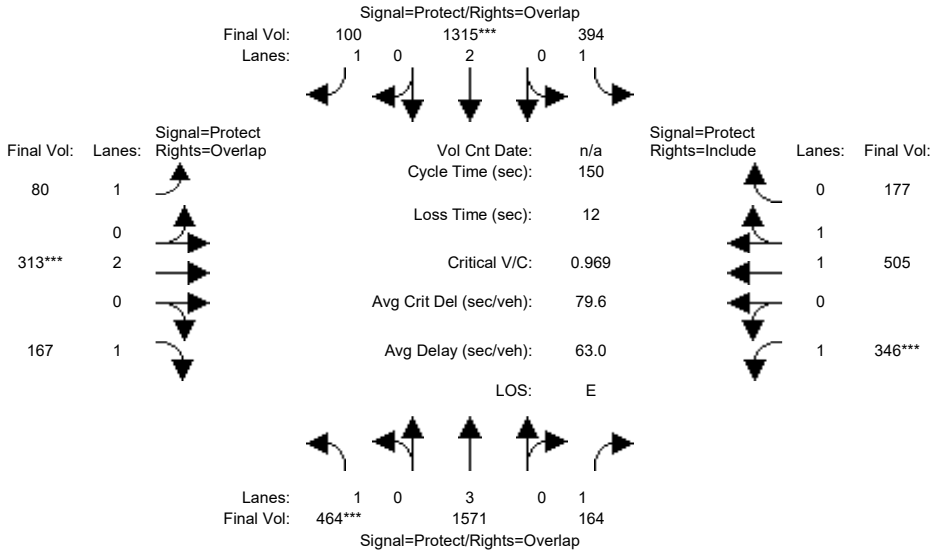
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	14	141	44	14	125	0	0	43	27	26	95	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	1571	164	394	1315	100	80	313	167	346	505	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	1571	164	394	1315	100	80	313	167	346	505	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1571	164	394	1315	100	80	313	167	346	505	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1571	164	394	1315	100	80	313	167	346	505	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2739	960
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.09	0.23	0.35	0.06	0.05	0.08	0.10	0.20	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	41.1	52.1	82.7	42.5	53.6	65.1	11.5	12.8	53.8	30.6	31.8	31.8
Volume/Cap:	0.97	0.79	0.17	0.79	0.97	0.13	0.60	0.97	0.27	0.97	0.87	0.87
Delay/Veh:	86.9	46.4	16.7	58.2	64.8	25.6	74.1	110	34.3	98.4	67.2	67.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	46.4	16.7	58.2	64.8	25.6	74.1	110	34.3	98.4	67.2	67.2
LOS by Move:	F	D	B	E+	E	C	E	F	C-	F	E	E
HCM2kAvgQ:	25	21	4	18	33	3	4	9	6	19	16	16

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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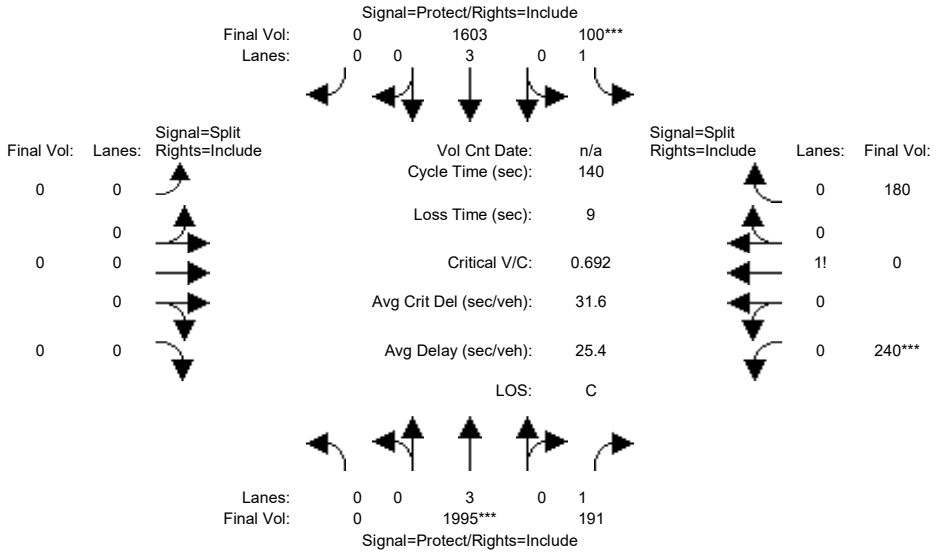
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	25	1	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1995	191	100	1603	0	0	0	0	240	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1995	191	100	1603	0	0	0	0	240	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1000	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.11	0.06	0.28	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	70.8	70.8	11.6	82.4	0.0	0.0	0.0	0.0	48.6	0.0	48.6
Volume/Cap:	0.00	0.69	0.22	0.69	0.48	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	21	5	4	12	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

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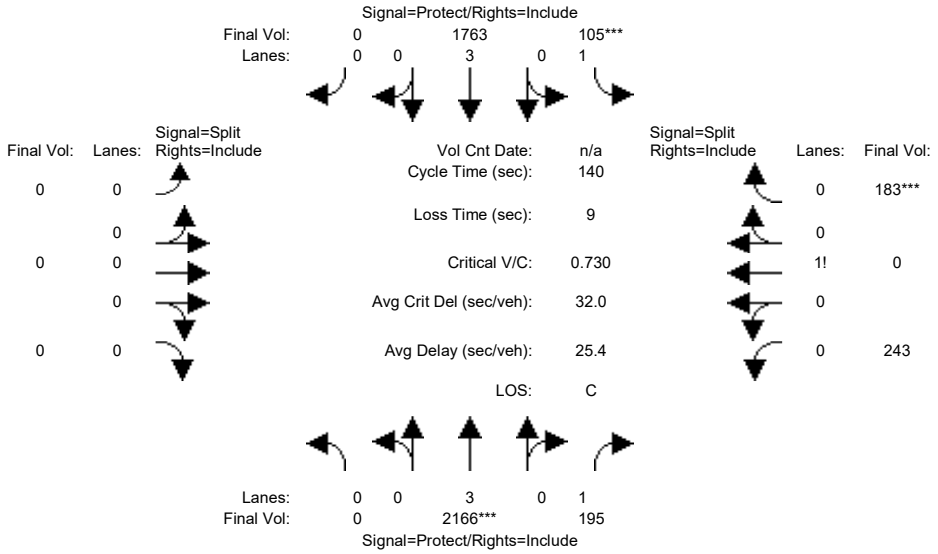
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	196	5	5	173	0	0	0	0	3	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2166	195	105	1763	0	0	0	0	243	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2166	195	105	1763	0	0	0	0	243	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2166	195	105	1763	0	0	0	0	243	0	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2166	195	105	1763	0	0	0	0	243	0	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	998	0	752
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.11	0.06	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	72.8	72.8	11.5	84.3	0.0	0.0	0.0	0.0	46.7	0.0	46.7
Volume/Cap:	0.00	0.73	0.21	0.73	0.51	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	26.9	18.2	80.0	16.2	0.0	0.0	0.0	0.0	45.8	0.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	18.2	80.0	16.2	0.0	0.0	0.0	0.0	45.8	0.0	45.8
LOS by Move:	A	C	B-	F	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	24	5	4	13	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

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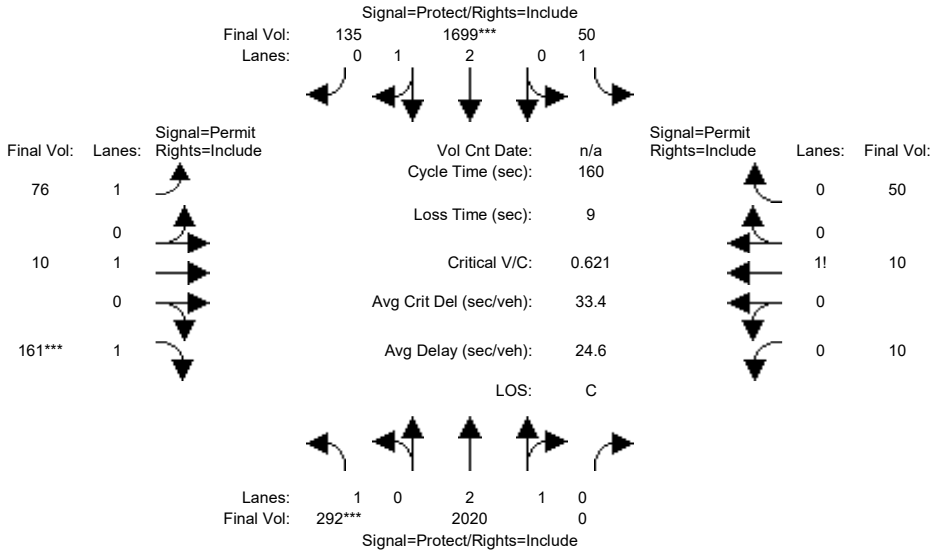
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	32	20	0	0	9	5	6	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	2020	0	50	1699	135	76	10	161	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	2020	0	50	1699	135	76	10	161	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	412	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.00	0.03	0.33	0.33	0.04	0.01	0.09	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	43.0	114	0.0	13.8	84.3	84.3	23.7	23.7	23.7	23.7	23.7	23.7
Volume/Cap:	0.62	0.51	0.00	0.33	0.62	0.62	0.29	0.04	0.62	0.27	0.27	0.27
Delay/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
LOS by Move:	D-	B+	A	E	C	C	E	E+	E	E	E	E
HCM2kAvgQ:	13	15	0	2	21	21	3	0	8	3	3	3

Note: Queue reported is the number of cars per lane.

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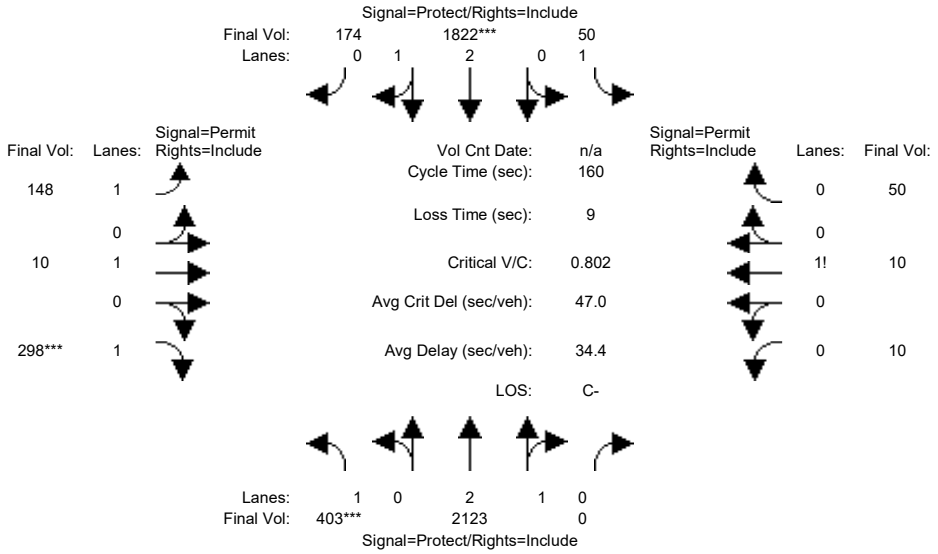
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	143	123	0	0	132	44	78	0	158	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	2123	0	50	1822	174	148	10	298	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2123	0	50	1822	174	148	10	298	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2123	0	50	1822	174	148	10	298	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	2123	0	50	1822	174	148	10	298	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.73	0.27	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5111	488	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.00	0.03	0.36	0.36	0.08	0.01	0.17	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	45.9	105	0.0	12.1	71.1	71.1	34.0	34.0	34.0	34.0	34.0	34.0
Volume/Cap:	0.80	0.58	0.00	0.38	0.80	0.80	0.40	0.02	0.80	0.19	0.19	0.19
Delay/Veh:	61.8	15.5	0.0	72.2	40.3	40.3	54.9	49.9	71.7	52.0	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	15.5	0.0	72.2	40.3	40.3	54.9	49.9	71.7	52.0	52.0	52.0
LOS by Move:	E	B	A	E	D	D	D-	D	E	D-	D-	D-
HCM2kAvgQ:	20	19	0	2	29	29	7	0	16	3	3	3

Note: Queue reported is the number of cars per lane.

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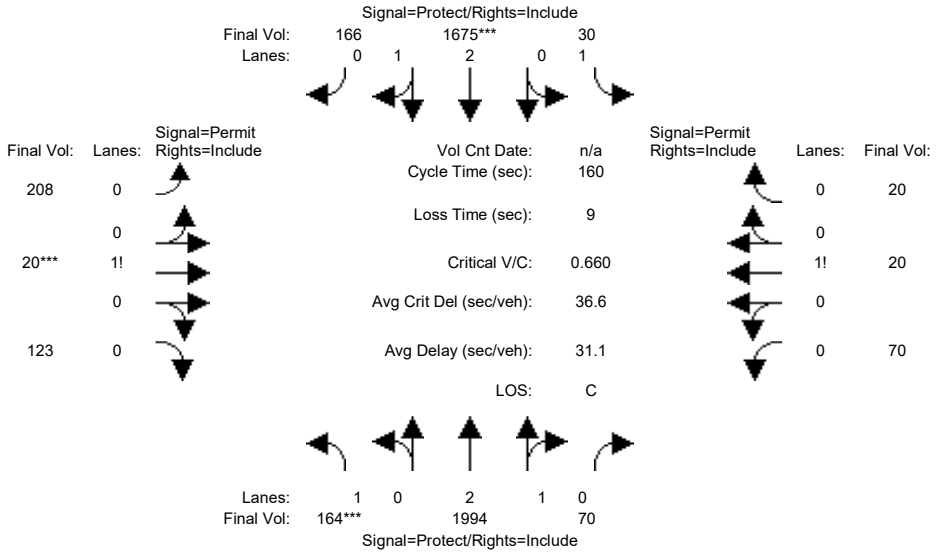
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	4	44	0	0	25	6	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1994	70	30	1675	166	208	20	123	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1994	70	30	1675	166	208	20	123	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	2.72	0.28	0.59	0.06	0.35	0.64	0.18	0.18
Final Sat.:	1750	5410	190	1750	5094	505	1037	100	613	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.02	0.33	0.33	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	22.7	91.5	91.5	10.9	79.7	79.7	48.6	48.6	48.6	48.6	48.6	48.6
Volume/Cap:	0.66	0.64	0.64	0.25	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21
Delay/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	8	23	23	1	22	22	17	17	17	4	4	4

Note: Queue reported is the number of cars per lane.

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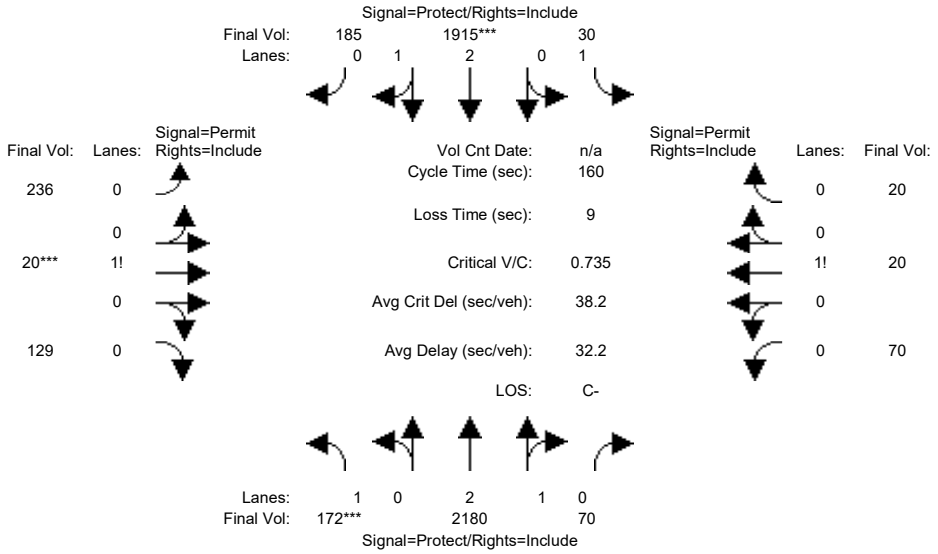
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	12	230	0	0	265	25	36	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	2180	70	30	1915	185	236	20	129	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	2180	70	30	1915	185	236	20	129	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	2180	70	30	1915	185	236	20	129	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	2180	70	30	1915	185	236	20	129	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.90	0.10	1.00	2.73	0.27	0.61	0.05	0.34	0.64	0.18	0.18
Final Sat.:	1750	5426	174	1750	5106	493	1073	91	586	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.02	0.38	0.38	0.22	0.22	0.22	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	21.4	93.0	93.0	10.1	81.7	81.7	47.9	47.9	47.9	47.9	47.9	47.9
Volume/Cap:	0.73	0.69	0.69	0.27	0.73	0.73	0.73	0.73	0.73	0.21	0.21	0.21
Delay/Veh:	78.0	24.1	24.1	72.7	31.7	31.7	55.7	55.7	55.7	42.1	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	24.1	24.1	72.7	31.7	31.7	55.7	55.7	55.7	42.1	42.1	42.1
LOS by Move:	E-	C	C	E	C	C	E+	E+	E+	D	D	D
HCM2kAvgQ:	9	25	25	1	26	26	19	19	19	4	4	4

Note: Queue reported is the number of cars per lane.

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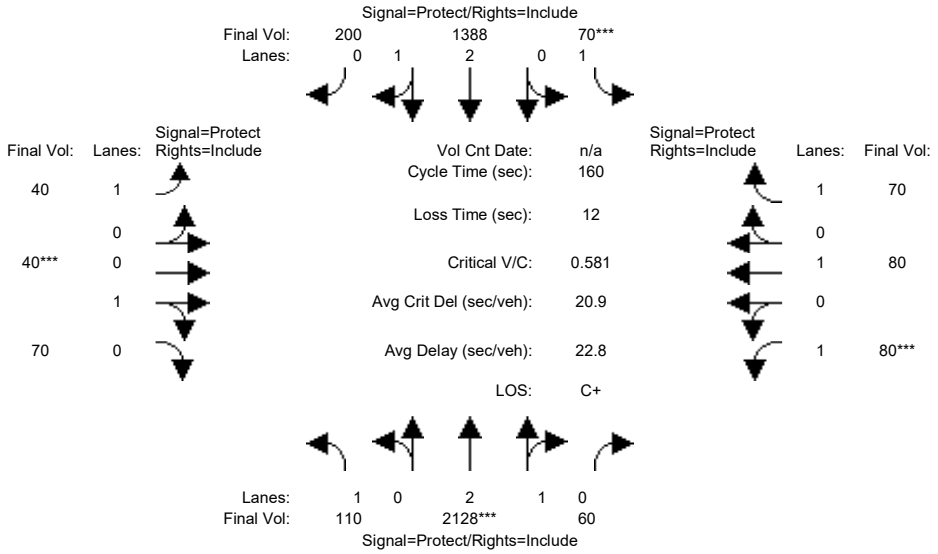
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	48	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2128	60	70	1388	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2128	60	70	1388	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.61	0.39	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5446	154	1750	4894	705	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.28	0.28	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	21.5	108	107.6	11.0	97.1	97.1	12.1	16.8	16.8	12.6	17.3	17.3
Volume/Cap:	0.47	0.58	0.58	0.58	0.47	0.47	0.30	0.58	0.58	0.58	0.39	0.37
Delay/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
LOS by Move:	E	B	B	E-	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	18	18	4	14	14	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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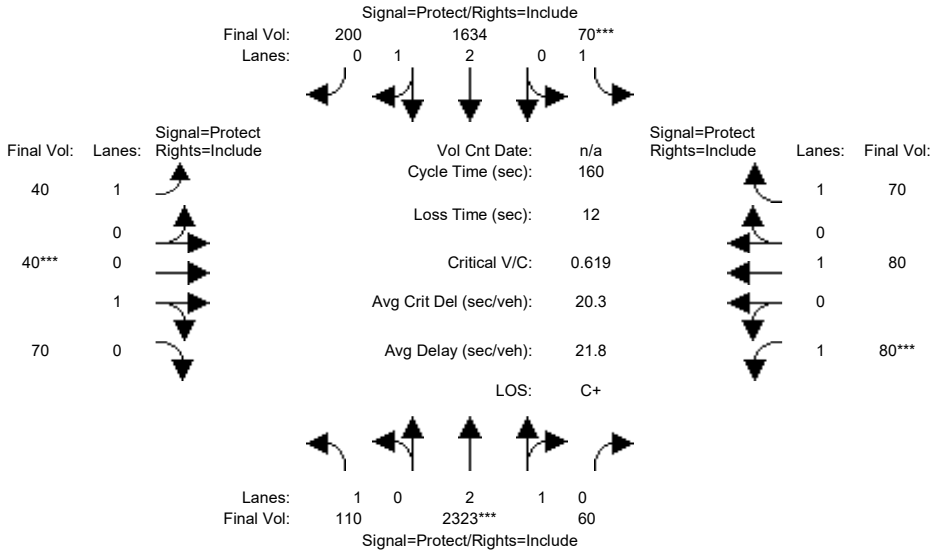
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	243	0	0	274	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2323	60	70	1634	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2323	60	70	1634	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2323	60	70	1634	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2323	60	70	1634	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.66	0.34	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5459	141	1750	4989	611	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.04	0.33	0.33	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	19.4	110	110.0	10.3	101	101.0	11.4	15.8	15.8	11.8	16.2	16.2
Volume/Cap:	0.52	0.62	0.62	0.62	0.52	0.52	0.32	0.62	0.62	0.62	0.41	0.39
Delay/Veh:	68.2	13.9	13.9	82.9	16.3	16.3	72.1	75.7	75.7	80.7	68.9	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	13.9	13.9	82.9	16.3	16.3	72.1	75.7	75.7	80.7	68.9	68.7
LOS by Move:	E	B	B	F	B	B	E	E-	E-	F	E	E
HCM2kAvgQ:	5	20	20	4	16	16	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2000 HCM Operations (Future Volume Alternative)
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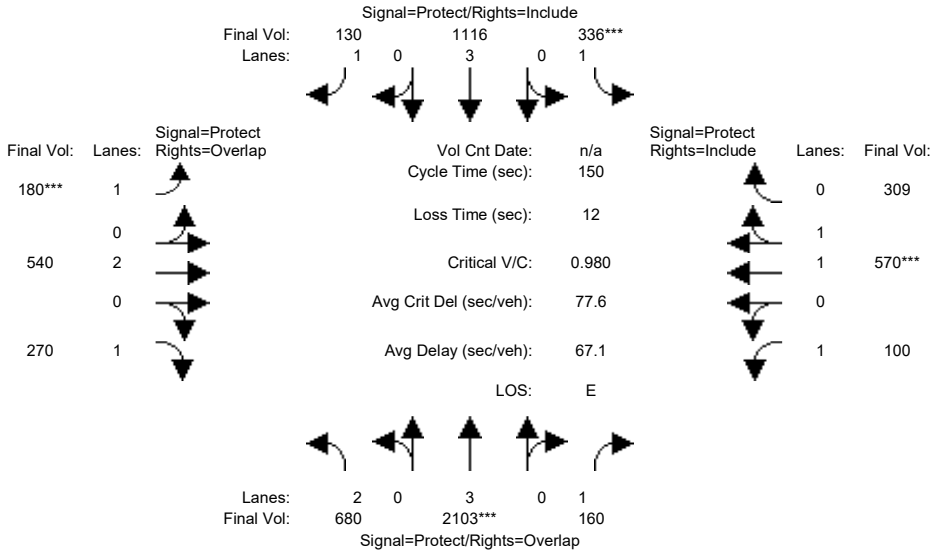
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	0	13	0	6	6	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2103	160	336	1116	130	180	540	270	100	570	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2103	160	336	1116	130	180	540	270	100	570	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2398	1300
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.09	0.19	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	45.0	56.5	71.4	29.4	40.8	40.8	15.7	37.2	82.2	14.9	36.4	36.4
Volume/Cap:	0.72	0.98	0.19	0.98	0.72	0.27	0.98	0.57	0.28	0.57	0.98	0.98
Delay/Veh:	49.5	61.1	22.8	103.0	51.0	43.2	127.3	50.3	18.3	69.0	81.5	81.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	61.1	22.8	144.2	71.5	60.5	127.3	50.3	18.3	69.0	81.5	81.5
LOS by Move:	D	E	C+	F	E	E	F	D	B-	E	F	F
HCM2kAvgQ:	16	32	4	21	16	5	9	10	7	4	20	20

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2000 HCM Operations (Future Volume Alternative)
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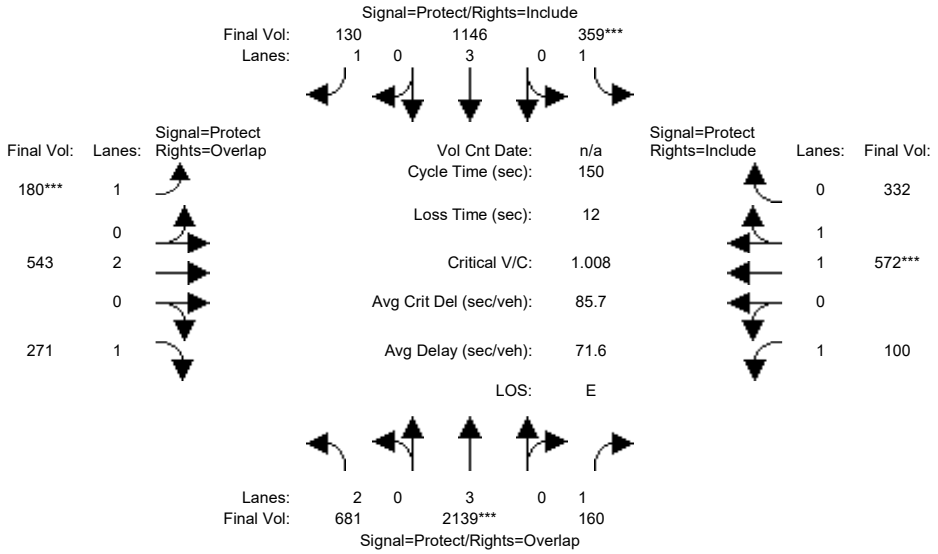
Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	1	49	0	29	36	0	0	3	1	0	2	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	681	2139	160	359	1146	130	180	543	271	100	572	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	681	2139	160	359	1146	130	180	543	271	100	572	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	2139	160	359	1146	130	180	543	271	100	572	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	681	2139	160	359	1146	130	180	543	271	100	572	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.25	0.75
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2340	1358
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.09	0.21	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	44.7	55.8	70.6	30.5	41.6	41.6	15.3	36.9	81.6	14.8	36.4	36.4
Volume/Cap:	0.72	1.01	0.19	1.01	0.72	0.27	1.01	0.58	0.28	0.58	1.01	1.01
Delay/Veh:	50.0	68.7	23.3	109.6	50.7	42.6	136.9	50.7	18.6	69.6	88.9	88.9
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	68.7	23.3	153.4	71.0	59.7	136.9	50.7	18.6	69.6	88.9	88.9
LOS by Move:	D	E	C	F	E	E+	F	D	B-	E	F	F
HCM2kAvgQ:	16	34	4	23	17	5	9	10	7	4	21	21

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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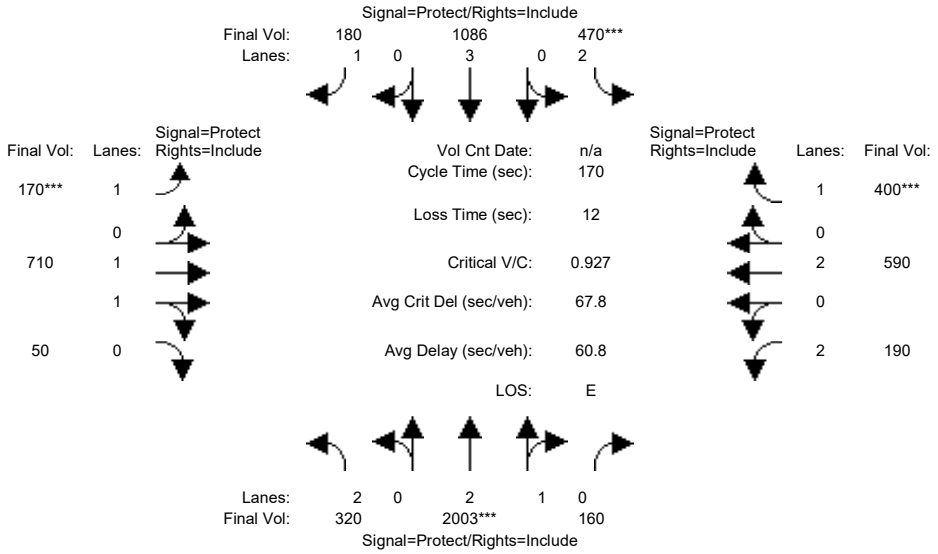
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	13	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2003	160	470	1086	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2003	160	470	1086	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5185	414	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	34.2	70.9	70.9	27.4	64.1	64.1	17.8	46.2	46.2	13.6	41.9	41.9
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	40	40	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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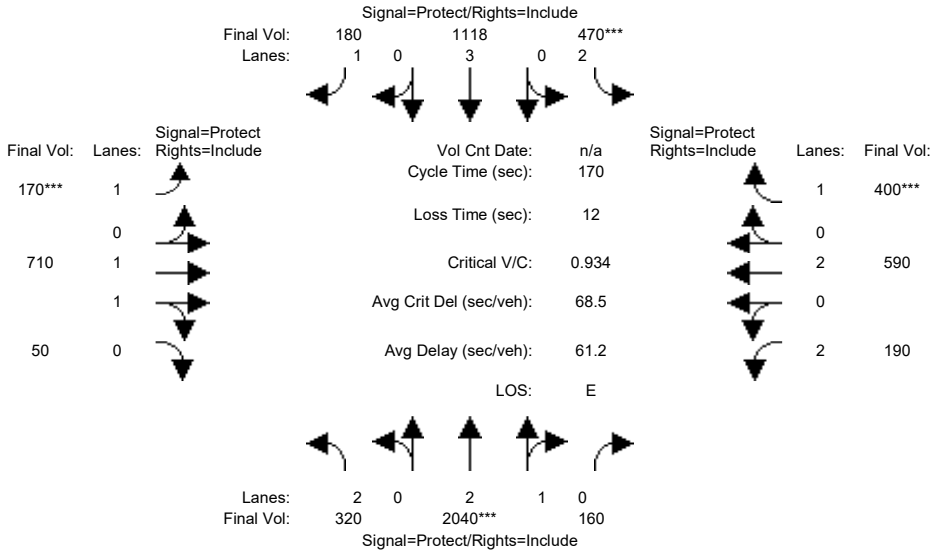
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	50	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2040	160	470	1118	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2040	160	470	1118	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2040	160	470	1118	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2040	160	470	1118	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5192	407	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.20	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	33.7	71.5	71.5	27.2	65.0	65.0	17.7	45.8	45.8	13.5	41.6	41.6
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.6	54.6	54.6	95.2	40.5	36.3	123.4	60.6	60.6	89.6	58.8	90.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	54.6	54.6	95.2	40.5	36.3	123.4	60.6	60.6	89.6	58.8	90.4
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	41	41	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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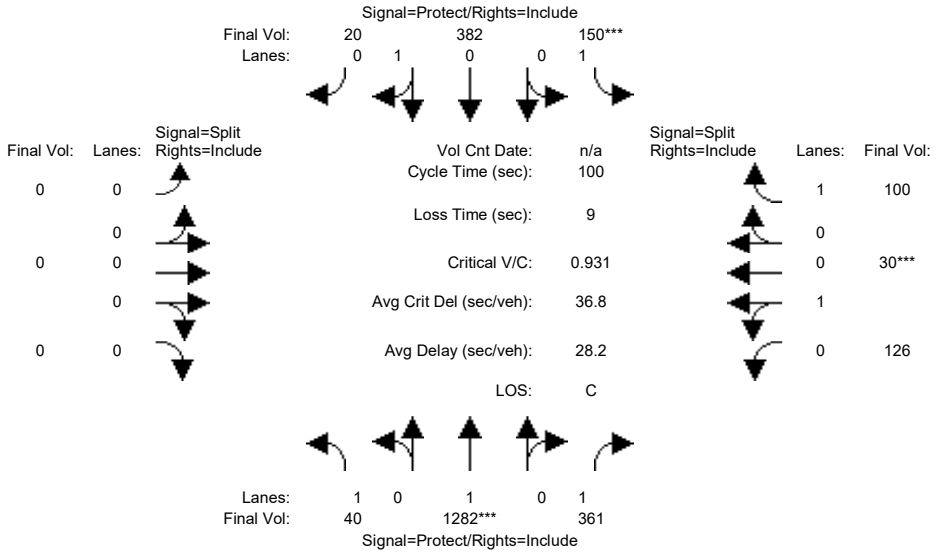
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	2	1	0	2	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1282	361	150	382	20	0	0	0	126	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1282	361	150	382	20	0	0	0	126	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1282	361	150	382	20	0	0	0	126	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1282	361	150	382	20	0	0	0	126	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1710	90	0	0	0	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.21	0.09	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.06
Crit Moves:		****		****							****	
Green Time:	19.3	71.9	71.9	9.1	61.7	61.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.94	0.29	0.94	0.36	0.36	0.00	0.00	0.00	0.87	0.87	0.57
Delay/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
LOS by Move:	C-	C	A	F	A	A	A	A	A	E-	E-	D
HCM2kAvgQ:	1	39	4	8	6	6	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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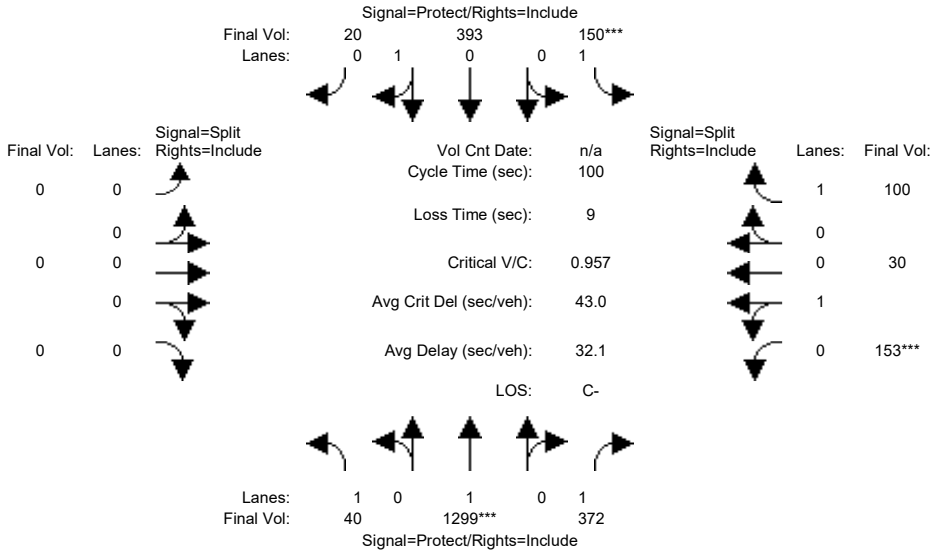
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	19	12	0	13	0	0	0	0	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1299	372	150	393	20	0	0	0	153	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1299	372	150	393	20	0	0	0	153	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1299	372	150	393	20	0	0	0	153	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1299	372	150	393	20	0	0	0	153	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.84	0.16	1.00
Final Sat.:	1750	1900	1750	1750	1713	87	0	0	0	1505	295	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.21	0.09	0.23	0.23	0.00	0.00	0.00	0.10	0.10	0.06
Crit Moves:		****		****						****		
Green Time:	18.8	71.4	71.4	9.0	61.6	61.6	0.0	0.0	0.0	10.6	10.6	10.6
Volume/Cap:	0.12	0.96	0.30	0.96	0.37	0.37	0.00	0.00	0.00	0.96	0.96	0.54
Delay/Veh:	33.9	28.3	5.3	104.3	9.8	9.8	0.0	0.0	0.0	97.1	97.1	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	28.3	5.3	104.3	9.8	9.8	0.0	0.0	0.0	97.1	97.1	45.5
LOS by Move:	C-	C	A	F	A	A	A	A	A	F	F	D
HCM2kAvgQ:	1	42	4	9	7	7	0	0	0	6	6	3

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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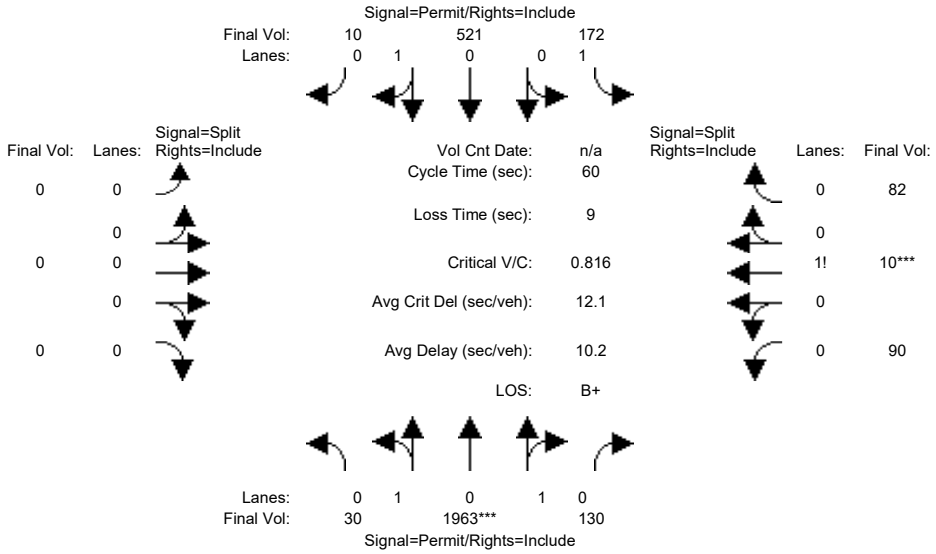
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	3	0	2	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1963	130	172	521	10	0	0	0	90	10	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1963	130	172	521	10	0	0	0	90	10	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1963	130	172	521	10	0	0	0	90	10	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1963	130	172	521	10	0	0	0	90	10	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.50	0.05	0.45
Final Sat.:	51	3329	220	1750	1766	34	0	0	0	865	96	788
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.10	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.14	0.43	0.43	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	1	5	5	0	0	0	3	3	3

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

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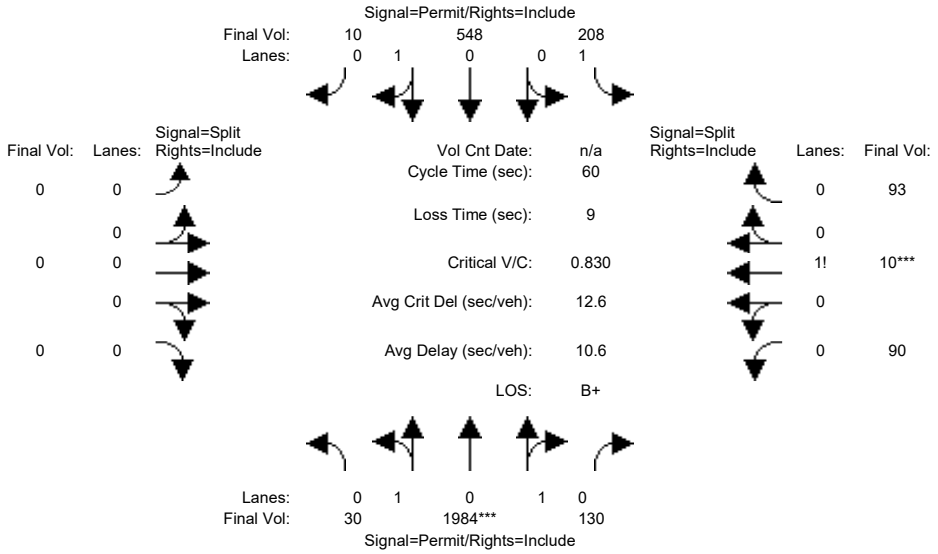
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	24	0	38	28	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1984	130	208	548	10	0	0	0	90	10	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1984	130	208	548	10	0	0	0	90	10	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1984	130	208	548	10	0	0	0	90	10	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1984	130	208	548	10	0	0	0	90	10	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.47	0.05	0.48
Final Sat.:	50	3331	218	1750	1768	32	0	0	0	816	91	843
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.12	0.31	0.31	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.17	0.45	0.45	0.00	0.00	0.00	0.66	0.66	0.66
Delay/Veh:	11.1	11.1	11.1	3.5	4.6	4.6	0.0	0.0	0.0	29.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	3.5	4.6	4.6	0.0	0.0	0.0	29.0	29.0	29.0
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	2	5	5	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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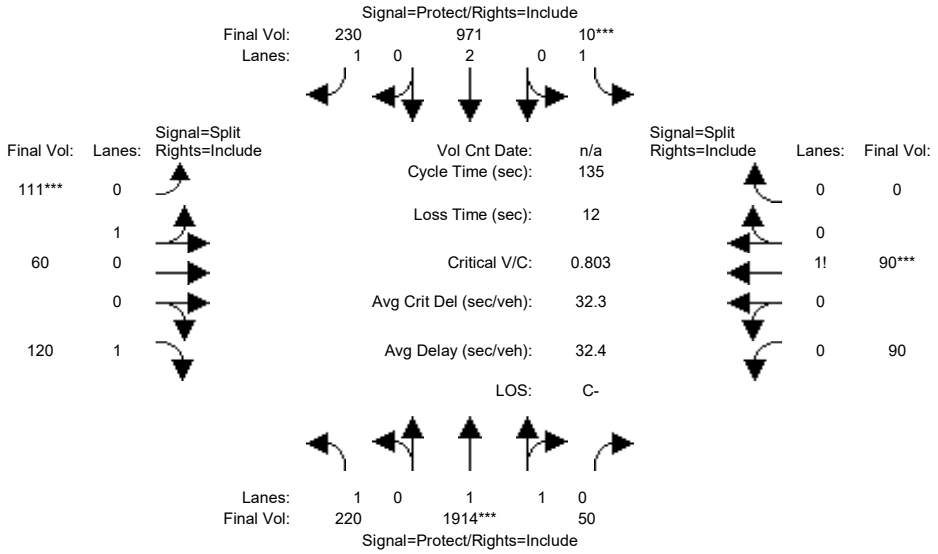
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	0	4	0	0	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1914	50	10	971	230	111	60	120	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1914	50	10	971	230	111	60	120	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1914	50	10	971	230	111	60	120	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1914	50	10	971	230	111	60	120	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3606	94	1750	3800	1750	1168	632	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.3	84.8	84.8	7.0	61.6	61.6	15.2	15.2	15.2	16.0	16.0	0.0
Volume/Cap:	0.56	0.84	0.84	0.11	0.56	0.29	0.84	0.84	0.61	0.84	0.84	0.00
Delay/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
LOS by Move:	D	C+	C+	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	34	34	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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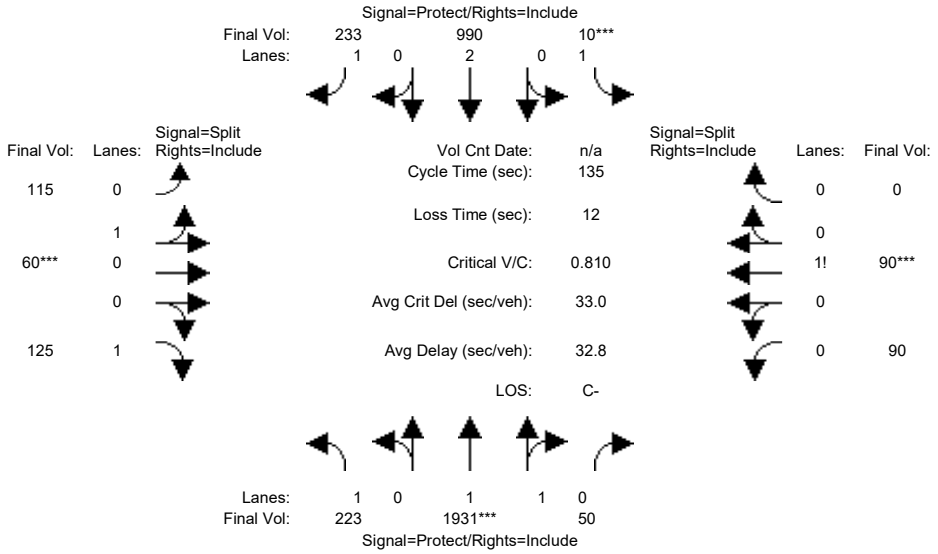
Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	3	21	0	0	20	3	5	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1931	50	10	990	233	115	60	125	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1931	50	10	990	233	115	60	125	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1931	50	10	990	233	115	60	125	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1931	50	10	990	233	115	60	125	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.66	0.34	1.00	0.50	0.50	0.00
Final Sat.:	1750	3607	93	1750	3800	1750	1183	617	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****		****				****			****	
Green Time:	30.1	84.8	84.8	7.0	61.6	61.6	15.4	15.4	15.4	15.8	15.8	0.0
Volume/Cap:	0.57	0.85	0.85	0.11	0.57	0.29	0.85	0.85	0.63	0.85	0.85	0.00
Delay/Veh:	48.7	23.4	23.4	61.6	27.4	23.2	86.1	86.1	63.2	85.3	85.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	23.4	23.4	61.6	27.4	23.2	86.1	86.1	63.2	85.3	85.3	0.0
LOS by Move:	D	C	C	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	35	35	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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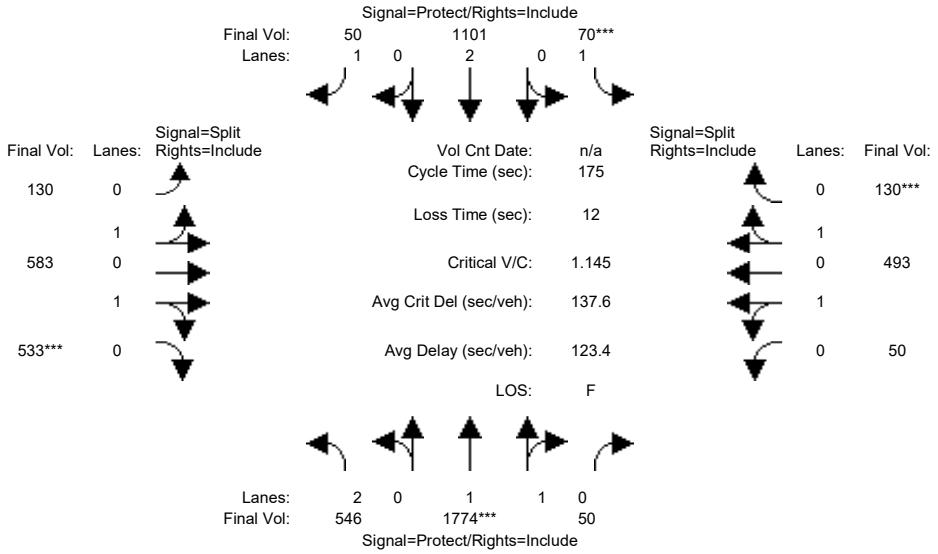
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	6	4	0	0	1	0	0	3	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	1774	50	70	1101	50	130	583	533	50	493	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	1774	50	70	1101	50	130	583	533	50	493	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	0.94	0.85	0.15	1.46	0.39
Final Sat.:	3150	3598	101	1750	3800	1750	376	1684	1540	267	2637	695
Capacity Analysis Module:												
Vol/Sat:	0.17	0.49	0.49	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****			****
Green Time:	30.7	75.0	75.0	7.0	51.3	51.3	52.6	52.6	52.6	28.4	28.4	28.4
Volume/Cap:	0.99	1.15	1.15	1.00	0.99	0.10	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	17	61	61	7	35	2	46	46	46	24	24	24

Note: Queue reported is the number of cars per lane.

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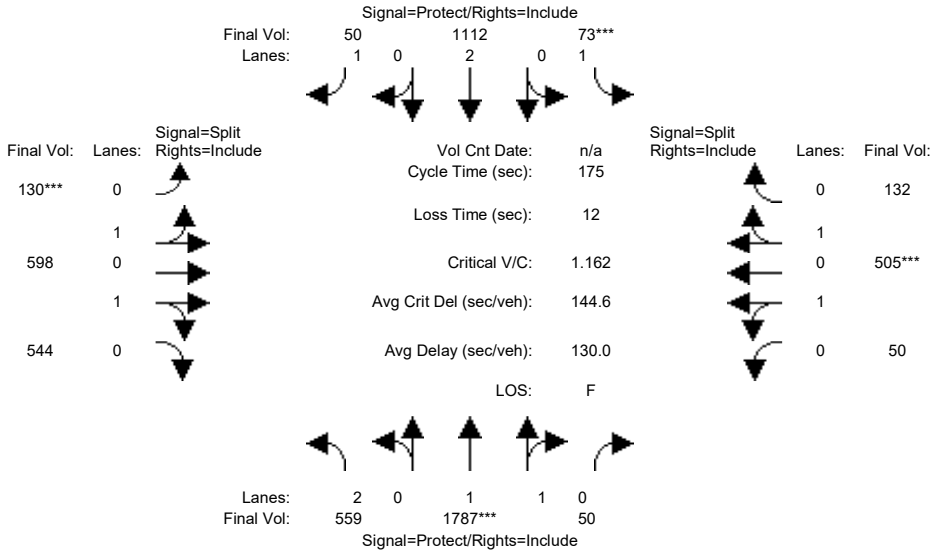
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	19	17	0	3	12	0	0	18	14	0	15	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	1787	50	73	1112	50	130	598	544	50	505	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1787	50	73	1112	50	130	598	544	50	505	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1787	50	73	1112	50	130	598	544	50	505	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	1787	50	73	1112	50	130	598	544	50	505	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.20	0.94	0.86	0.15	1.47	0.38
Final Sat.:	3150	3599	101	1750	3800	1750	368	1692	1540	262	2646	692
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.50	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Green Time:	30.7	74.4	74.4	7.0	50.7	50.7	53.0	53.0	53.0	28.6	28.6	28.6
Volume/Cap:	1.01	1.17	1.17	1.04	1.01	0.10	1.17	1.17	1.17	1.17	1.17	1.17
Delay/Veh:	113.0	133	132.9	203.9	91.8	45.5	146.5	147	146.5	165.9	166	165.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.0	133	132.9	203.9	91.8	45.5	146.5	147	146.5	165.9	166	165.9
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	18	63	63	7	36	2	48	48	48	25	25	25

Note: Queue reported is the number of cars per lane.

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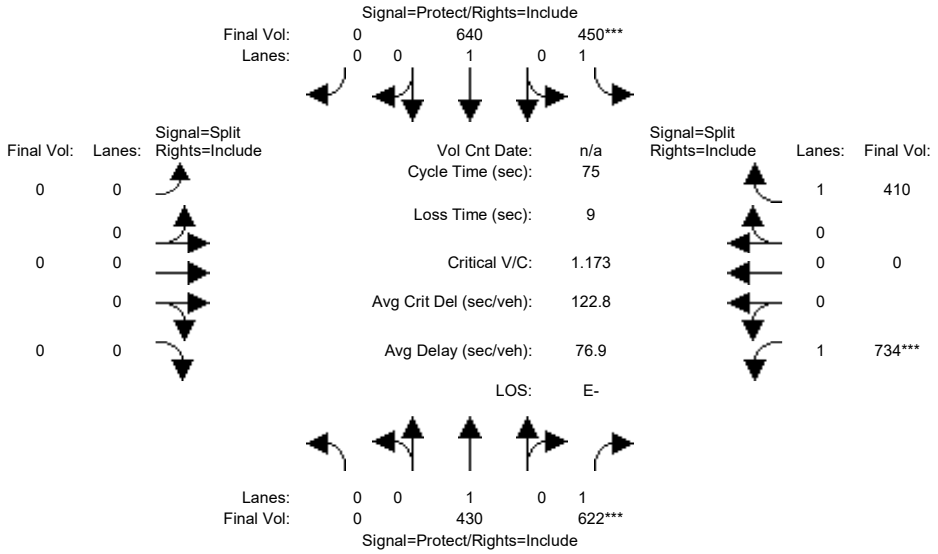
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	2	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	622	450	640	0	0	0	0	734	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	622	450	640	0	0	0	0	734	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	622	450	640	0	0	0	0	734	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	622	450	640	0	0	0	0	734	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.4	39.2	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.75	1.17	1.17	0.64	0.00	0.00	0.00	0.00	1.17	0.00	0.66
Delay/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	29	24	11	0	0	0	0	34	0	9

Note: Queue reported is the number of cars per lane.

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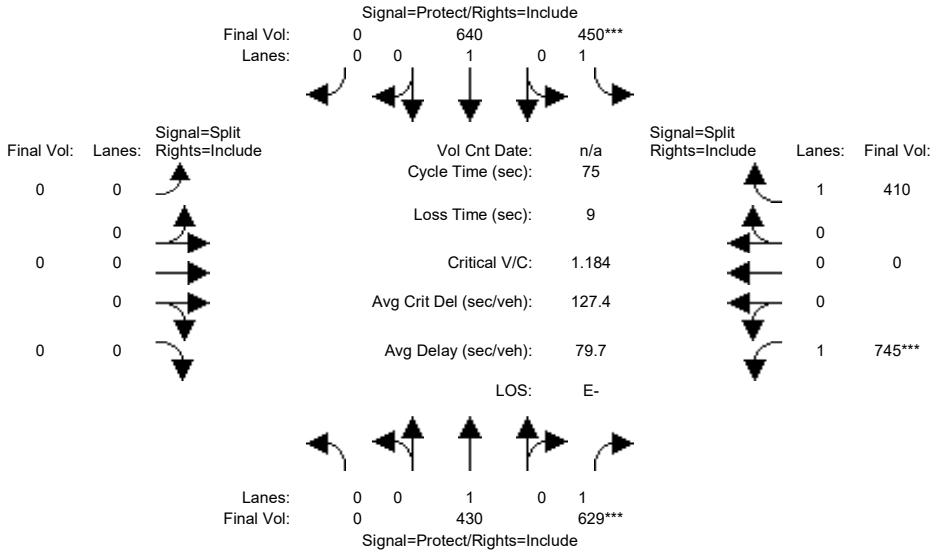
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	9	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	629	450	640	0	0	0	0	745	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	629	450	640	0	0	0	0	745	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	629	450	640	0	0	0	0	745	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	629	450	640	0	0	0	0	745	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.43	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.8	22.8	16.3	39.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.75	1.18	1.18	0.65	0.00	0.00	0.00	0.00	1.18	0.00	0.65
Delay/Veh:	0.0	28.8	127.0	136.0	14.5	0.0	0.0	0.0	0.0	122.5	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	127.0	136.0	14.5	0.0	0.0	0.0	0.0	122.5	0.0	22.5
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	30	24	11	0	0	0	0	35	0	9

Note: Queue reported is the number of cars per lane.

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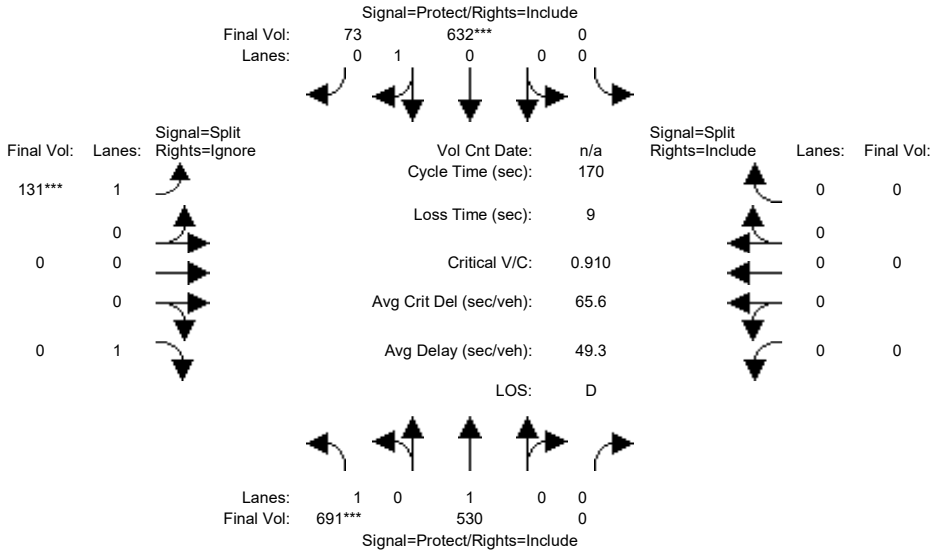
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	1	0	0	0	2	3	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	530	0	0	632	73	131	0	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	691	530	0	0	632	73	131	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	530	0	0	632	73	131	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	691	530	0	0	632	73	131	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1614	186	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.28	0.00	0.00	0.39	0.39	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.8	147	0.0	0.0	73.2	73.2	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.91	0.32	0.00	0.00	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	37	37	7	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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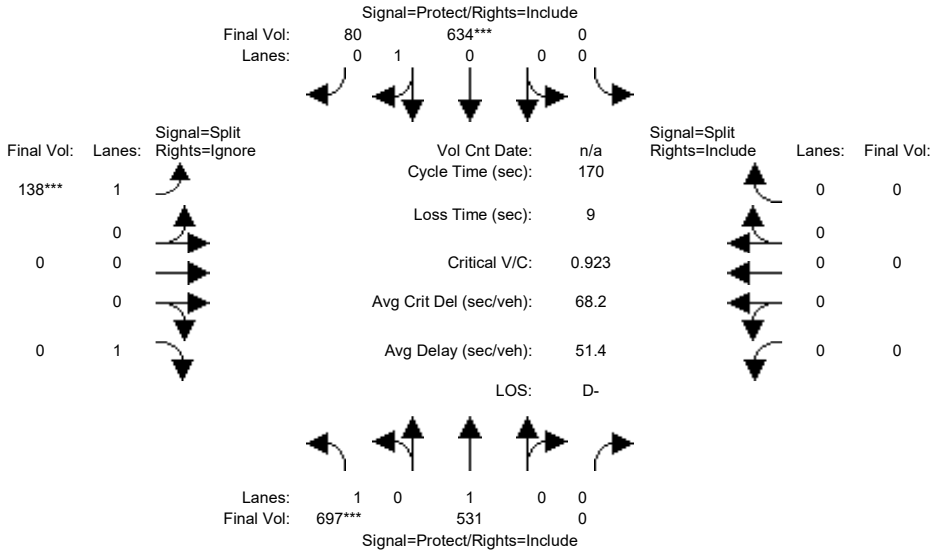
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	7	1	0	0	4	10	8	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	697	531	0	0	634	80	138	0	581	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	697	531	0	0	634	80	138	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	531	0	0	634	80	138	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	697	531	0	0	634	80	138	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1598	202	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.00	0.00	0.40	0.40	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.4	146	0.0	0.0	73.1	73.1	14.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.92	0.32	0.00	0.00	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	62.4	2.4	0.0	0.0	62.3	62.3	128.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	2.4	0.0	0.0	62.3	62.3	128.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	38	38	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

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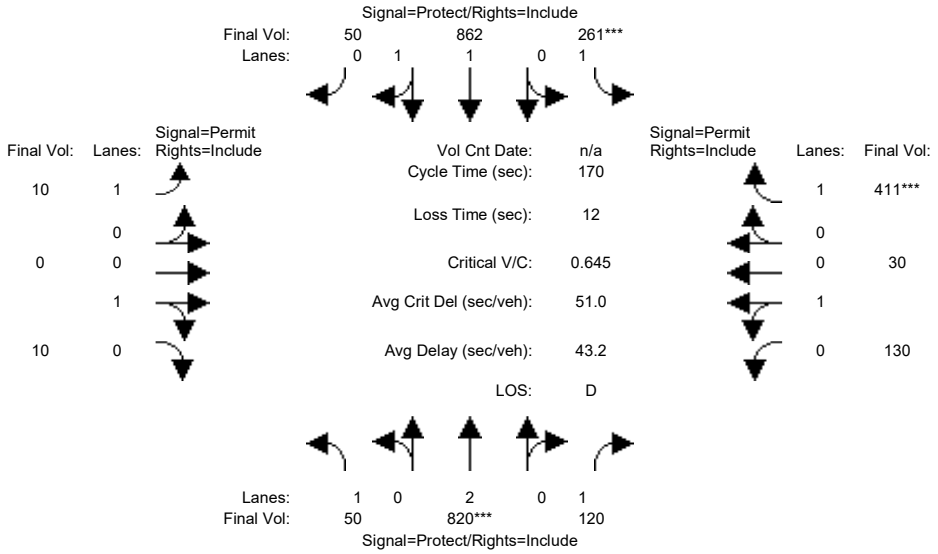
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	0	0	1	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	820	120	261	862	50	10	0	10	130	30	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	820	120	261	862	50	10	0	10	130	30	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	820	120	261	862	50	10	0	10	130	30	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	820	120	261	862	50	10	0	10	130	30	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3497	203	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.23
Crit Moves:		****		****								****
Green Time:	13.8	56.8	56.8	39.3	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	17	5	12	15	15	0	0	0	6	6	19

Note: Queue reported is the number of cars per lane.

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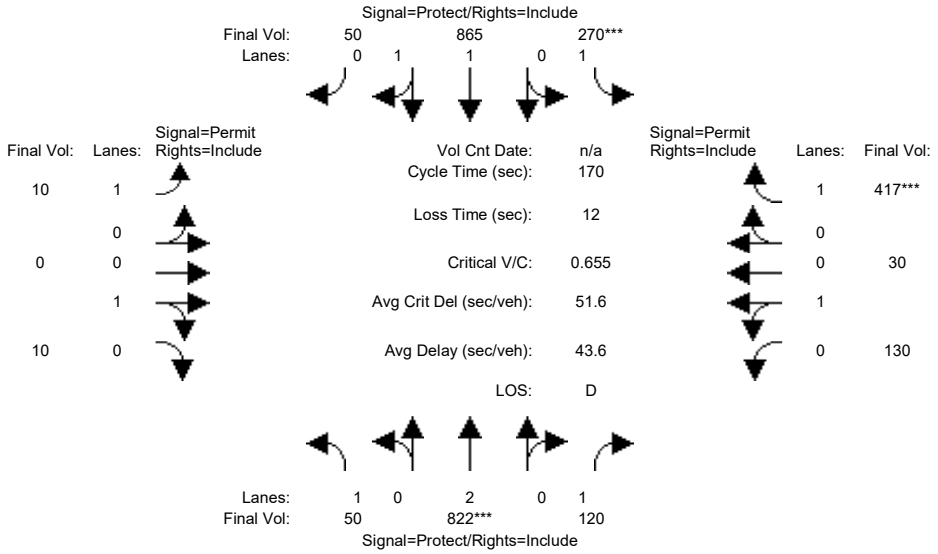
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	2	0	10	5	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	822	120	270	865	50	10	0	10	130	30	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	822	120	270	865	50	10	0	10	130	30	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	822	120	270	865	50	10	0	10	130	30	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	822	120	270	865	50	10	0	10	130	30	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3498	202	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.24
Crit Moves:		****		****								****
Green Time:	13.7	56.1	56.1	40.0	82.4	82.4	61.8	0.0	61.8	61.8	61.8	61.8
Volume/Cap:	0.35	0.66	0.21	0.66	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.66
Delay/Veh:	75.5	49.9	41.1	62.5	30.2	30.2	34.6	0.0	34.6	38.0	38.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	49.9	41.1	62.5	30.2	30.2	34.6	0.0	34.6	38.0	38.0	47.7
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	18	5	13	15	15	0	0	0	6	6	20

Note: Queue reported is the number of cars per lane.

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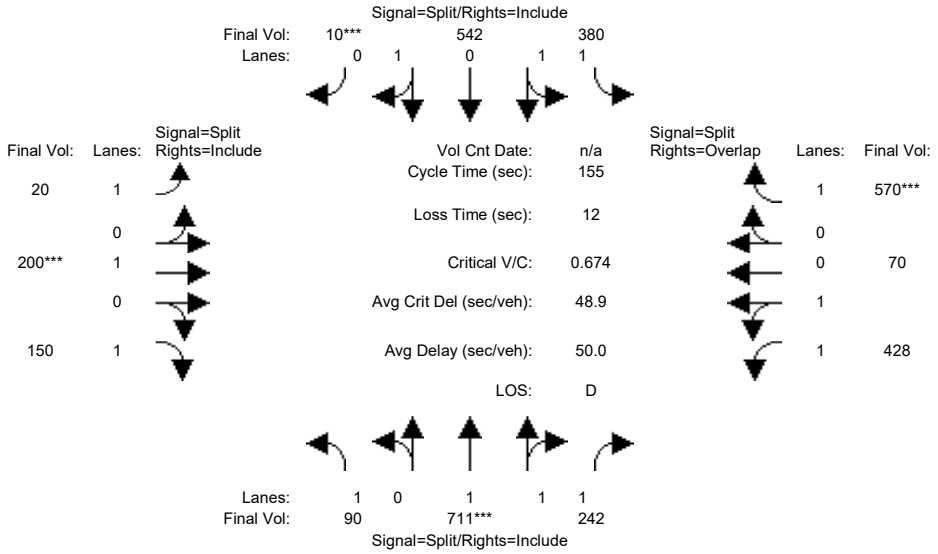
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	1	2	0	2	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	711	242	380	542	10	20	200	150	428	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	711	242	380	542	10	20	200	150	428	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	711	242	380	542	10	20	200	150	428	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	711	242	380	542	10	20	200	150	428	70	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.24	1.73	0.03	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3734	1800	2181	3111	57	1750	1900	1750	3051	499	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.13	0.17	0.17	0.17	0.01	0.11	0.09	0.14	0.14	0.33
Crit Moves:		****				****		****				****
Green Time:	43.8	43.8	43.8	40.1	40.1	40.1	24.2	24.2	24.2	34.9	34.9	75.0
Volume/Cap:	0.18	0.67	0.48	0.67	0.67	0.67	0.07	0.67	0.55	0.62	0.62	0.67
Delay/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	9	14	14	14	1	10	8	11	11	22

Note: Queue reported is the number of cars per lane.

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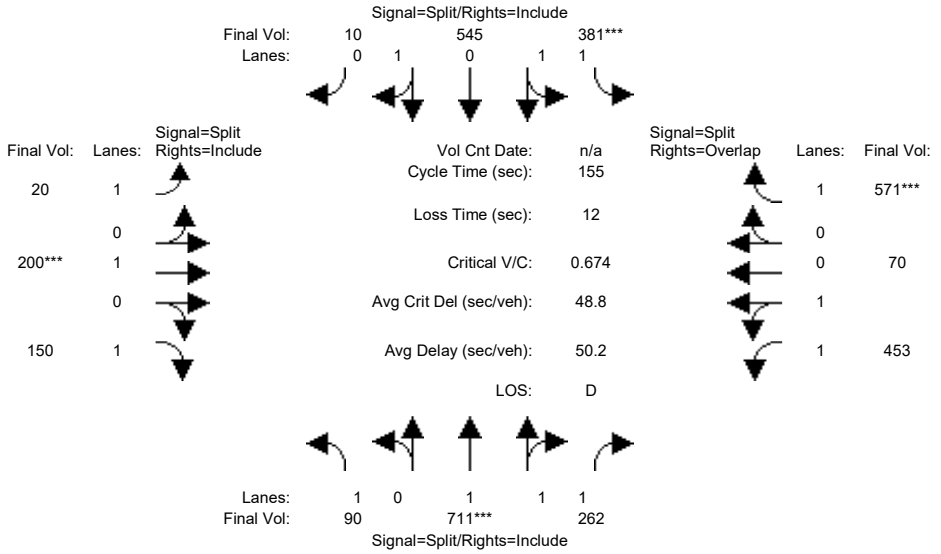
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	1	22	1	5	0	0	0	0	33	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	711	262	381	545	10	20	200	150	453	70	571
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	711	262	381	545	10	20	200	150	453	70	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	711	262	381	545	10	20	200	150	453	70	571
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	711	262	381	545	10	20	200	150	453	70	571
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.24	1.73	0.03	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3737	1800	2177	3115	57	1750	1900	1750	3075	475	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.15	0.17	0.17	0.17	0.01	0.11	0.09	0.15	0.15	0.33
Crit Moves:		****		****				****				****
Green Time:	43.8	43.8	43.8	40.2	40.2	40.2	24.2	24.2	24.2	34.8	34.8	75.0
Volume/Cap:	0.18	0.67	0.52	0.67	0.67	0.67	0.07	0.67	0.55	0.66	0.66	0.67
Delay/Veh:	42.3	50.6	47.0	52.8	52.8	52.8	55.9	67.7	62.7	56.7	56.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	50.6	47.0	52.8	52.8	52.8	55.9	67.7	62.7	56.7	56.7	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	10	14	14	14	1	10	8	12	12	22

Note: Queue reported is the number of cars per lane.

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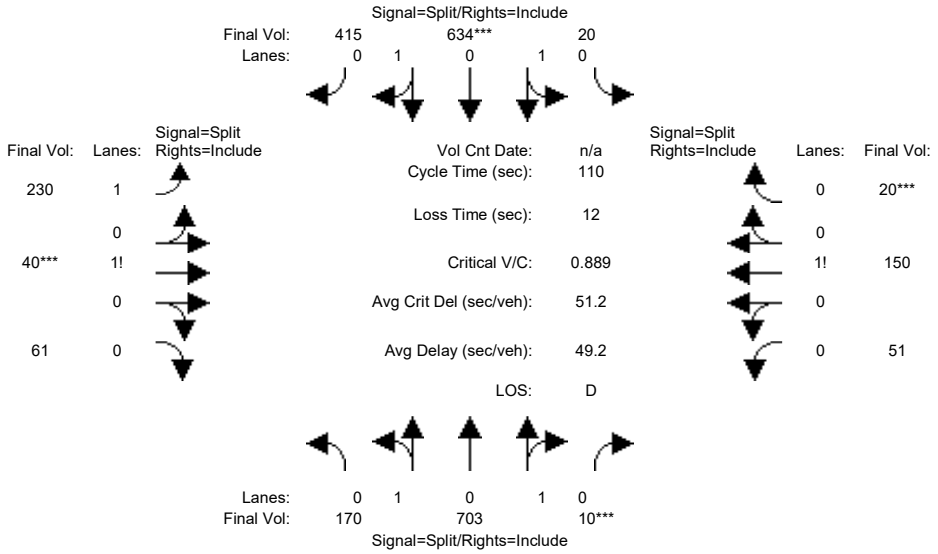
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	0	3	0	0	4	5	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	703	10	20	634	415	230	40	61	51	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	703	10	20	634	415	230	40	61	51	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	703	10	20	634	415	230	40	61	51	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	703	10	20	634	415	230	40	61	51	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.39	1.59	0.02	0.04	1.18	0.78	1.53	0.19	0.28	0.23	0.68	0.09
Final Sat.:	693	2866	41	67	2135	1398	2682	324	494	404	1188	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:			****		****			****				****
Green Time:	30.4	30.4	30.4	36.7	36.7	36.7	15.3	15.3	15.3	15.6	15.6	15.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.62	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
LOS by Move:	D	D	D	D	D	D	D	E	E	E-	E-	E-
HCM2kAvgQ:	16	16	16	19	19	19	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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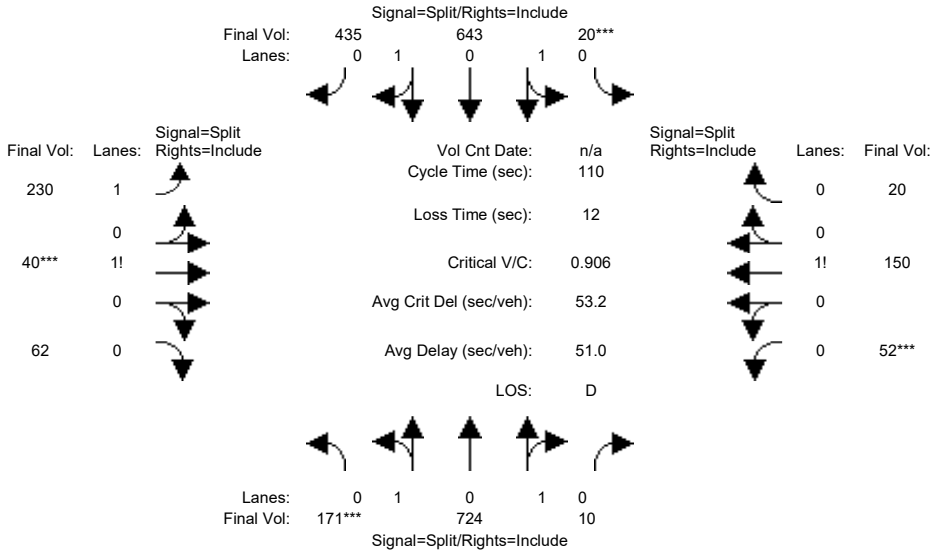
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	1	24	0	0	13	25	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	724	10	20	643	435	230	40	62	52	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	724	10	20	643	435	230	40	62	52	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	724	10	20	643	435	230	40	62	52	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	724	10	20	643	435	230	40	62	52	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.60	0.02	0.04	1.17	0.79	1.53	0.18	0.29	0.23	0.68	0.09
Final Sat.:	680	2880	40	66	2108	1426	2677	323	500	410	1182	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.31	0.31	0.31	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	30.5	30.5	30.5	37.0	37.0	37.0	15.1	15.1	15.1	15.4	15.4	15.4
Volume/Cap:	0.91	0.91	0.91	0.91	0.91	0.91	0.63	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	50.0	50.0	50.0	44.7	44.7	44.7	47.2	72.0	72.0	80.2	80.2	80.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	50.0	44.7	44.7	44.7	47.2	72.0	72.0	80.2	80.2	80.2
LOS by Move:	D	D	D	D	D	D	D	E	E	F	F	F
HCM2kAvgQ:	16	16	16	20	20	20	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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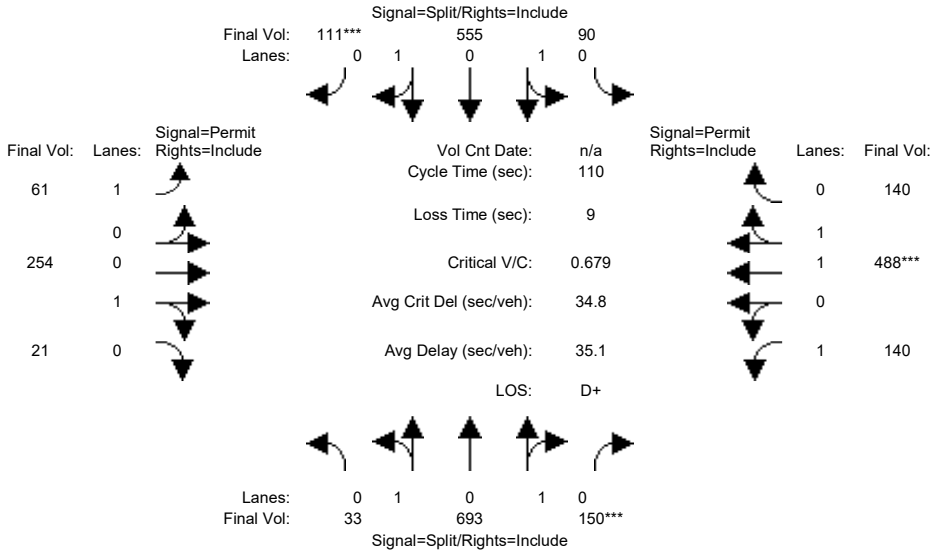
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	3	3	0	0	5	1	1	4	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	693	150	90	555	111	61	254	21	140	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	693	150	90	555	111	61	254	21	140	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	693	150	90	555	111	61	254	21	140	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	693	150	90	555	111	61	254	21	140	488	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.08	1.58	0.34	0.24	1.47	0.29	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	136	2848	616	429	2643	529	1750	1663	137	1750	2875	825
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.03	0.15	0.15	0.08	0.17	0.17
Crit Moves:			****			****					****	
Green Time:	39.4	39.4	39.4	34.0	34.0	34.0	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.61	0.61	0.32	0.68	0.68
Delay/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
LOS by Move:	C	C	C	C-	C-	C-	C-	D+	D+	C-	D	D
HCM2kAvgQ:	13	13	13	11	11	11	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

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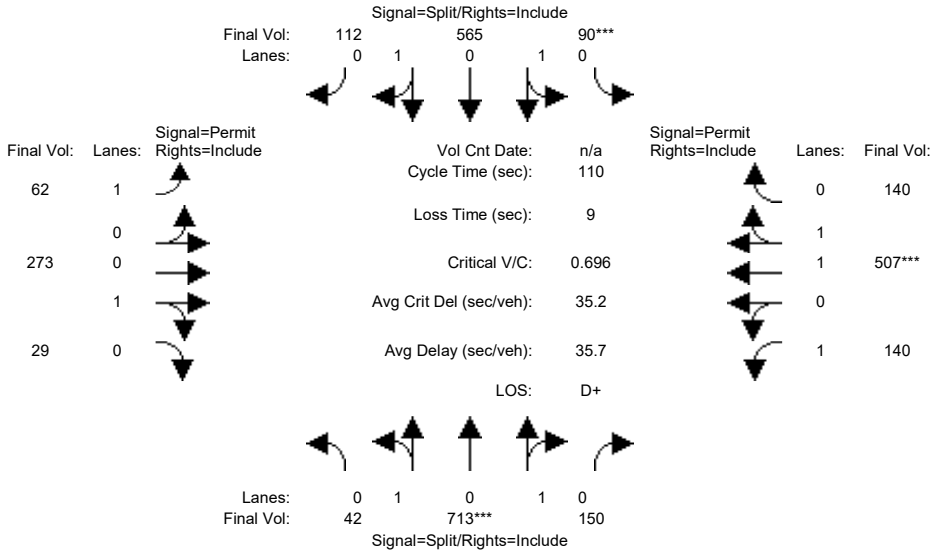
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	12	23	0	0	15	2	2	23	9	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	713	150	90	565	112	62	273	29	140	507	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	713	150	90	565	112	62	273	29	140	507	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	713	150	90	565	112	62	273	29	140	507	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	713	150	90	565	112	62	273	29	140	507	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.09	1.58	0.33	0.23	1.48	0.29	1.00	0.90	0.10	1.00	1.56	0.44
Final Sat.:	167	2836	597	422	2652	526	1750	1627	173	1750	2899	800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.21	0.21	0.21	0.04	0.17	0.17	0.08	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	39.7	39.7	39.7	33.7	33.7	33.7	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.67	0.67	0.32	0.70	0.70
Delay/Veh:	31.7	31.7	31.7	35.6	35.6	35.6	32.1	40.9	40.9	33.9	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	35.6	35.6	35.6	32.1	40.9	40.9	33.9	39.7	39.7
LOS by Move:	C	C	C	D+	D+	D+	C-	D	D	C-	D	D
HCM2kAvgQ:	14	14	14	11	11	11	2	10	10	4	9	9

Note: Queue reported is the number of cars per lane.

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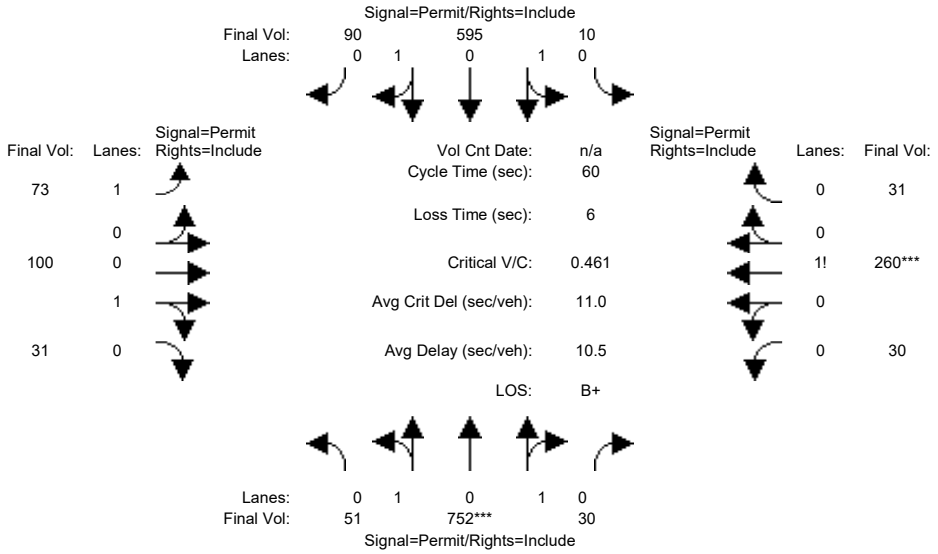
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	1	2	0	0	5	0	3	0	1	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	752	30	10	595	90	73	100	31	30	260	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	752	30	10	595	90	73	100	31	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	752	30	10	595	90	73	100	31	30	260	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	752	30	10	595	90	73	100	31	30	260	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.81	0.10
Final Sat.:	220	3250	130	52	3082	466	1750	1374	426	164	1417	169
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.04	0.07	0.07	0.18	0.18	0.18
Crit Moves:		****									****	
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.46	0.46	0.46	0.38	0.38	0.38	0.10	0.18	0.18	0.46	0.46	0.46
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

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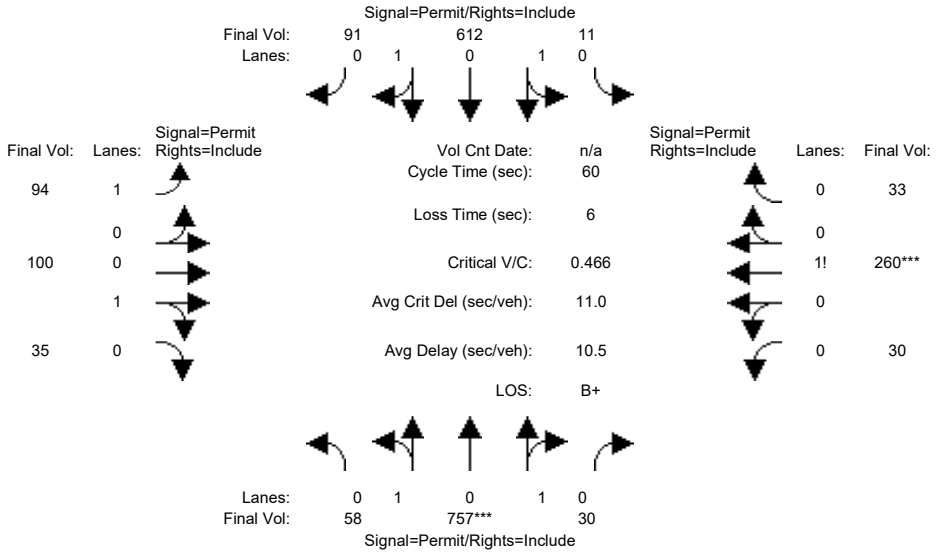
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	8	7	0	1	22	1	24	0	5	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	757	30	11	612	91	94	100	35	30	260	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	757	30	11	612	91	94	100	35	30	260	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	757	30	11	612	91	94	100	35	30	260	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	757	30	11	612	91	94	100	35	30	260	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.79	0.07	0.03	1.72	0.25	1.00	0.74	0.26	0.09	0.81	0.10
Final Sat.:	247	3225	128	55	3086	459	1750	1333	467	163	1409	179
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.20	0.20	0.20	0.05	0.08	0.08	0.18	0.18	0.18
Crit Moves:		****									****	
Green Time:	30.2	30.2	30.2	30.2	30.2	30.2	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	0.47	0.47	0.47	0.39	0.39	0.39	0.14	0.19	0.19	0.47	0.47	0.47
Delay/Veh:	9.8	9.8	9.8	9.4	9.4	9.4	11.6	12.0	12.0	13.9	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	9.4	9.4	9.4	11.6	12.0	12.0	13.9	13.9	13.9
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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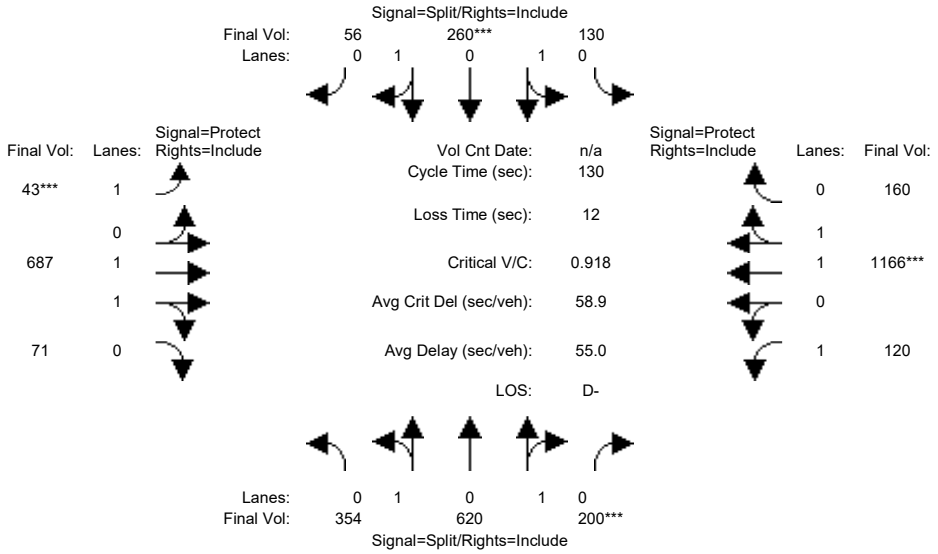
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	4	0	0	0	0	6	3	7	1	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	620	200	130	260	56	43	687	71	120	1166	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	620	200	130	260	56	43	687	71	120	1166	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	620	200	130	260	56	43	687	71	120	1166	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	620	200	130	260	56	43	687	71	120	1166	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.60	1.06	0.34	0.58	1.17	0.25	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	1086	1901	613	1049	2099	452	1750	3353	347	1750	3253	446
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.12	0.12	0.02	0.20	0.20	0.07	0.36	0.36
Crit Moves:			****		****		****				****	
Green Time:	44.8	44.8	44.8	17.0	17.0	17.0	7.0	42.1	42.1	14.1	49.2	49.2
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.95	0.46	0.63	0.63	0.63	0.95	0.95
Delay/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
LOS by Move:	E+	E+	E+	F	F	F	E	D+	D+	E	D-	D-
HCM2kAvgQ:	23	23	23	11	11	11	2	13	13	5	28	28

Note: Queue reported is the number of cars per lane.

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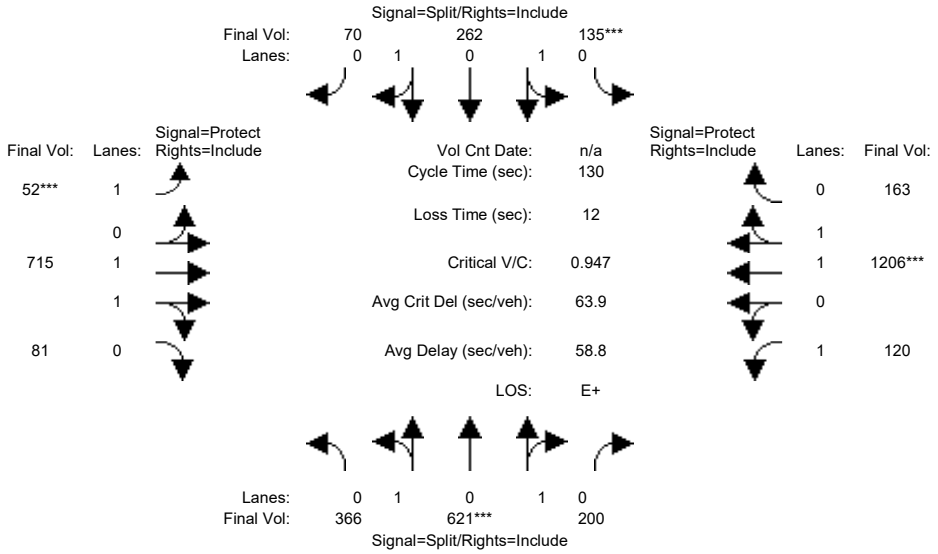
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	16	1	0	5	2	20	12	35	11	0	56	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	621	200	135	262	70	52	715	81	120	1206	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	621	200	135	262	70	52	715	81	120	1206	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	621	200	135	262	70	52	715	81	120	1206	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	621	200	135	262	70	52	715	81	120	1206	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.62	1.04	0.34	0.58	1.12	0.30	1.00	1.79	0.21	1.00	1.76	0.24
Final Sat.:	1110	1883	607	1041	2020	540	1750	3323	376	1750	3259	440
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.13	0.13	0.13	0.03	0.22	0.22	0.07	0.37	0.37
Crit Moves:		****			****			****			****	
Green Time:	44.1	44.1	44.1	17.4	17.4	17.4	7.0	42.9	42.9	13.7	49.5	49.5
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.55	0.65	0.65	0.65	0.97	0.97
Delay/Veh:	61.5	61.5	61.5	89.7	89.7	89.7	66.9	38.5	38.5	64.0	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	61.5	61.5	89.7	89.7	89.7	66.9	38.5	38.5	64.0	57.1	57.1
LOS by Move:	E	E	E	F	F	F	E	D+	D+	E	E+	E+
HCM2kAvgQ:	24	24	24	12	12	12	2	14	14	5	30	30

Note: Queue reported is the number of cars per lane.

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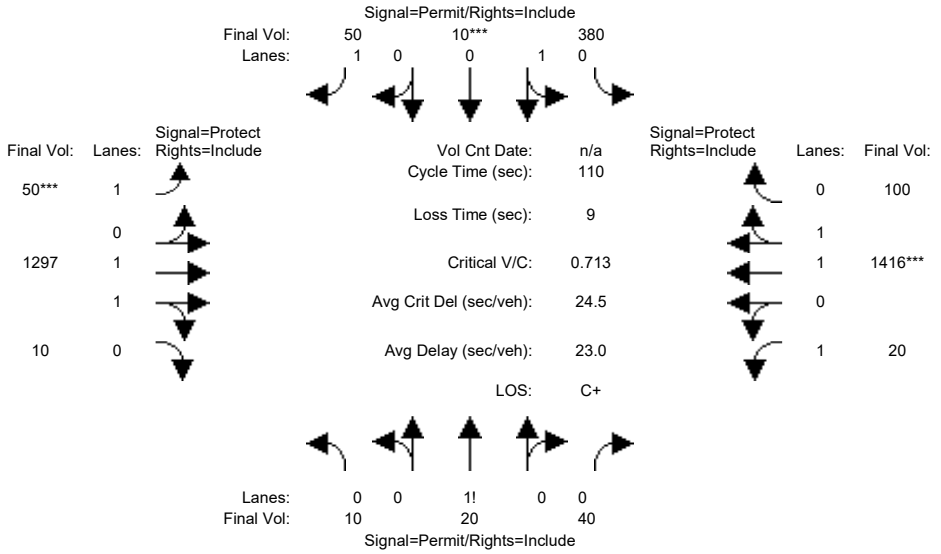
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1297	10	20	1416	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1297	10	20	1416	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1297	10	20	1416	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1297	10	20	1416	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3456	244
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.35	0.35	0.01	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	32.5	32.5	32.5	32.5	32.5	32.5	7.0	58.0	58.0	10.5	61.5	61.5
Volume/Cap:	0.14	0.14	0.14	0.73	0.73	0.10	0.45	0.67	0.67	0.12	0.73	0.73
Delay/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	20	20

Note: Queue reported is the number of cars per lane.

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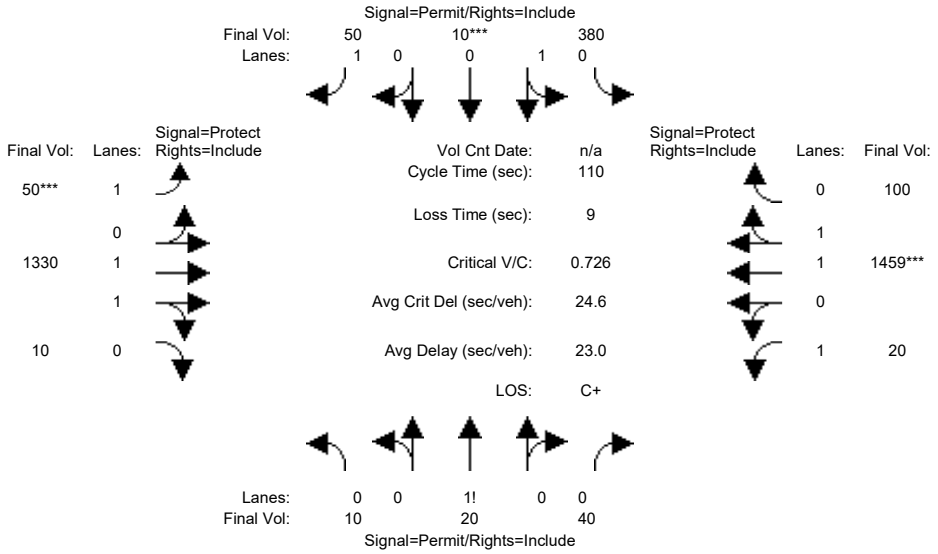
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	40	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1330	10	20	1459	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1330	10	20	1459	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1330	10	20	1459	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1330	10	20	1459	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3462	237
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.36	0.36	0.01	0.42	0.42
Crit Moves:					****		****				****	
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	7.0	58.8	58.8	10.3	62.1	62.1
Volume/Cap:	0.14	0.14	0.14	0.75	0.75	0.10	0.45	0.68	0.68	0.12	0.75	0.75
Delay/Veh:	29.0	29.0	29.0	41.2	41.2	28.6	52.5	19.7	19.7	46.0	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	29.0	41.2	41.2	28.6	52.5	19.7	19.7	46.0	19.6	19.6
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	21	21

Note: Queue reported is the number of cars per lane.

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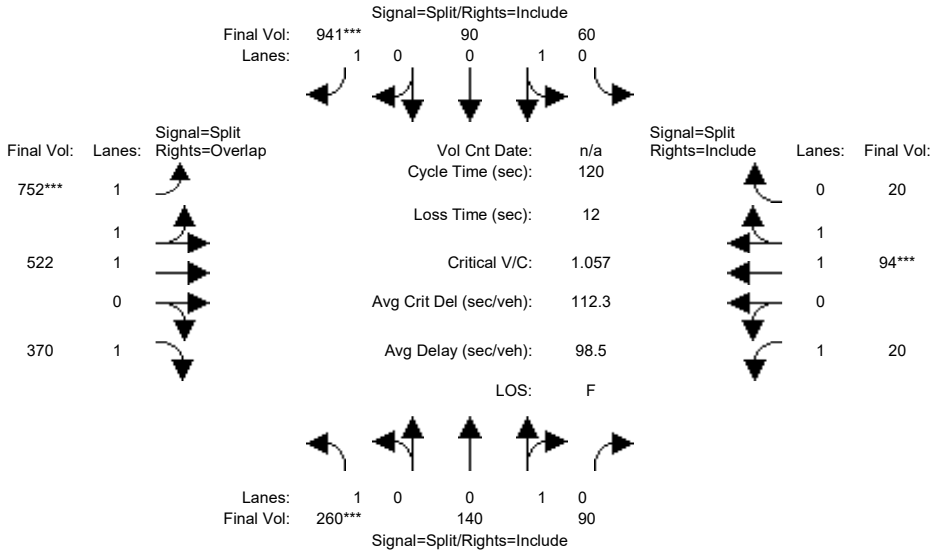
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	1	2	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	941	752	522	370	20	94	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	941	752	522	370	20	94	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	941	752	522	370	20	94	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	941	752	522	370	20	94	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.81	1.19	1.00	1.00	1.64	0.36
Final Sat.:	1750	1096	704	720	1080	1750	3214	2231	1750	1750	3050	649
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.23	0.23	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	15.8	15.8	15.8	57.3	57.3	57.3	24.9	24.9	40.7	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.37	0.37
Delay/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
LOS by Move:	F	F	F	B	B	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	2	2

Note: Queue reported is the number of cars per lane.

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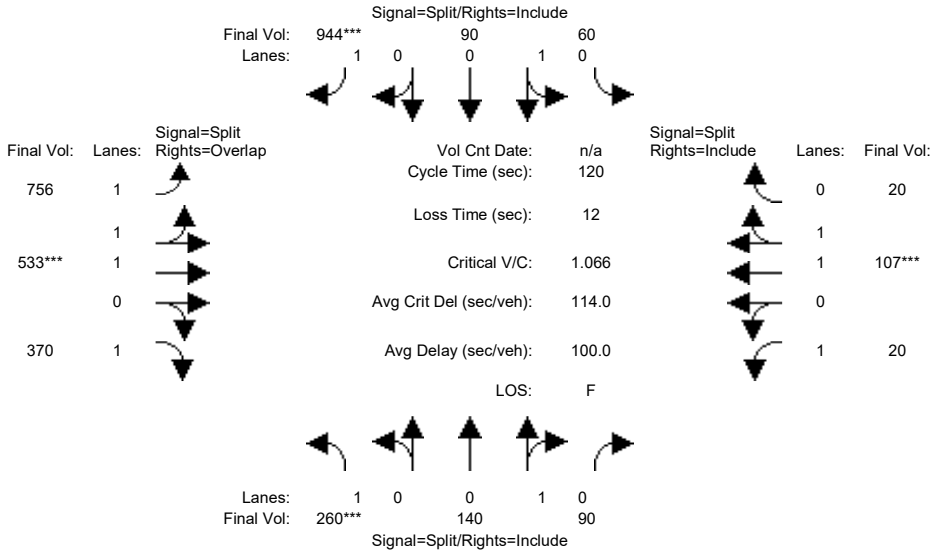
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	4	6	13	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	944	756	533	370	20	107	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	944	756	533	370	20	107	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	944	756	533	370	20	107	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	944	756	533	370	20	107	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.80	1.20	1.00	1.00	1.68	0.32
Final Sat.:	1750	1096	704	720	1080	1750	3194	2252	1750	1750	3117	583
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.24	0.24	0.21	0.01	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	15.7	15.7	15.7	57.2	57.2	57.2	25.1	25.1	40.8	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.41	0.41
Delay/Veh:	151.8	103	102.9	18.0	18.0	105.8	118.4	118	35.1	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.8	103	102.9	18.0	18.0	105.8	118.4	118	35.1	51.4	53.1	53.1
LOS by Move:	F	F	F	B-	B-	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	3	3

Note: Queue reported is the number of cars per lane.

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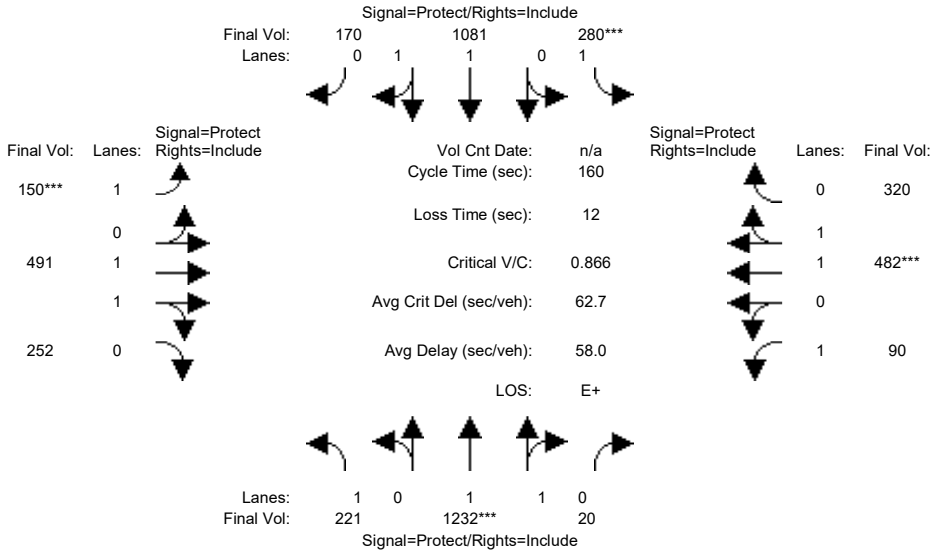
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	1	2	0	0	1	0	0	1	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1232	20	280	1081	170	150	491	252	90	482	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1232	20	280	1081	170	150	491	252	90	482	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.30	0.70	1.00	1.18	0.82
Final Sat.:	1750	3641	59	1750	3197	503	1750	2444	1254	1750	2223	1476
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	25.0	62.5	62.5	29.6	67.0	67.0	15.8	44.5	44.5	11.4	40.1	40.1
Volume/Cap:	0.81	0.87	0.87	0.87	0.81	0.81	0.87	0.72	0.72	0.72	0.87	0.87
Delay/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2kAvgQ:	13	31	31	17	29	29	7	15	15	5	20	20

Note: Queue reported is the number of cars per lane.

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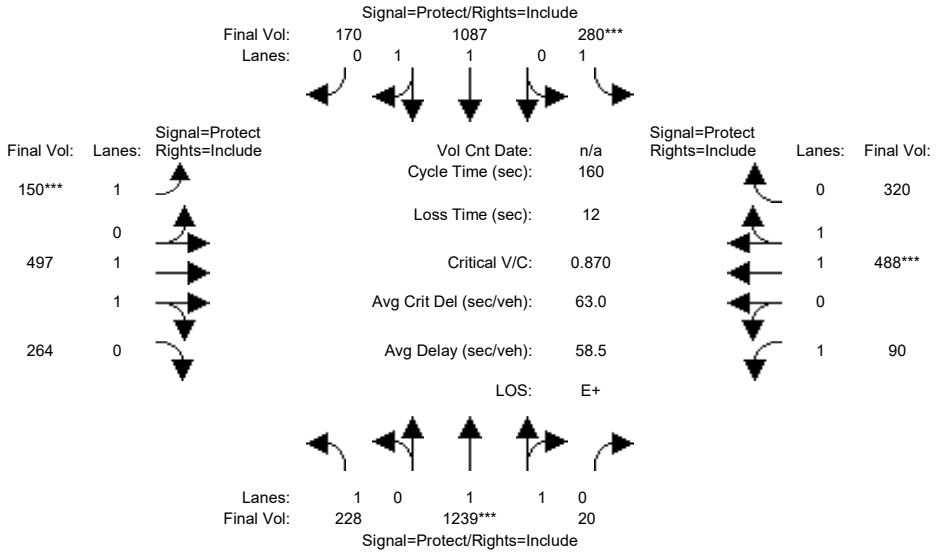
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	8	9	0	0	7	0	0	7	14	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1239	20	280	1087	170	150	497	264	90	488	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1239	20	280	1087	170	150	497	264	90	488	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1239	20	280	1087	170	150	497	264	90	488	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1239	20	280	1087	170	150	497	264	90	488	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.29	0.71	1.00	1.19	0.81
Final Sat.:	1750	3641	59	1750	3199	500	1750	2415	1283	1750	2234	1465
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.21	0.21	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	25.5	62.6	62.6	29.4	66.5	66.5	15.8	44.8	44.8	11.2	40.2	40.2
Volume/Cap:	0.82	0.87	0.87	0.87	0.82	0.82	0.87	0.74	0.74	0.74	0.87	0.87
Delay/Veh:	81.9	50.9	50.9	85.0	44.9	44.9	105.8	55.0	55.0	93.5	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	50.9	50.9	85.0	44.9	44.9	105.8	55.0	55.0	93.5	66.3	66.3
LOS by Move:	F	D	D	F	D	D	F	E+	E+	F	E	E
HCM2kAvgQ:	14	31	31	17	29	29	7	16	16	5	20	20

Note: Queue reported is the number of cars per lane.

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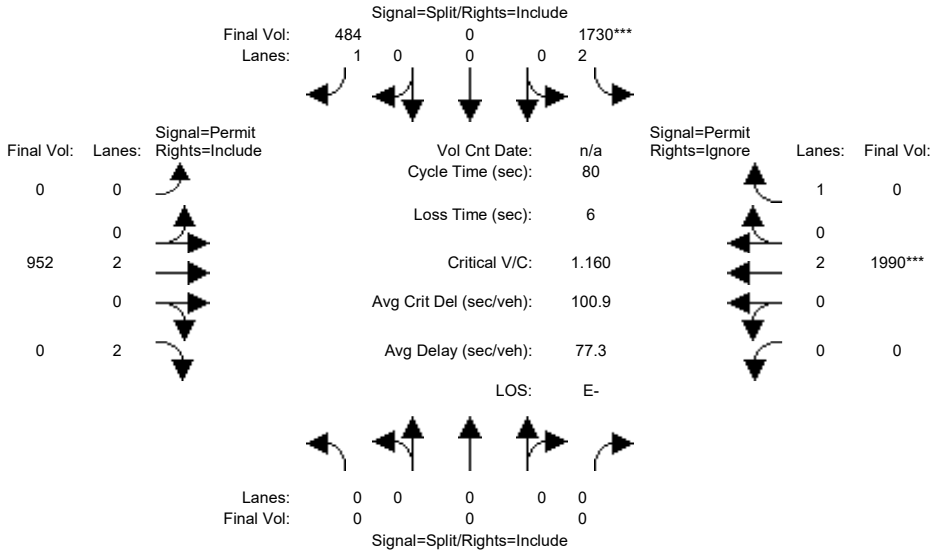
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	4	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	484	0	952	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	484	0	952	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.58	0.00	0.55	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	8	0	0	42	0

Note: Queue reported is the number of cars per lane.

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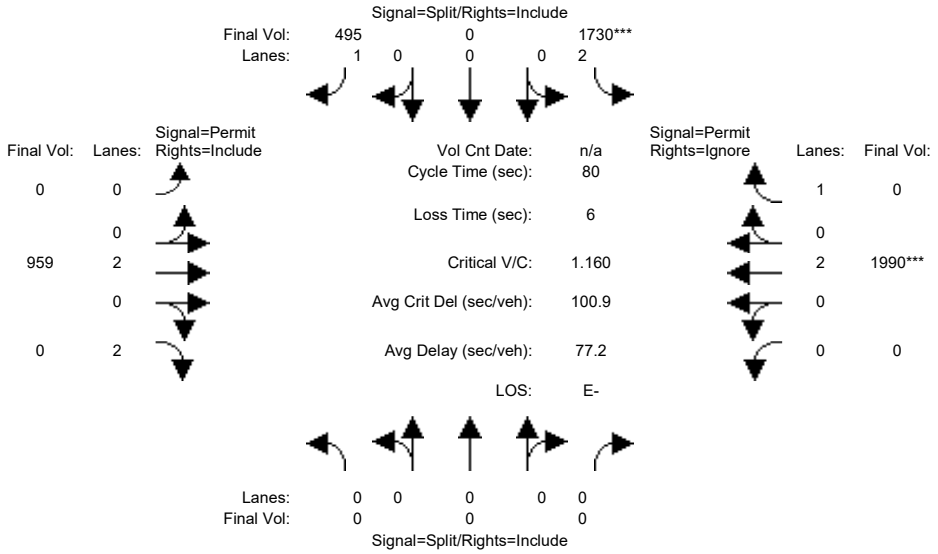
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	15	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	495	0	959	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	495	0	959	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	495	0	959	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	495	0	959	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.60	0.00	0.56	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	9	0	0	42	0

Note: Queue reported is the number of cars per lane.

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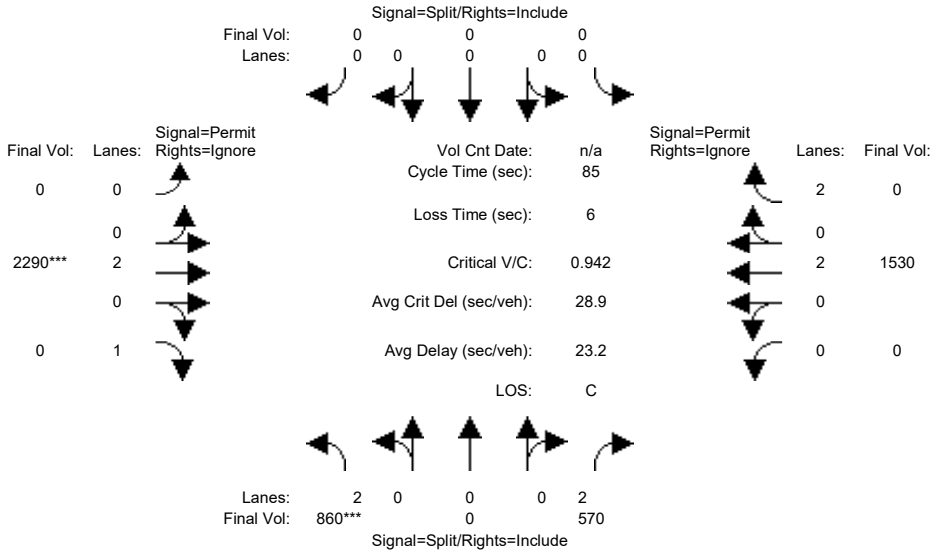
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	512	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2kAvgQ:	18	0	9	0	0	0	0	30	0	0	13	0

Note: Queue reported is the number of cars per lane.

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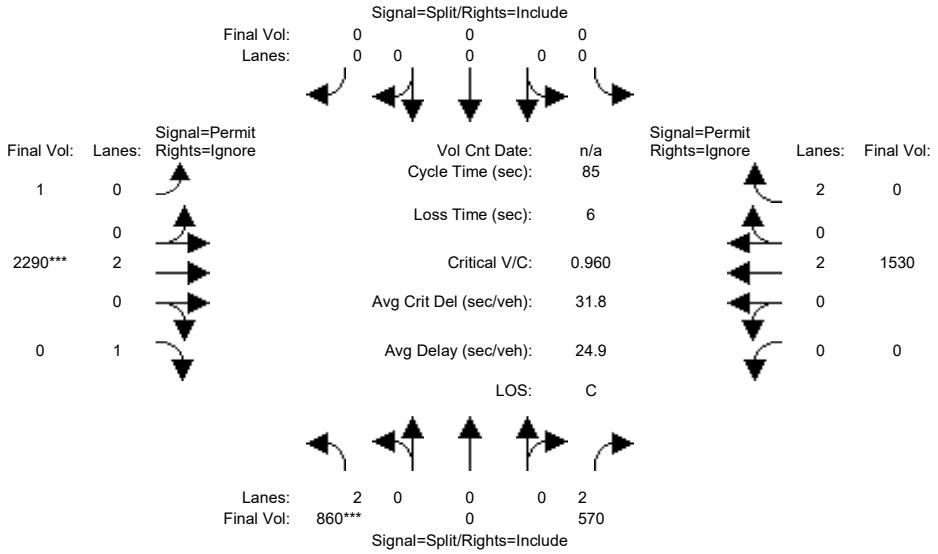
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	1	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	1	2290	518	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	1	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	1	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	1	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	2	3698	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	54.8	54.8	0.0	0.0	54.8	0.0
Volume/Cap:	0.96	0.00	0.64	0.00	0.00	0.00	0.96	0.96	0.00	0.00	0.62	0.00
Delay/Veh:	50.8	0.0	28.1	0.0	0.0	0.0	24.7	24.7	0.0	0.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	0.0	28.1	0.0	0.0	0.0	24.7	24.7	0.0	0.0	9.5	0.0
LOS by Move:	D	A	C	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	19	0	9	0	0	0	33	33	0	0	12	0

Note: Queue reported is the number of cars per lane.

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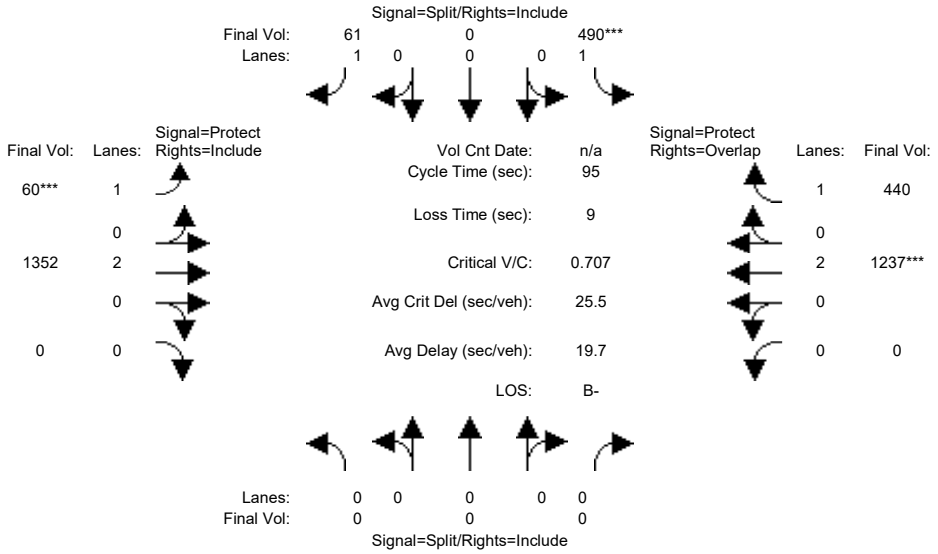
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	1	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	61	60	1352	0	0	1237	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	61	60	1352	0	0	1237	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.5	0.0	36.5	7.0	49.5	0.0	0.0	42.5	79.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.09	0.47	0.68	0.00	0.00	0.73	0.30
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	1	2	14	0	0	15	3

Note: Queue reported is the number of cars per lane.

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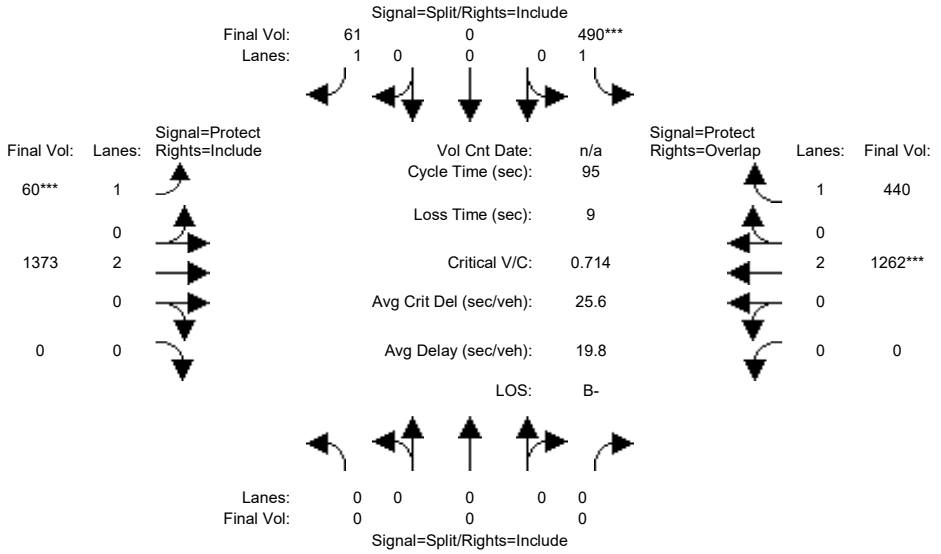
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	1	0	23	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	61	60	1373	0	0	1262	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	61	60	1373	0	0	1262	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	61	60	1373	0	0	1262	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	61	60	1373	0	0	1262	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.09	0.47	0.69	0.00	0.00	0.74	0.30
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	44.8	17.8	0.0	0.0	23.1	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	44.8	17.8	0.0	0.0	23.1	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	15	0	1	2	15	0	0	15	3

Note: Queue reported is the number of cars per lane.

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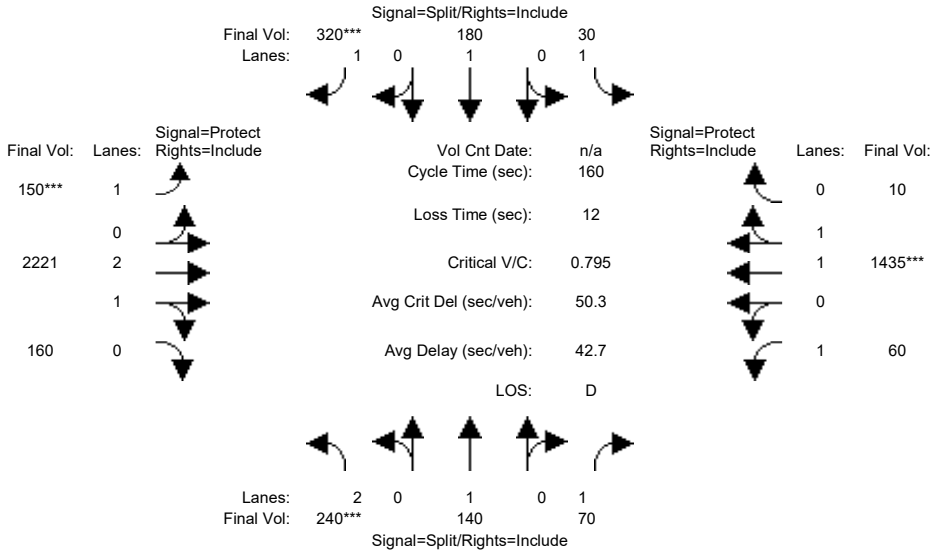
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2221	160	60	1435	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2221	160	60	1435	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5223	376	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.3	15.3	15.3	36.8	36.8	36.8	17.3	86.9	86.9	8.9	78.6	78.6
Volume/Cap:	0.79	0.77	0.42	0.07	0.41	0.79	0.79	0.78	0.78	0.61	0.79	0.79
Delay/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	7	18	8	31	31	3	30	30

Note: Queue reported is the number of cars per lane.

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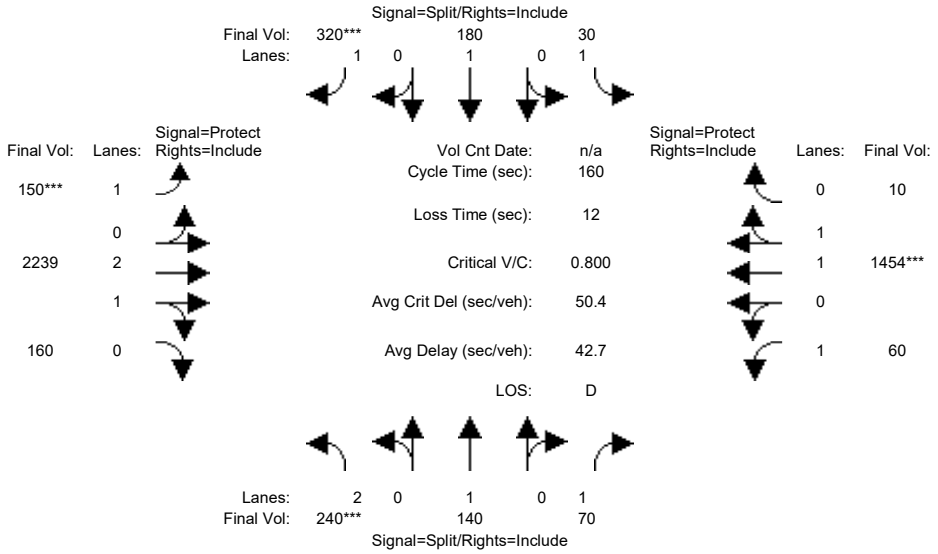
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2239	160	60	1454	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2239	160	60	1454	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2239	160	60	1454	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2239	160	60	1454	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5226	373	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	15.2	15.2	15.2	36.5	36.5	36.5	17.1	87.3	87.3	8.9	79.1	79.1
Volume/Cap:	0.80	0.77	0.42	0.08	0.41	0.80	0.80	0.79	0.79	0.62	0.80	0.80
Delay/Veh:	85.1	89.3	69.9	48.5	53.3	69.2	91.0	30.3	30.3	85.1	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	89.3	69.9	48.5	53.3	69.2	91.0	30.3	30.3	85.1	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	8	18	8	32	32	3	31	31

Note: Queue reported is the number of cars per lane.

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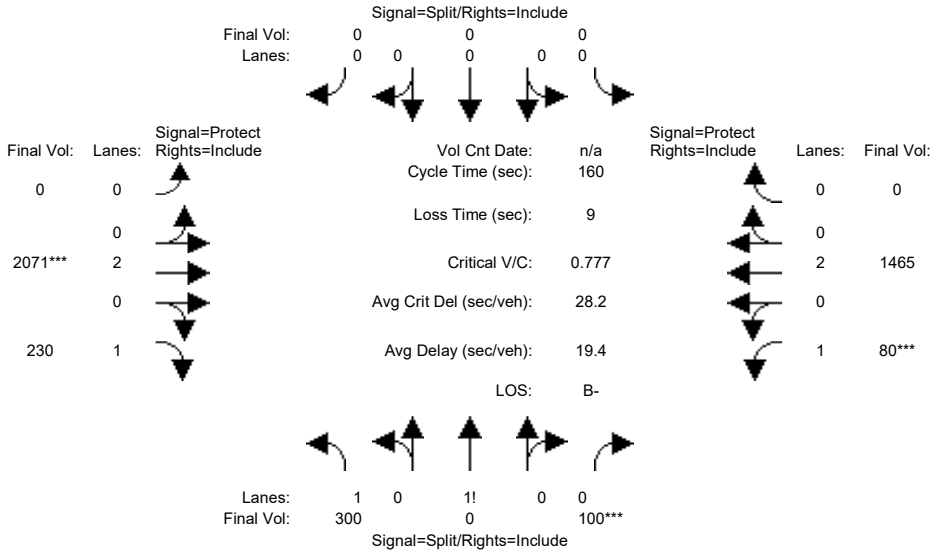
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2071	230	80	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2071	230	80	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.4	0.0	29.4	0.0	0.0	0.0	0.0	112	112.2	9.4	122	0.0
Volume/Cap:	0.58	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	32	4	4	13	0

Note: Queue reported is the number of cars per lane.

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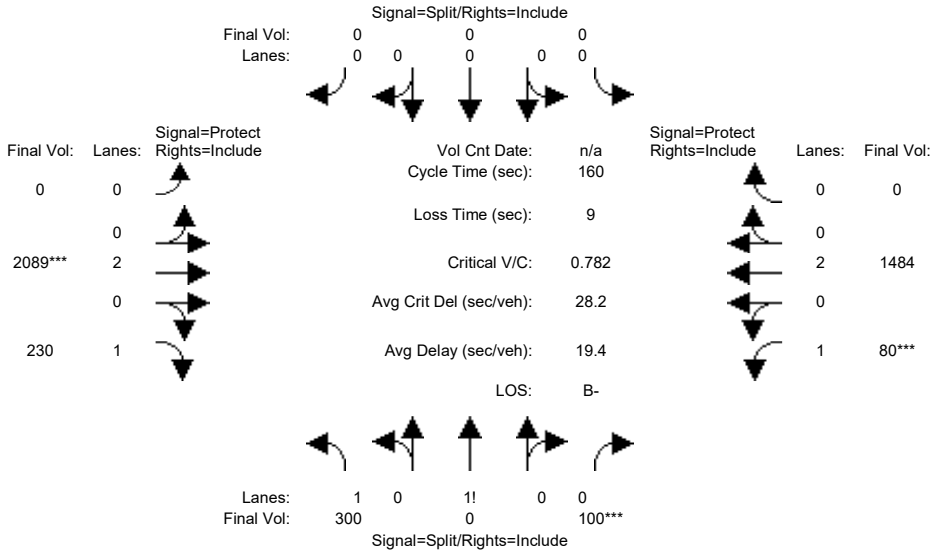
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2089	230	80	1484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2089	230	80	1484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2089	230	80	1484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2089	230	80	1484	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	112	112.4	9.3	122	0.0
Volume/Cap:	0.59	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.2	0.0	70.0	0.0	0.0	0.0	0.0	17.3	8.2	105.7	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	0.0	70.0	0.0	0.0	0.0	0.0	17.3	8.2	105.7	7.6	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	33	4	4	13	0

Note: Queue reported is the number of cars per lane.

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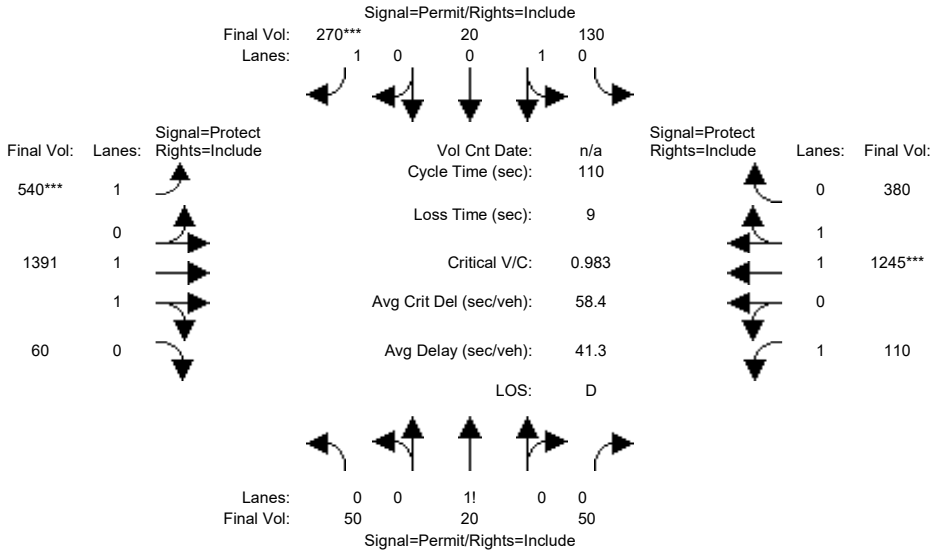
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1391	60	110	1245	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1391	60	110	1245	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3547	153	1750	2834	865
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.39	0.39	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	34.5	72.0	72.0	11.7	49.2	49.2
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.98	0.98	0.60	0.60	0.59	0.98	0.98
Delay/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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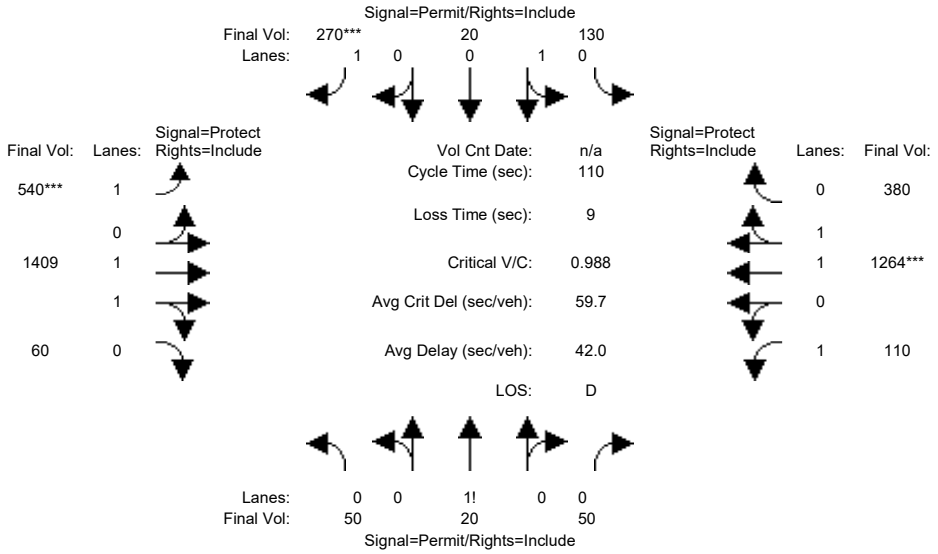
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	19	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1409	60	110	1264	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1409	60	110	1264	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1409	60	110	1264	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1409	60	110	1264	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3549	151	1750	2844	855
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.40	0.40	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	34.4	72.2	72.2	11.6	49.5	49.5
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.99	0.99	0.60	0.60	0.60	0.99	0.99
Delay/Veh:	43.2	43.2	43.2	44.7	44.7	97.3	72.9	11.2	11.2	52.3	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.2	44.7	44.7	97.3	72.9	11.2	11.2	52.3	49.2	49.2
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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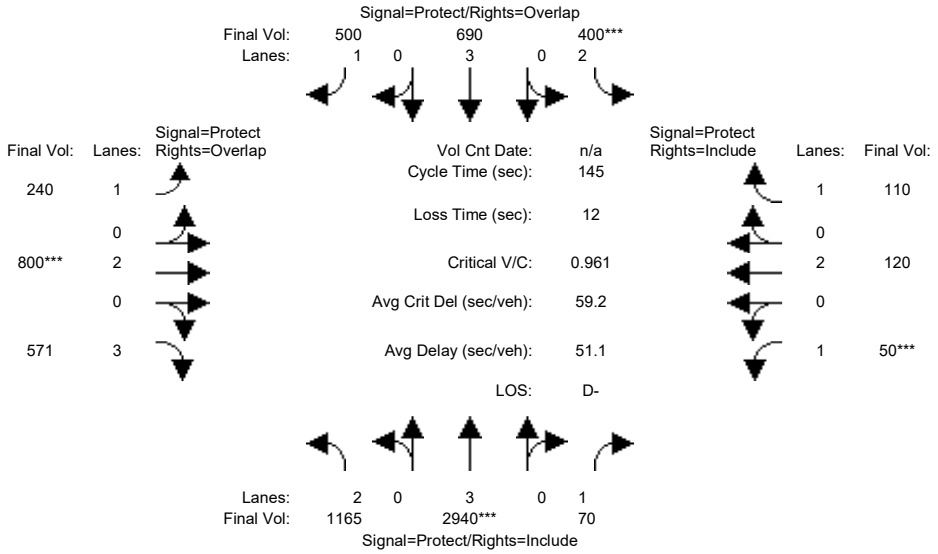
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	5	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1165	2940	70	400	690	500	240	800	571	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1165	2940	70	400	690	500	240	800	571	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****		****				****		****		
Green Time:	67.7	76.2	76.2	18.8	27.2	52.5	25.3	31.1	98.8	7.0	12.7	12.7
Volume/Cap:	0.79	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.18	0.59	0.36	0.72
Delay/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	27	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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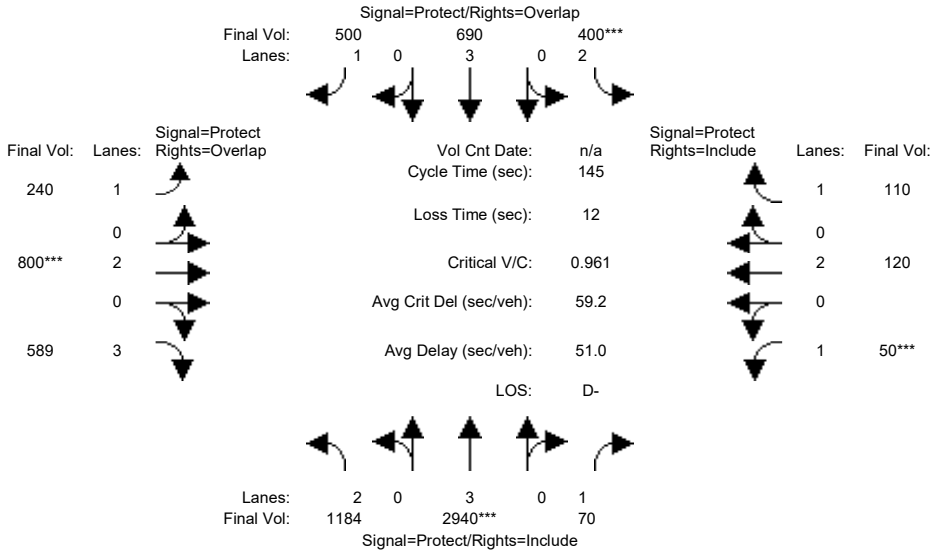
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	24	0	0	0	0	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1184	2940	70	400	690	500	240	800	589	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1184	2940	70	400	690	500	240	800	589	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1184	2940	70	400	690	500	240	800	589	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1184	2940	70	400	690	500	240	800	589	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****			****				****		****	
Green Time:	68.0	76.2	76.2	18.8	26.9	52.2	25.3	31.1	99.1	7.0	12.7	12.7
Volume/Cap:	0.80	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.19	0.59	0.36	0.72
Delay/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	28	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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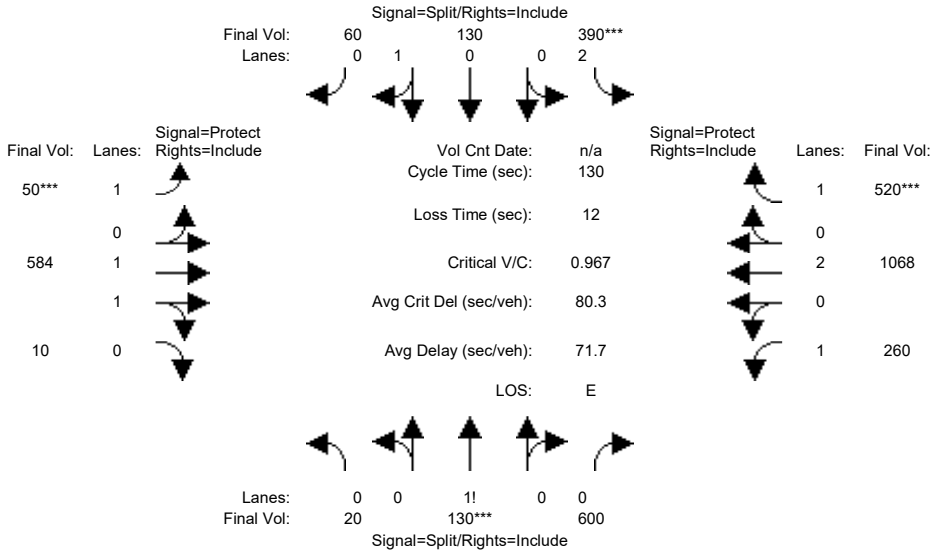
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	584	10	260	1068	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	584	10	260	1068	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	584	10	260	1068	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	584	10	260	1068	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.28	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	23.8	23.8	22.0	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.94	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E+	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	23	26

Note: Queue reported is the number of cars per lane.

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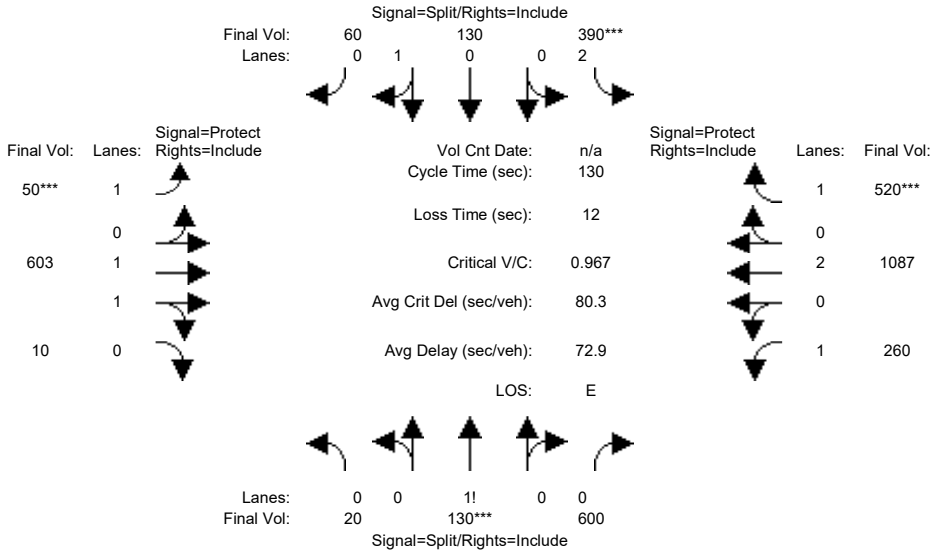
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	23	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	603	10	260	1087	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	603	10	260	1087	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	603	10	260	1087	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	603	10	260	1087	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3640	60	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.17	0.17	0.15	0.29	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	24.2	24.2	21.7	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.89	0.89	0.89	0.96	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	65.5	65.5	80.0	62.3	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	65.5	65.5	80.0	62.3	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	F	E	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	24	26

Note: Queue reported is the number of cars per lane.

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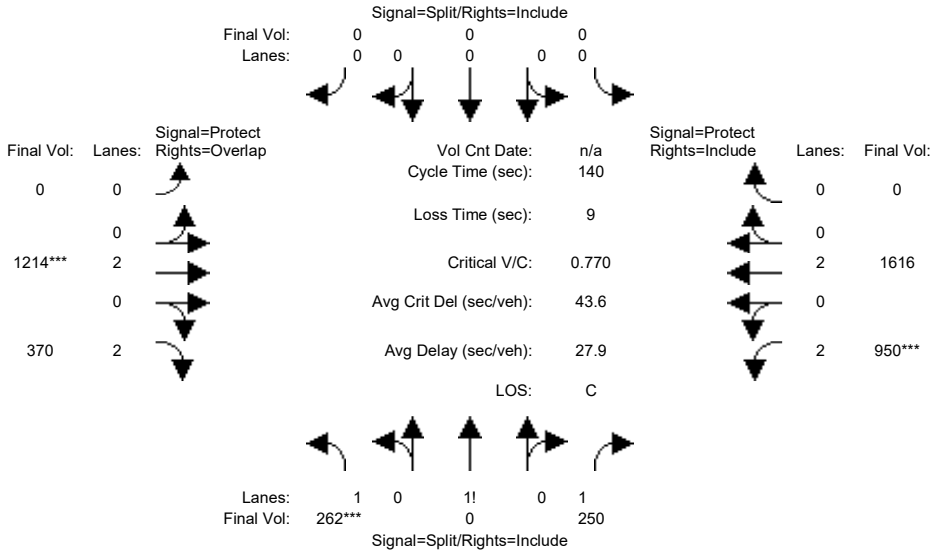
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	250	0	0	0	0	1214	370	950	1616	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	250	0	0	0	0	1214	370	950	1616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2646	0	2604	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	58.1	76.1	54.9	113	0.0
Volume/Cap:	0.77	0.00	0.75	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	21	5	20	11	0

Note: Queue reported is the number of cars per lane.

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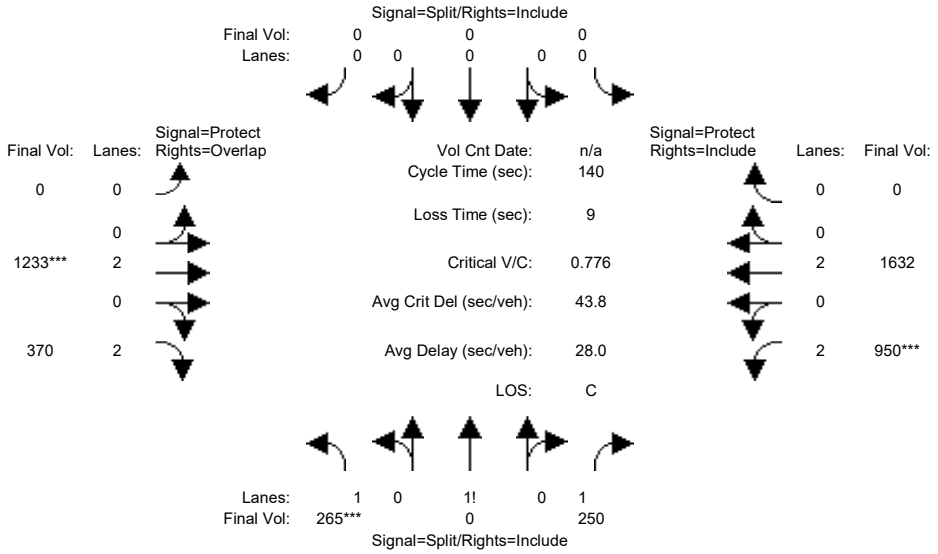
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	5	0	0	0	0	0	0	23	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	0	250	0	0	0	0	1233	370	950	1632	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	0	250	0	0	0	0	1233	370	950	1632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	0	250	0	0	0	0	1233	370	950	1632	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	0	250	0	0	0	0	1233	370	950	1632	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2650	0	2600	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	58.5	76.6	54.4	113	0.0
Volume/Cap:	0.78	0.00	0.75	0.00	0.00	0.00	0.00	0.78	0.21	0.78	0.53	0.00
Delay/Veh:	64.8	0.0	63.2	0.0	0.0	0.0	0.0	37.6	16.3	40.6	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	0.0	63.2	0.0	0.0	0.0	0.0	37.6	16.3	40.6	4.8	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	22	5	20	11	0

Note: Queue reported is the number of cars per lane.

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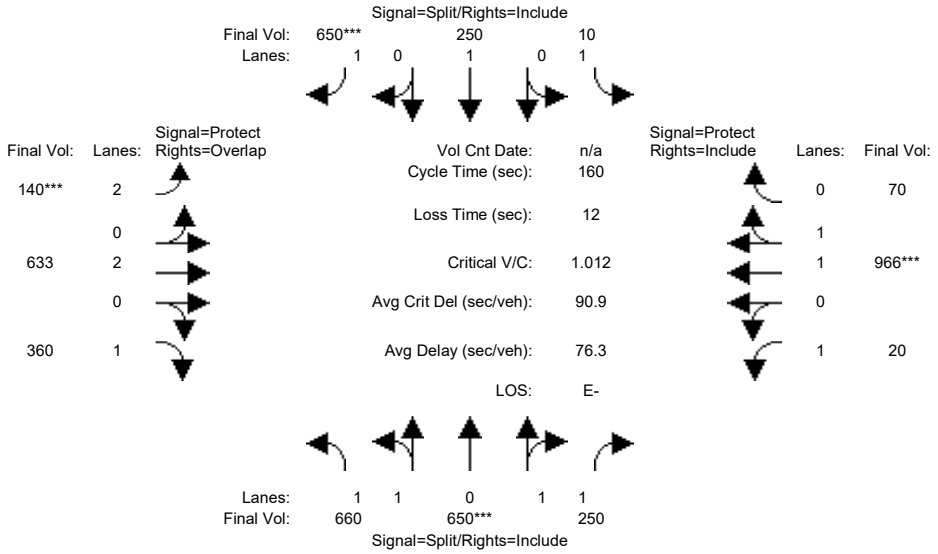
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	633	360	20	966	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	633	360	20	966	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	633	360	20	966	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	633	360	20	966	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	38.0	38.0	38.0	58.7	58.7	58.7	7.0	40.6	78.6	10.7	44.3	44.3
Volume/Cap:	1.01	1.01	0.60	0.02	0.36	1.01	1.01	0.66	0.42	0.17	1.01	1.01
Delay/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
LOS by Move:	F	F	D-	C-	D+	F	F	E+	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	41	5	13	11	1	30	30

Note: Queue reported is the number of cars per lane.

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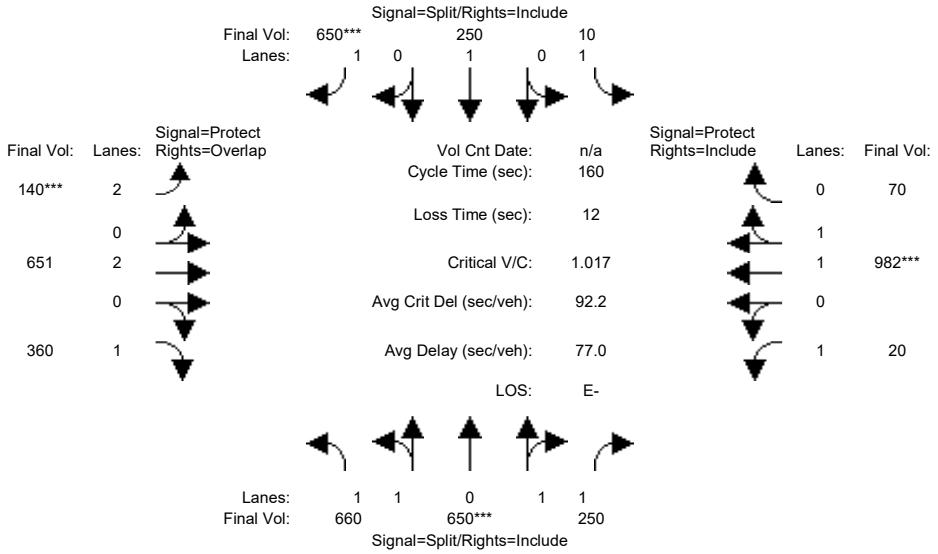
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	21	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	651	360	20	982	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	651	360	20	982	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	651	360	20	982	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	651	360	20	982	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3454	246
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	37.8	37.8	37.8	58.4	58.4	58.4	7.0	41.2	79.0	10.5	44.7	44.7
Volume/Cap:	1.02	1.02	0.60	0.02	0.36	1.02	1.02	0.67	0.42	0.17	1.02	1.02
Delay/Veh:	88.4	88.4	54.8	32.4	37.4	90.7	157.4	55.0	26.1	71.4	90.0	90.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	88.4	54.8	32.4	37.4	90.7	157.4	55.0	26.1	71.4	90.0	90.0
LOS by Move:	F	F	D-	C-	D+	F	F	D-	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	42	5	14	11	1	31	31

Note: Queue reported is the number of cars per lane.

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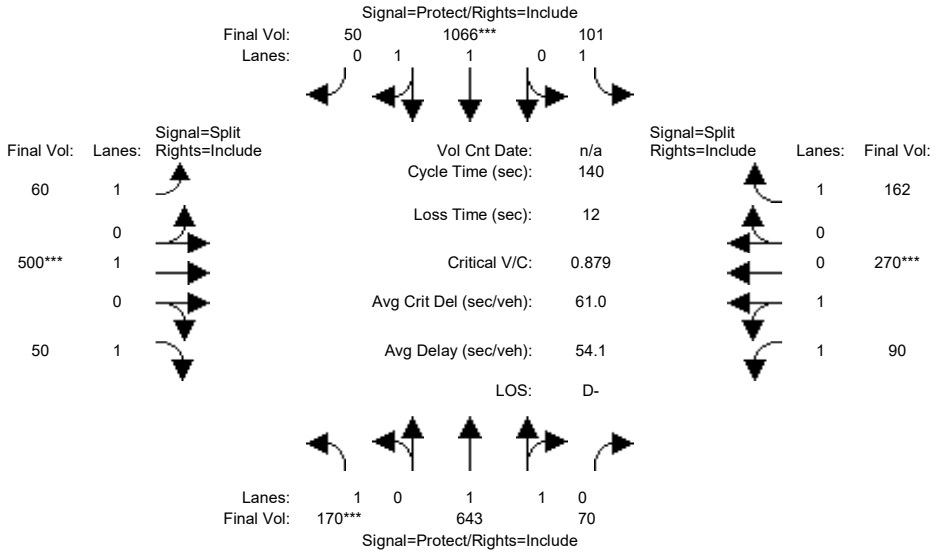
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	3	0	1	6	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	643	70	101	1066	50	60	500	50	90	270	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	643	70	101	1066	50	60	500	50	90	270	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	643	70	101	1066	50	60	500	50	90	270	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	643	70	101	1066	50	60	500	50	90	270	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3336	363	1750	3534	166	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.30	0.30	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.5	48.9	48.9	14.6	48.0	48.0	41.9	41.9	41.9	22.6	22.6	22.6
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.11	0.88	0.10	0.32	0.88	0.57
Delay/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	12	12	4	24	24	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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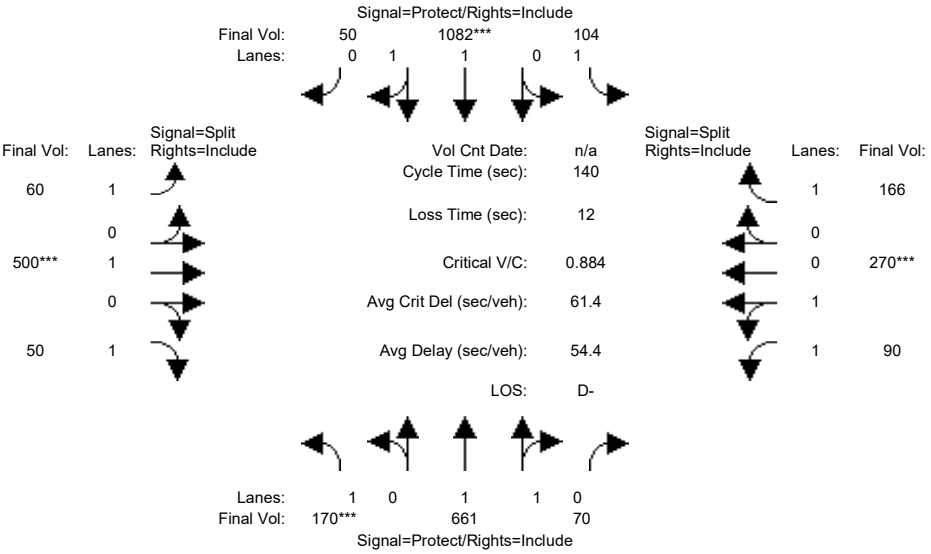
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	21	0	4	22	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	661	70	104	1082	50	60	500	50	90	270	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	661	70	104	1082	50	60	500	50	90	270	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	661	70	104	1082	50	60	500	50	90	270	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	661	70	104	1082	50	60	500	50	90	270	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3345	354	1750	3536	163	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.06	0.31	0.31	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.4	49.1	49.1	14.8	48.4	48.4	41.7	41.7	41.7	22.5	22.5	22.5
Volume/Cap:	0.88	0.56	0.56	0.56	0.88	0.88	0.12	0.88	0.10	0.32	0.88	0.59
Delay/Veh:	96.3	37.4	37.4	63.5	50.8	50.8	35.9	62.2	35.6	52.1	77.4	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	37.4	37.4	63.5	50.8	50.8	35.9	62.2	35.6	52.1	77.4	57.8
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	13	13	5	24	24	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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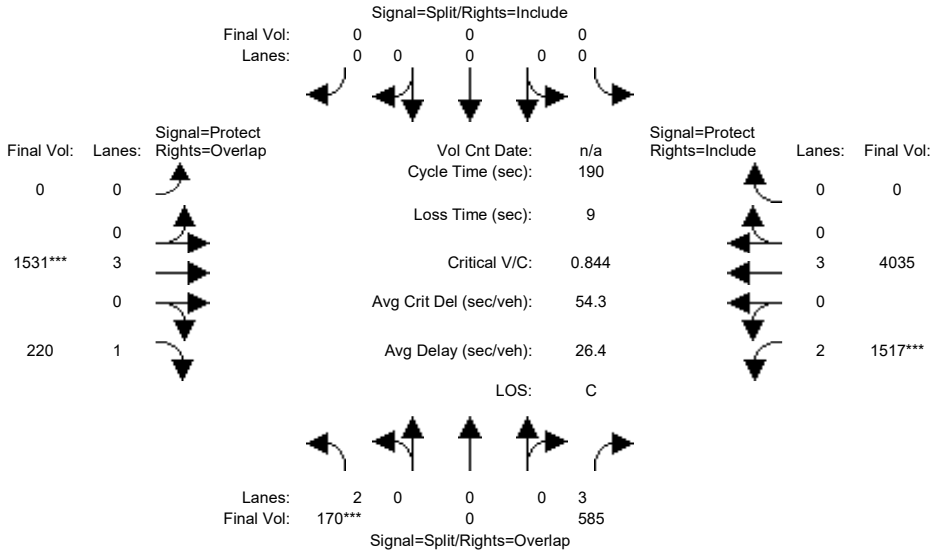
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	5	0	0	0	0	1	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	585	0	0	0	0	1531	220	1517	4035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	585	0	0	0	0	1531	220	1517	4035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.48	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.1	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.6	108.4	169	0.0
Volume/Cap:	0.84	0.00	0.20	0.00	0.00	0.00	0.00	0.84	0.33	0.84	0.80	0.00
Delay/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	26	9	44	31	0

Note: Queue reported is the number of cars per lane.

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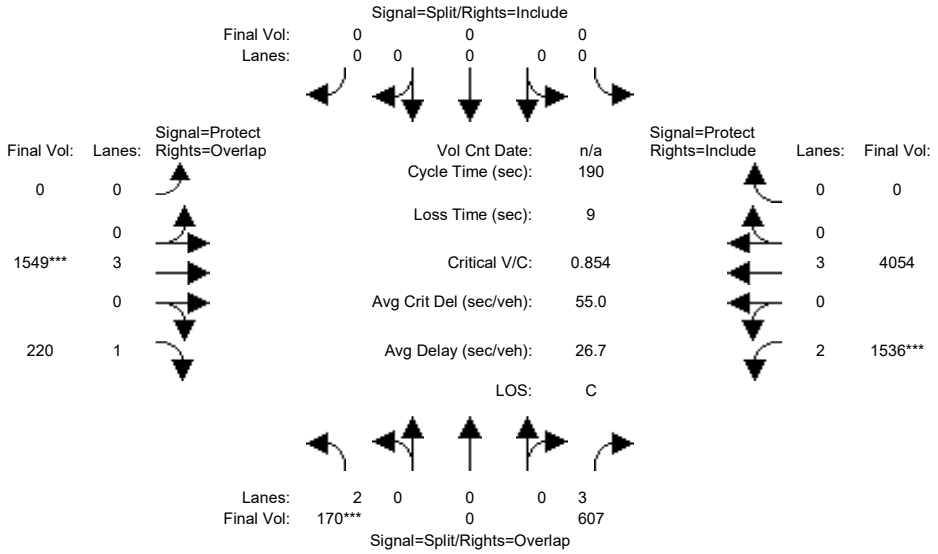
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	27	0	0	0	0	19	0	26	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	607	0	0	0	0	1549	220	1536	4054	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	607	0	0	0	0	1549	220	1536	4054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	607	0	0	0	0	1549	220	1536	4054	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	607	0	0	0	0	1549	220	1536	4054	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.49	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.0	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.5	108.5	169	0.0
Volume/Cap:	0.85	0.00	0.21	0.00	0.00	0.00	0.00	0.85	0.33	0.85	0.80	0.00
Delay/Veh:	116.4	0.0	14.7	0.0	0.0	0.0	0.0	64.8	41.9	38.3	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	0.0	14.7	0.0	0.0	0.0	0.0	64.8	41.9	38.3	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	7	0	6	0	0	0	0	26	9	46	31	0

Note: Queue reported is the number of cars per lane.

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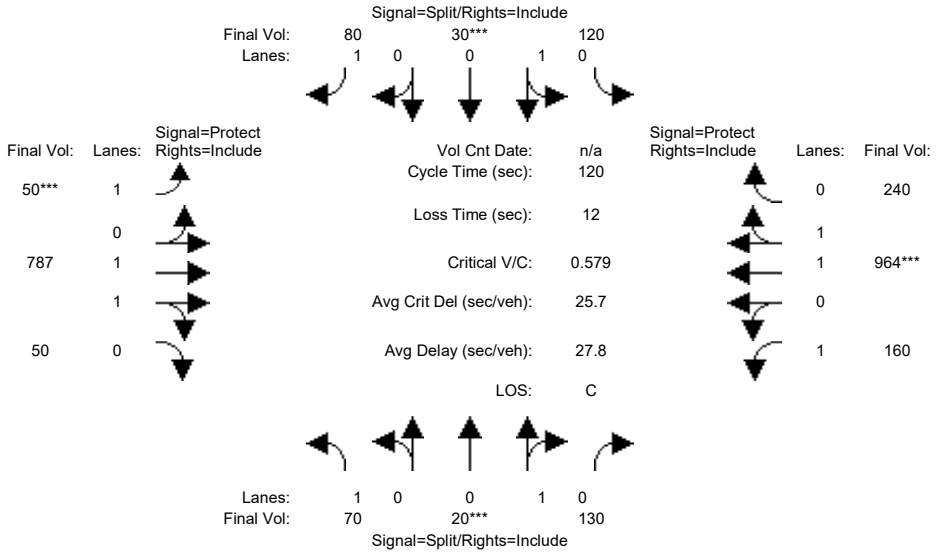
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	17	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	787	50	160	964	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	787	50	160	964	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	787	50	160	964	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	787	50	160	964	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.59	0.41
Final Sat.:	1750	240	1560	1440	360	1750	1750	3479	221	1750	2962	737
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.23	0.23	0.09	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	7.0	52.6	52.6	21.2	66.8	66.8
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.52	0.52	0.52	0.58	0.58
Delay/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	14	14

Note: Queue reported is the number of cars per lane.

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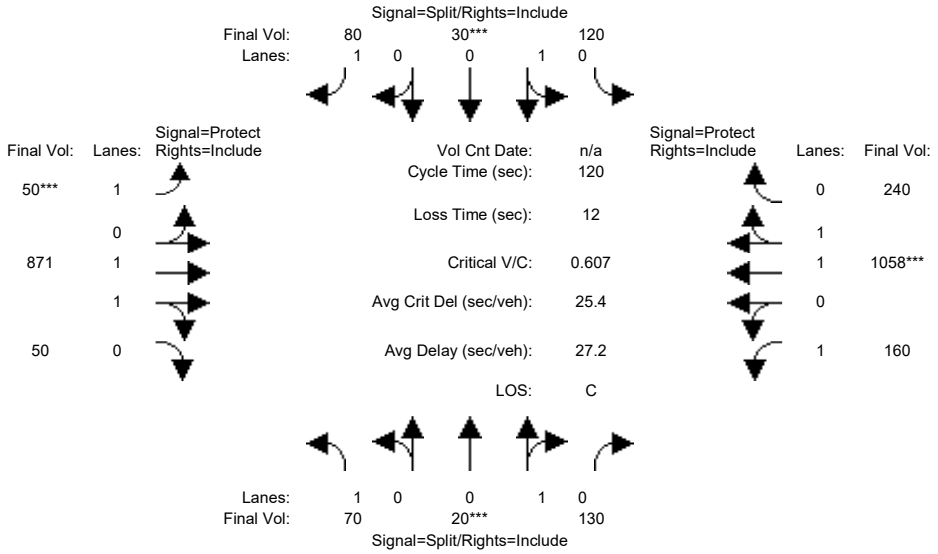
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	101	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	871	50	160	1058	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	871	50	160	1058	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	871	50	160	1058	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	871	50	160	1058	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.89	0.11	1.00	1.62	0.38
Final Sat.:	1750	240	1560	1440	360	1750	1750	3499	201	1750	3015	684
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.25	0.25	0.09	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	7.0	55.2	55.2	20.3	68.5	68.5
Volume/Cap:	0.30	0.61	0.61	0.61	0.61	0.34	0.49	0.54	0.54	0.54	0.61	0.61
Delay/Veh:	47.4	53.5	53.5	53.5	53.5	47.8	58.4	23.7	23.7	47.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	53.5	53.5	53.5	53.5	47.8	58.4	23.7	23.7	47.6	17.6	17.6
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	15	15

Note: Queue reported is the number of cars per lane.

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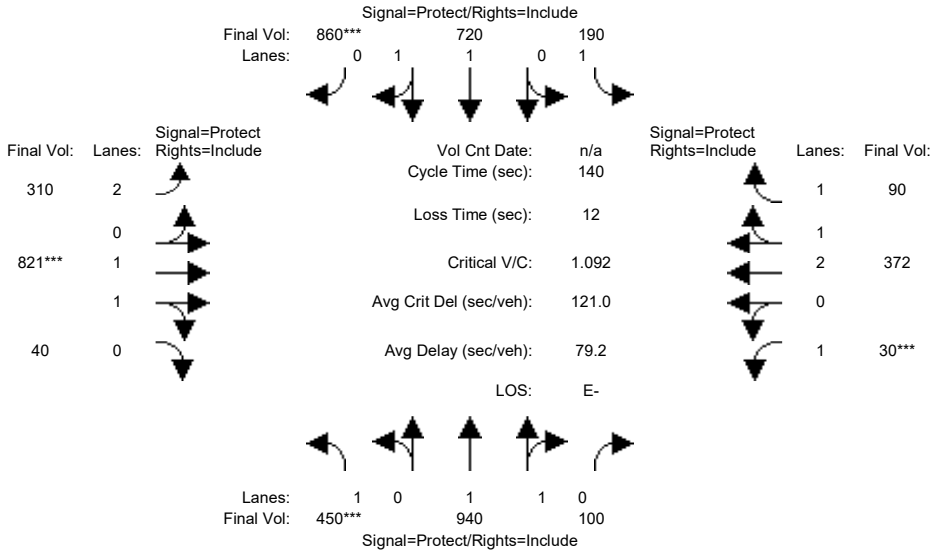
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	821	40	30	372	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	821	40	30	372	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	821	40	30	372	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	821	40	30	372	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3528	172	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****		****		
Green Time:	31.7	66.6	66.6	25.7	60.6	60.6	20.7	28.7	28.7	7.0	15.0	15.0
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.67	1.14	1.14	0.34	0.61	0.47
Delay/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
LOS by Move:	F	C	C	E+	D	F	E	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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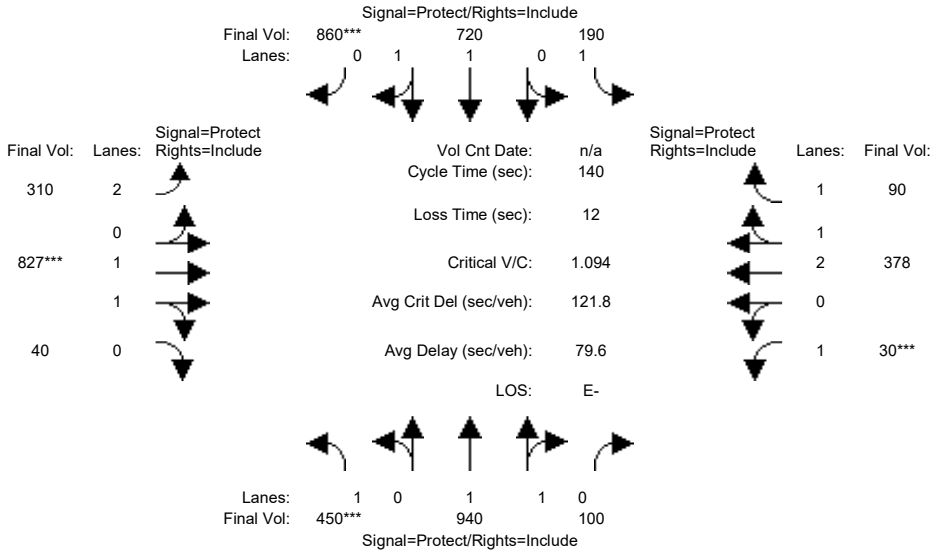
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	7	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	827	40	30	378	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	827	40	30	378	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	827	40	30	378	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	827	40	30	378	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.91	0.09	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3529	171	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****		****		
Green Time:	31.7	66.5	66.5	25.7	60.5	60.5	20.8	28.8	28.8	7.0	15.1	15.1
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.66	1.14	1.14	0.34	0.62	0.46
Delay/Veh:	142.3	27.4	27.4	55.3	41.6	110.8	59.9	133	133.0	66.6	61.3	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.3	27.4	27.4	55.3	41.6	110.8	59.9	133	133.0	66.6	61.3	59.0
LOS by Move:	F	C	C	E+	D	F	E+	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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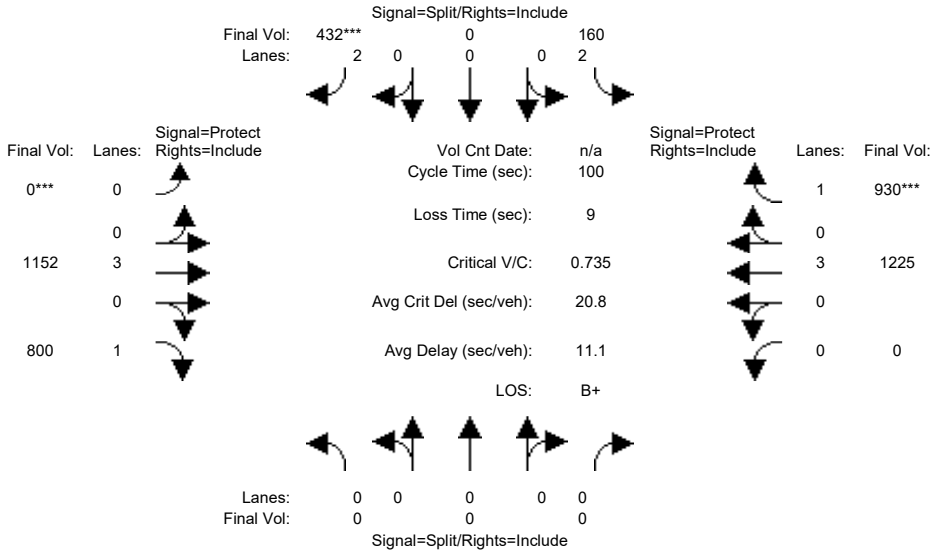
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	2	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	432	0	1152	800	0	1225	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	432	0	1152	800	0	1225	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.21	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	0.0	72.3	72.3	0.0	72.3	72.3
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.28	0.63	0.00	0.30	0.73
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
LOS by Move:	A	A	A	D+	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	18

Note: Queue reported is the number of cars per lane.

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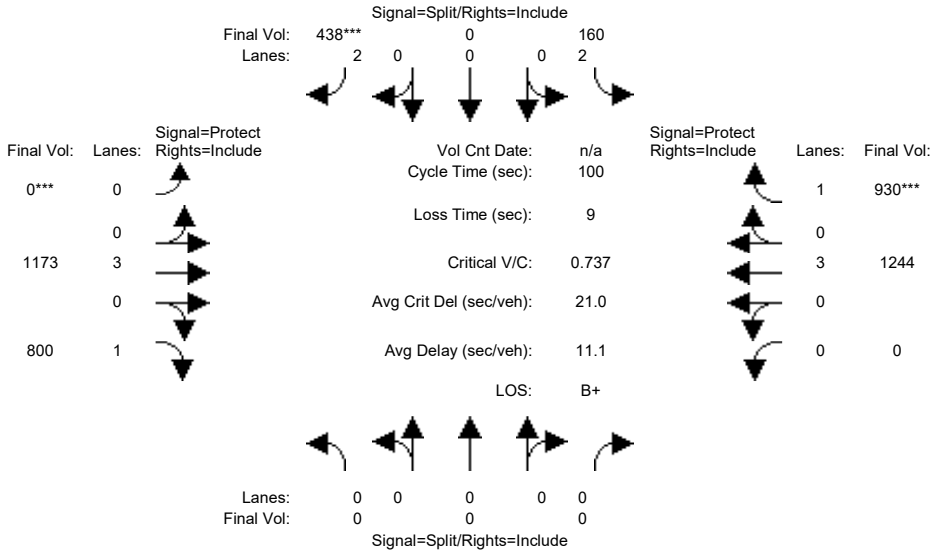
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	8	0	23	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	438	0	1173	800	0	1244	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	438	0	1173	800	0	1244	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	438	0	1173	800	0	1244	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	438	0	1173	800	0	1244	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.21	0.46	0.00	0.22	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.29	0.63	0.00	0.30	0.74
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.2	0.0	5.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.2	0.0	5.0	10.6
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	17

Note: Queue reported is the number of cars per lane.

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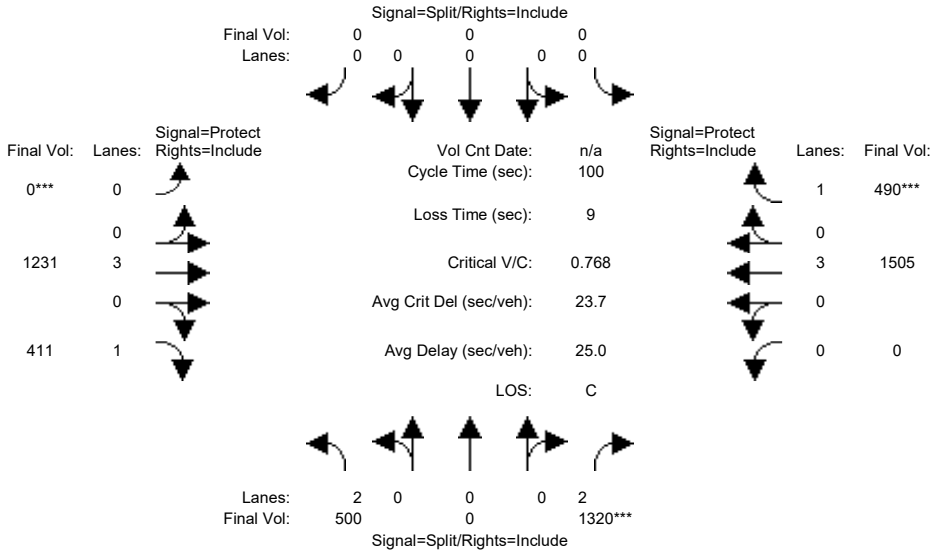
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	1	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1231	411	0	1505	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1231	411	0	1505	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.23	0.00	0.26	0.28
Crit Moves:			****				****					****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.59	0.64	0.00	0.72	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2kAvgQ:	5	0	20	0	0	0	0	10	11	0	13	14

Note: Queue reported is the number of cars per lane.

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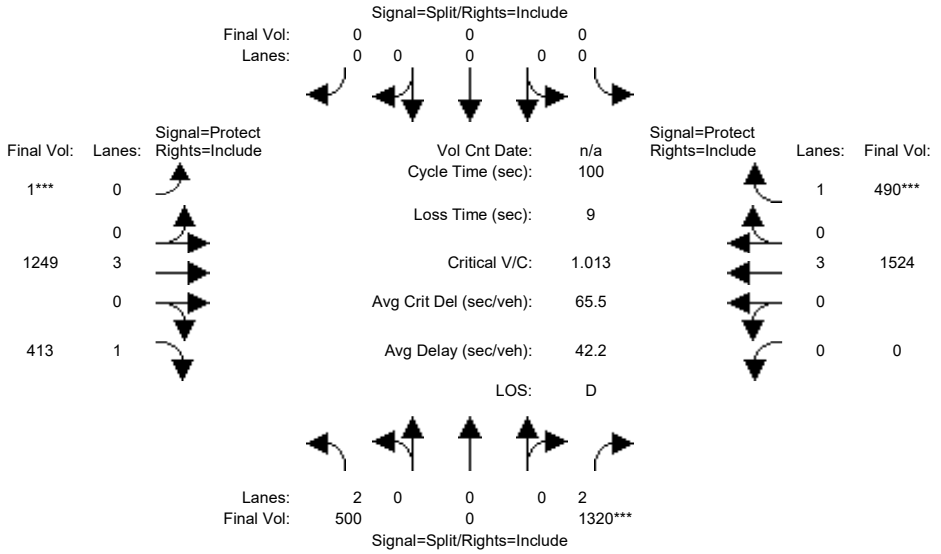
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	1	19	3	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	1	1249	413	0	1524	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	1	1249	413	0	1524	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	1	1249	413	0	1524	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	1	1249	413	0	1524	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	2.99	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	4	5596	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.22	0.22	0.24	0.00	0.27	0.28
Crit Moves:			****				****					****
Green Time:	41.3	0.0	41.3	0.0	0.0	0.0	22.0	49.7	49.7	0.0	27.6	27.6
Volume/Cap:	0.38	0.00	1.01	0.00	0.00	0.00	1.01	0.45	0.48	0.00	0.97	1.01
Delay/Veh:	20.6	0.0	57.6	0.0	0.0	0.0	68.0	16.4	17.0	0.0	51.4	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	0.0	57.6	0.0	0.0	0.0	68.0	16.4	17.0	0.0	51.4	80.5
LOS by Move:	C+	A	E+	A	A	A	E	B	B	A	D-	F
HCM2kAvgQ:	6	0	33	0	0	0	17	8	9	0	17	19

Note: Queue reported is the number of cars per lane.

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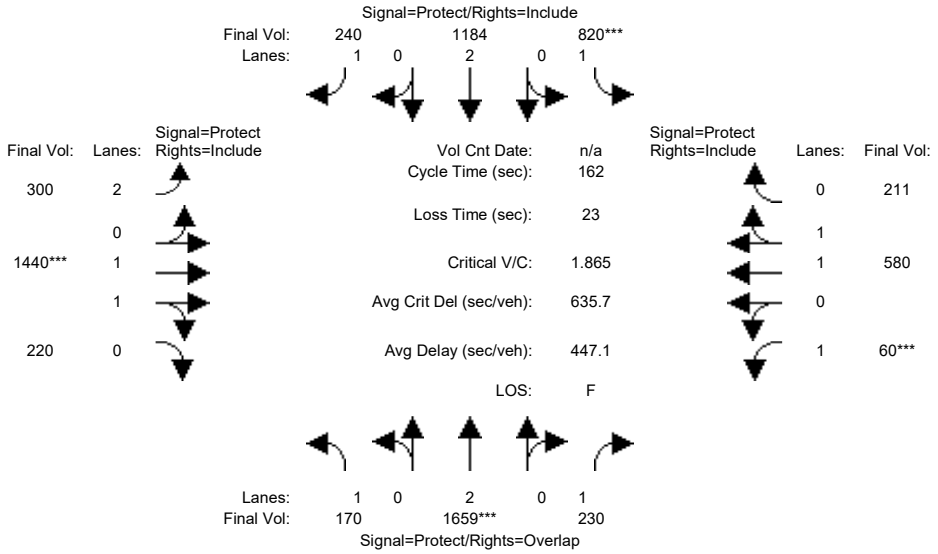
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1659	230	820	1184	240	300	1440	220	60	580	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1659	230	820	1184	240	300	1440	220	60	580	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2305	839
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.36	0.34	5.37	1.23	0.54	0.49	1.66	1.66	0.53	1.50	1.50
Delay/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	72	12	136	45	13	10	88	88	4	40	40

Note: Queue reported is the number of cars per lane.

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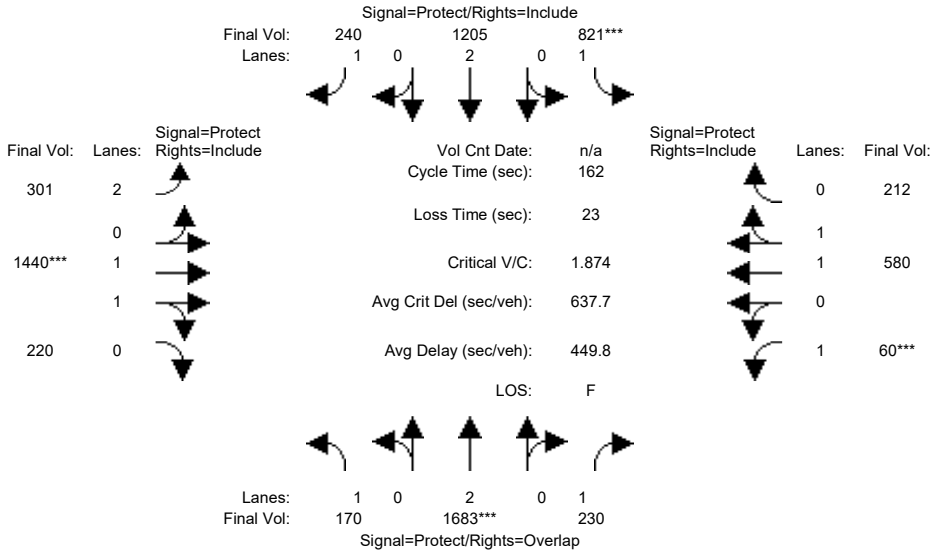
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	33	0	1	25	0	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1683	230	821	1205	240	301	1440	220	60	580	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1683	230	821	1205	240	301	1440	220	60	580	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1683	230	821	1205	240	301	1440	220	60	580	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1683	230	821	1205	240	301	1440	220	60	580	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2303	842
Capacity Analysis Module:												
Vol/Sat:	0.11	0.52	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.38	0.34	5.37	1.25	0.54	0.50	1.66	1.66	0.53	1.50	1.50
Delay/Veh:	74.0	232	32.9	2066	188	55.8	62.9	362	362.3	87.2	313	313.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	232	32.9	2066	188	55.8	62.9	362	362.3	87.2	313	313.2
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	74	12	137	47	13	10	88	88	4	41	41

Note: Queue reported is the number of cars per lane.

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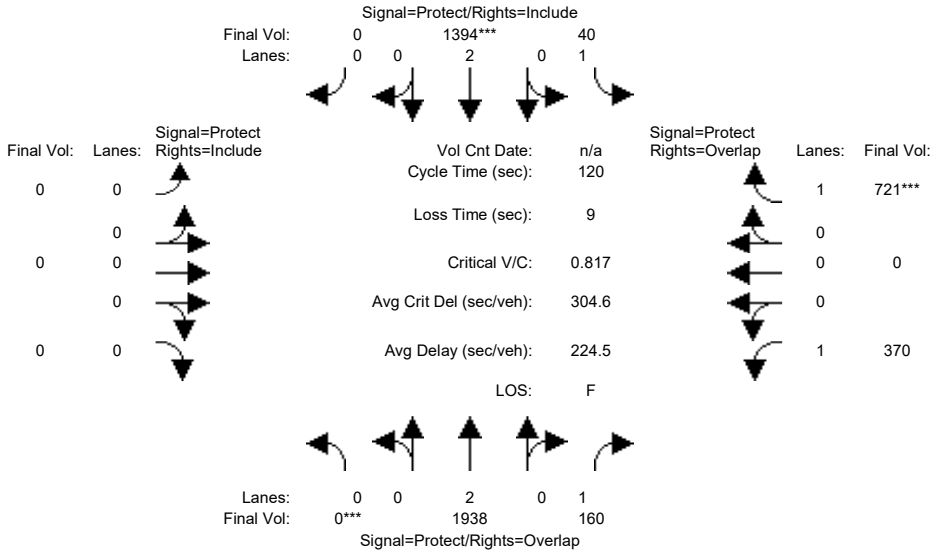
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1938	160	40	1394	0	0	0	0	370	0	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1938	160	40	1394	0	0	0	0	370	0	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.65	0.11	0.29	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.85
Delay/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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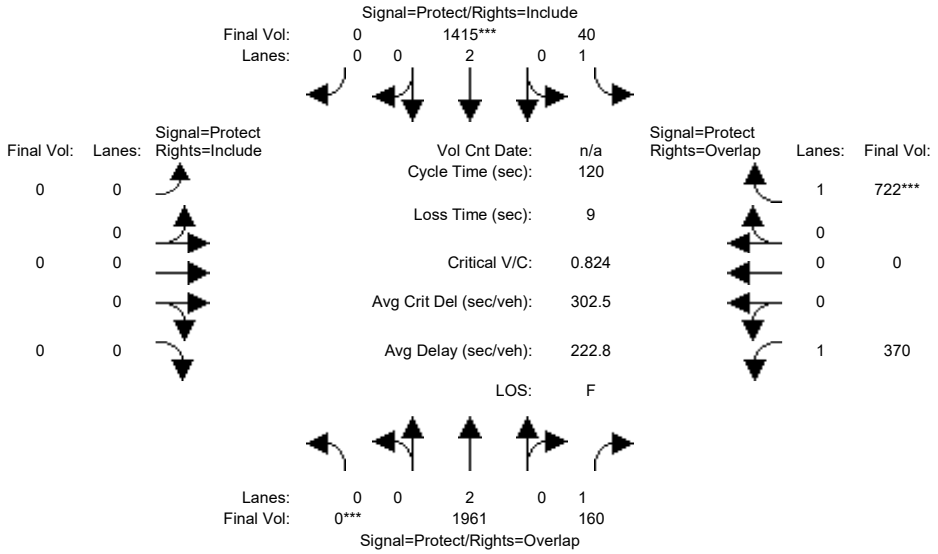
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	31	0	0	25	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1961	160	40	1415	0	0	0	0	370	0	722
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1961	160	40	1415	0	0	0	0	370	0	722
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1961	160	40	1415	0	0	0	0	370	0	722
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1961	160	40	1415	0	0	0	0	370	0	722
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.66	0.11	0.29	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.85
Delay/Veh:	0.0	0.6	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	895.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	895.2
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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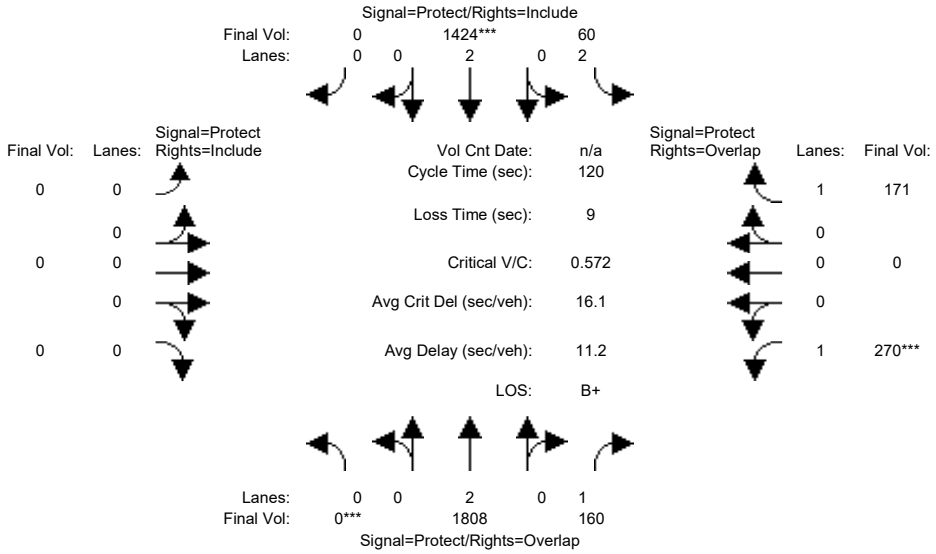
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1808	160	60	1424	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1808	160	60	1424	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.68	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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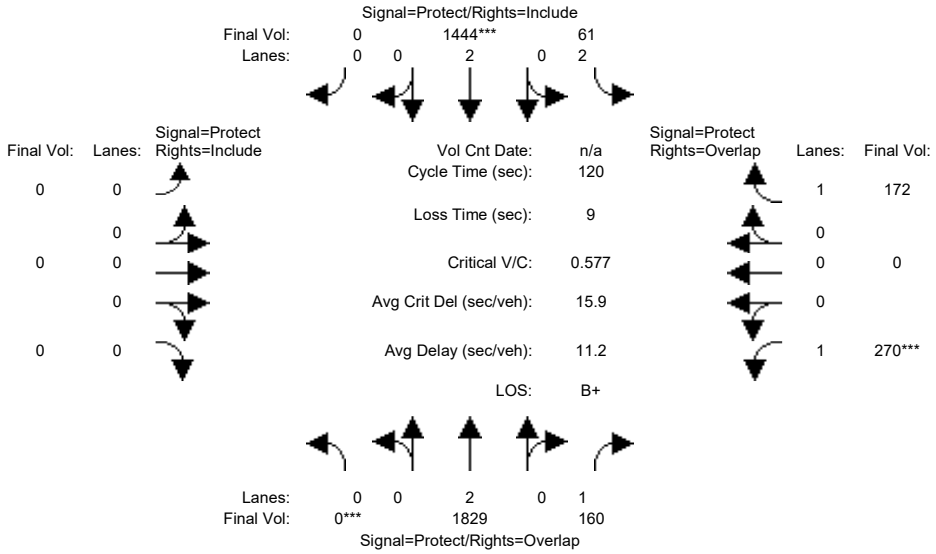
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	29	0	1	24	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1829	160	61	1444	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1829	160	61	1444	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1829	160	61	1444	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1829	160	61	1444	0	0	0	0	270	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.69	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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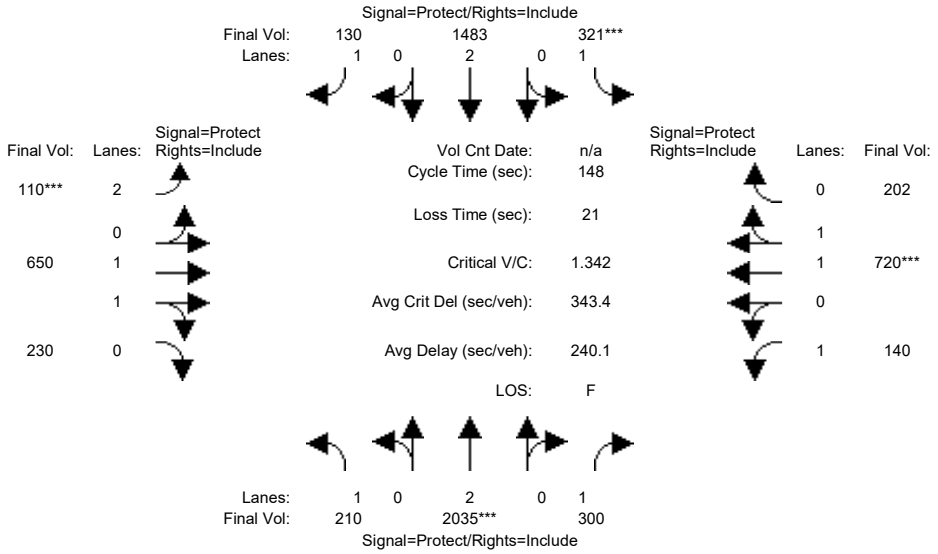
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	5	0	1	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2035	300	321	1483	130	110	650	230	140	720	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2035	300	321	1483	130	110	650	230	140	720	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2455	689
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.52	0.49	1.63	1.19	0.23	0.23	1.12	1.12	1.12	1.89	1.89
Delay/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	96	15	35	54	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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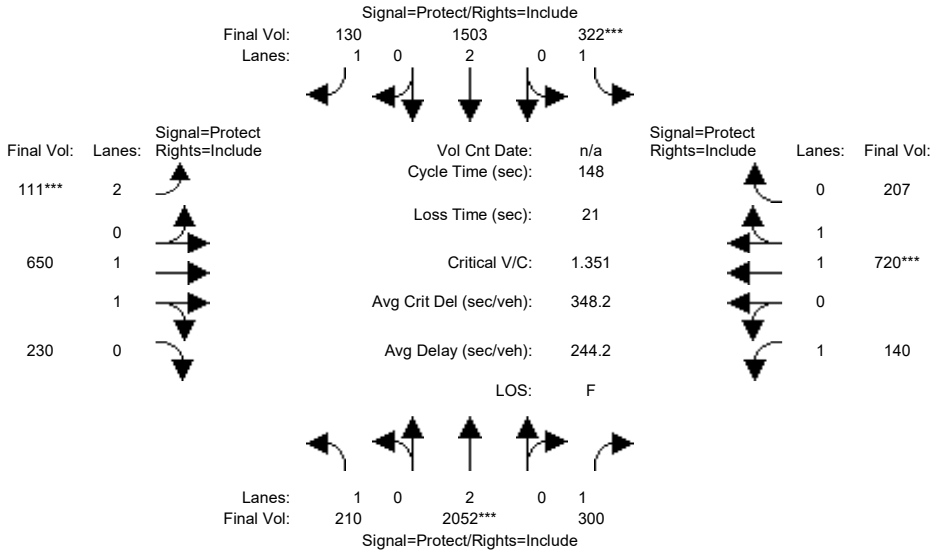
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	22	0	2	23	0	1	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2052	300	322	1503	130	111	650	230	140	720	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2052	300	322	1503	130	111	650	230	140	720	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2052	300	322	1503	130	111	650	230	140	720	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2052	300	322	1503	130	111	650	230	140	720	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.54	0.46
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2442	702
Capacity Analysis Module:												
Vol/Sat:	0.14	0.64	0.20	0.22	0.47	0.09	0.04	0.28	0.28	0.09	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.54	0.49	1.64	1.21	0.23	0.23	1.12	1.12	1.12	1.90	1.90
Delay/Veh:	99.8	296	38.1	384.3	155	36.3	61.6	136	136.5	196.8	486	486.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	296	38.1	384.3	155	36.3	61.6	136	136.5	196.8	486	486.1
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	97	15	35	56	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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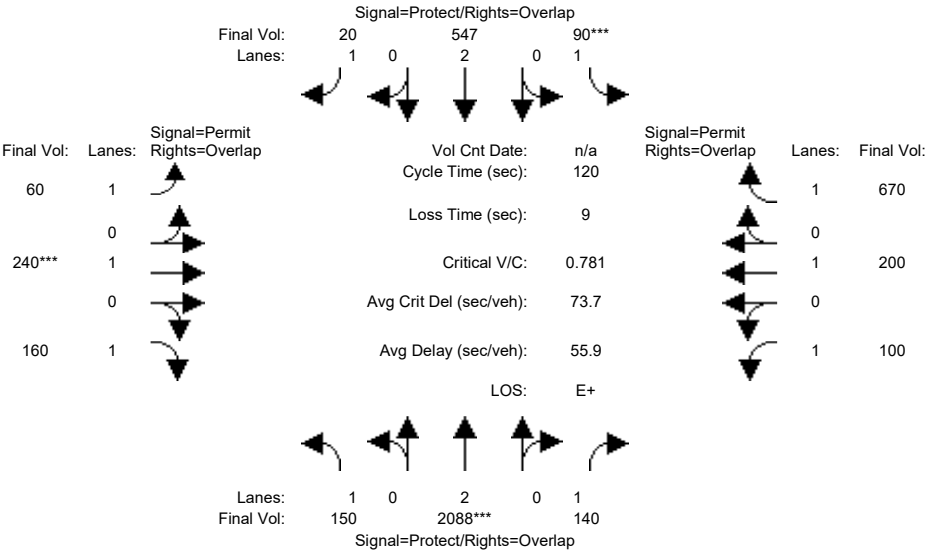
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2088	140	90	547	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2088	140	90	547	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2088	140	90	547	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2088	140	90	547	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.55	0.08	0.05	0.14	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.08	0.16	0.42	0.29	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	E-	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	49	3	3	6	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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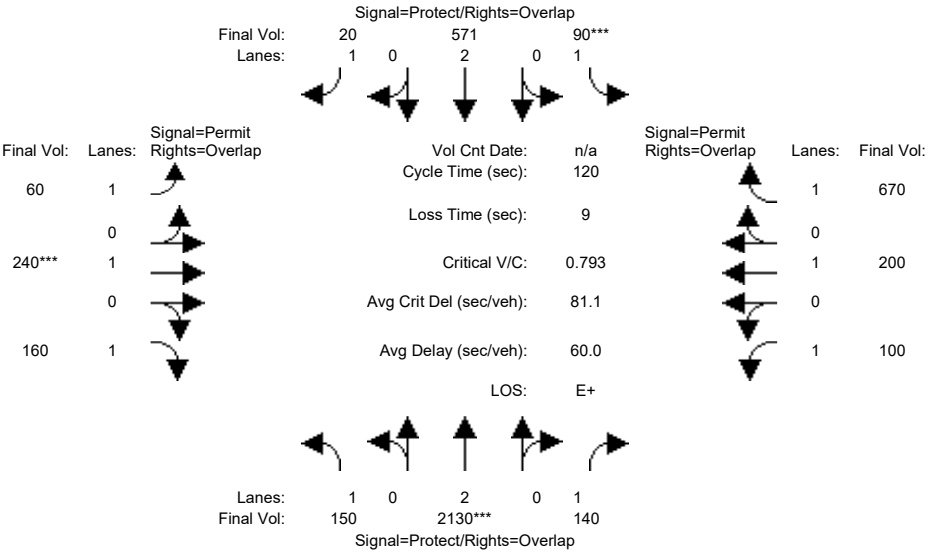
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	60	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2130	140	90	571	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2130	140	90	571	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2130	140	90	571	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2130	140	90	571	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.08	0.05	0.15	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.10	0.16	0.42	0.31	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	87.2	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	87.2	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	F	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	52	3	3	7	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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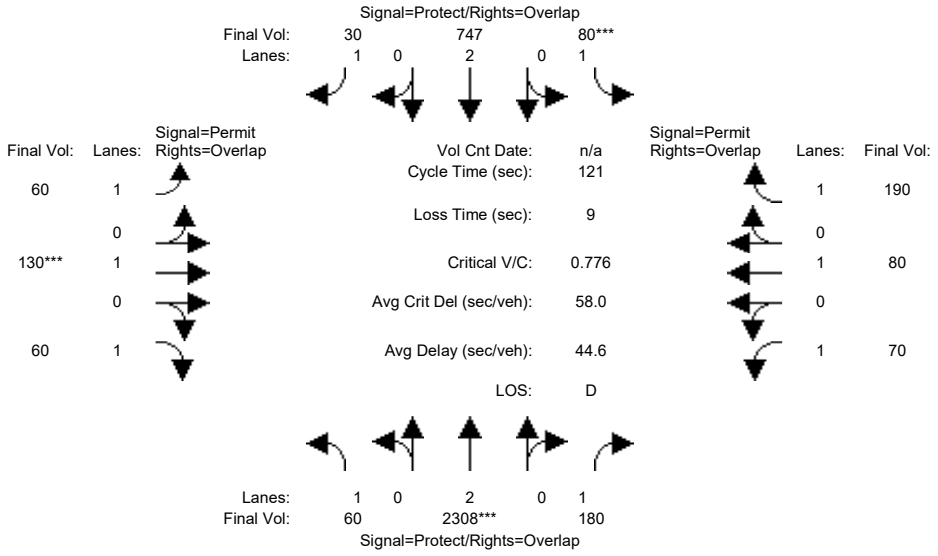
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2308	180	80	747	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2308	180	80	747	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2308	180	80	747	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2308	180	80	747	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.61	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.04	0.18	0.42	0.33	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E+	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	49	3	3	7	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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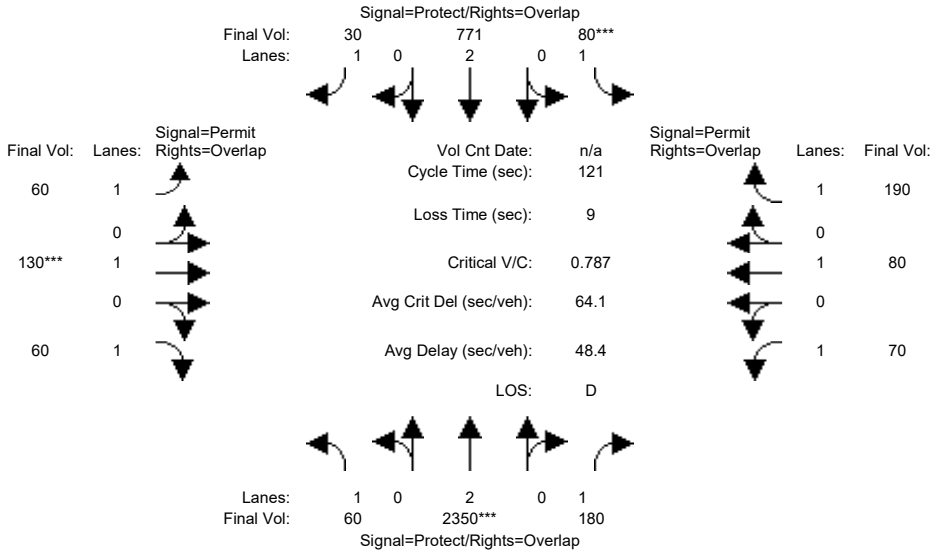
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	60	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2350	180	80	771	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2350	180	80	771	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2350	180	80	771	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2350	180	80	771	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****			****			****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.06	0.18	0.42	0.34	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	65.7	12.7	55.2	13.8	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	65.7	12.7	55.2	13.8	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	52	3	3	8	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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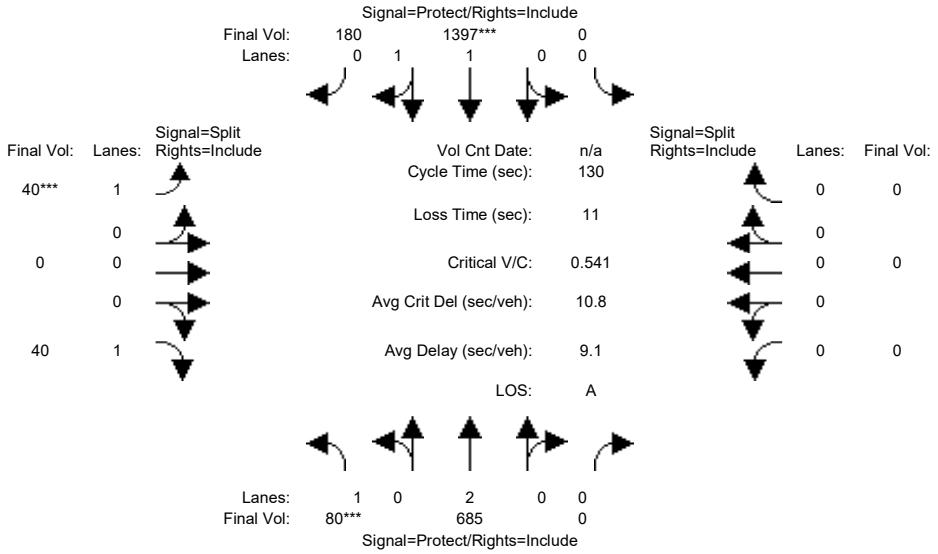
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	685	0	0	1397	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	685	0	0	1397	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	0	0	1397	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	685	0	0	1397	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3277	422	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.6	109	0.0	0.0	98.4	98.4	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.21	0.00	0.00	0.56	0.56	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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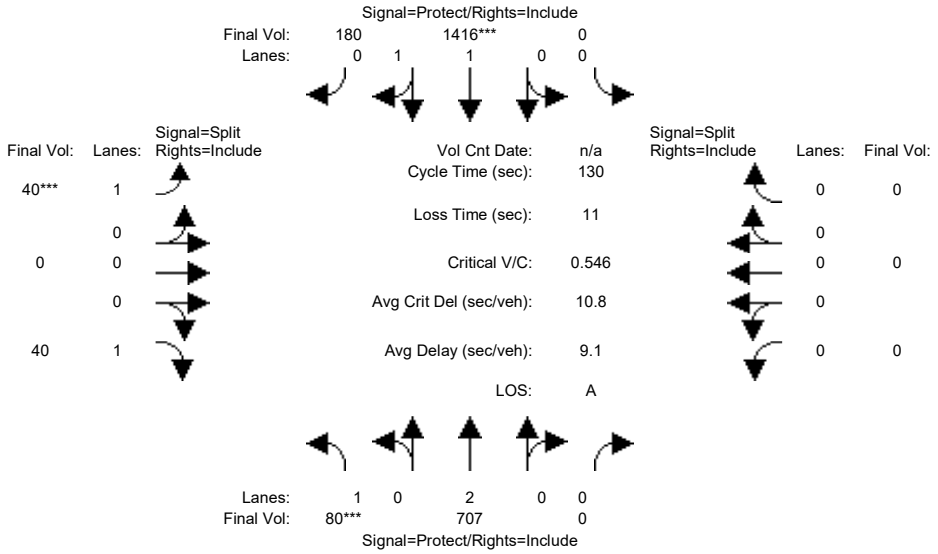
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	27	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	707	0	0	1416	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	707	0	0	1416	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	707	0	0	1416	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	707	0	0	1416	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3282	417	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.4	109	0.0	0.0	98.6	98.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.22	0.00	0.00	0.57	0.57	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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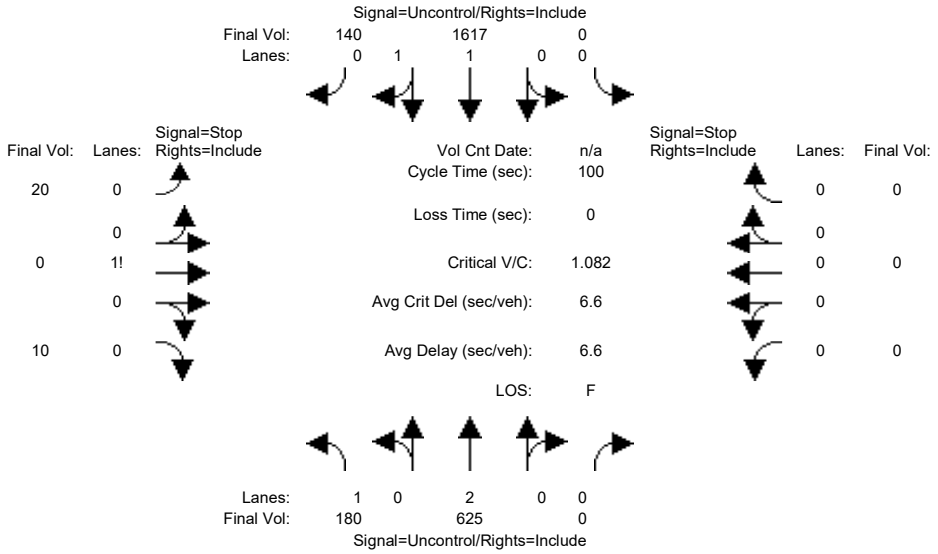
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	625	0	0	1617	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	625	0	0	1617	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	625	0	0	1617	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1757	xxxx	xxxxx	xxxx	xxxx	xxxxx	2360	2672	879	xxxx	xxxx	xxxxx
Potent Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	23	295	xxxx	xxxx	xxxxx
Move Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	295	xxxx	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	24.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	27	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	425	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			425.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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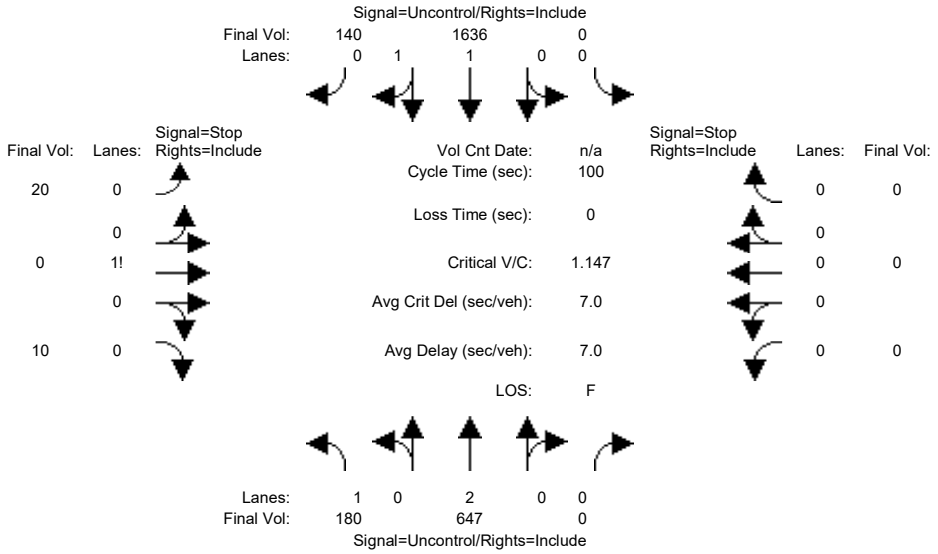
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	27	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	647	0	0	1636	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	647	0	0	1636	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	647	0	0	1636	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1776	xxxx	xxxxx	xxxx	xxxx	xxxxx	2390	2713	888	xxxx	xxxx	xxxxx
Potent Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	21	291	xxxx	xxxx	xxxxx
Move Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	17	10	291	xxxx	xxxx	xxxxx
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	1.15	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	25	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	465	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			465.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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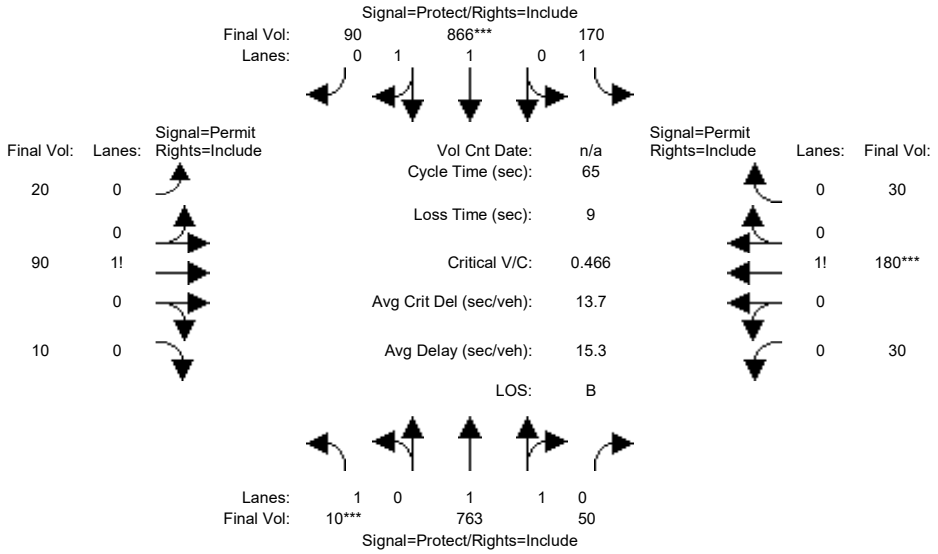
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	763	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	763	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	763	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	763	50	170	866	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3472	228	1750	3351	348	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.2	26.2	12.8	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.55	0.55	0.49	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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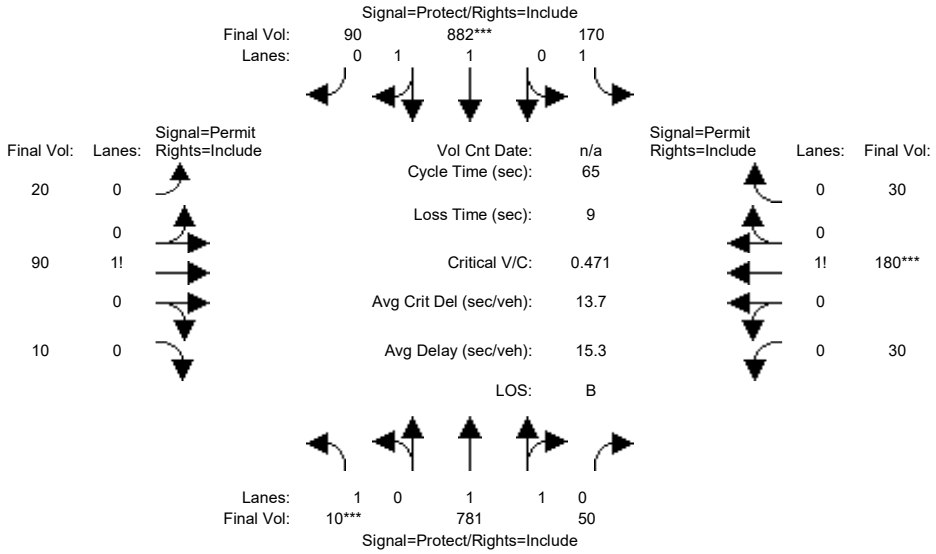
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	21	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	781	50	170	882	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	781	50	170	882	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	781	50	170	882	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	781	50	170	882	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3477	223	1750	3357	343	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.5	26.5	12.7	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.55	0.55	0.50	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.4	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.4	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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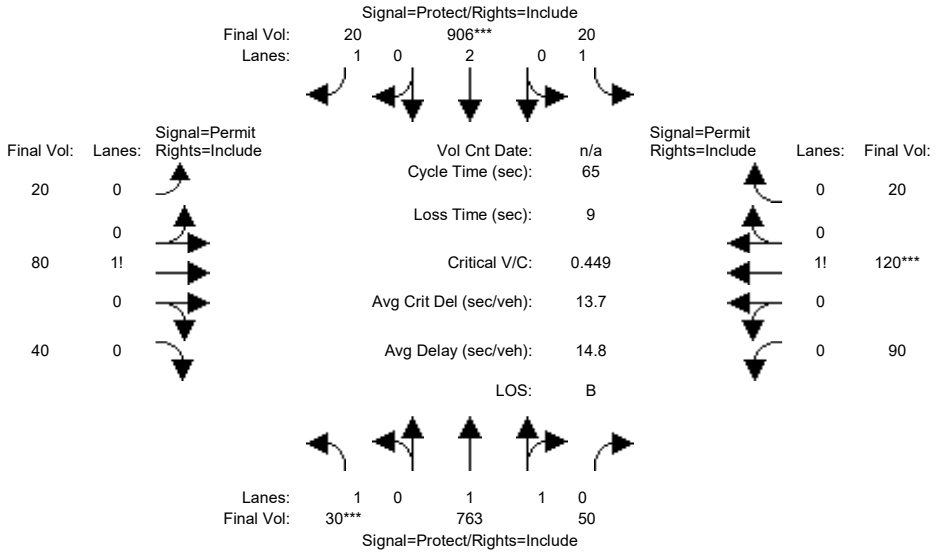
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	763	50	20	906	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	763	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	763	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	763	50	20	906	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3472	228	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.7	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.55	0.55	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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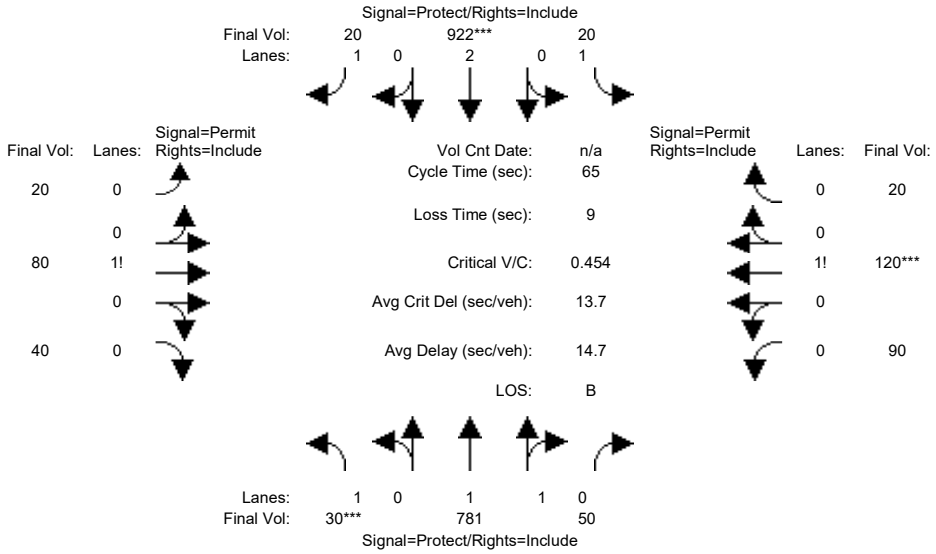
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	21	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	781	50	20	922	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	781	50	20	922	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	781	50	20	922	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	781	50	20	922	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3477	223	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	26.2	26.2	12.6	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.56	0.56	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.5	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.5	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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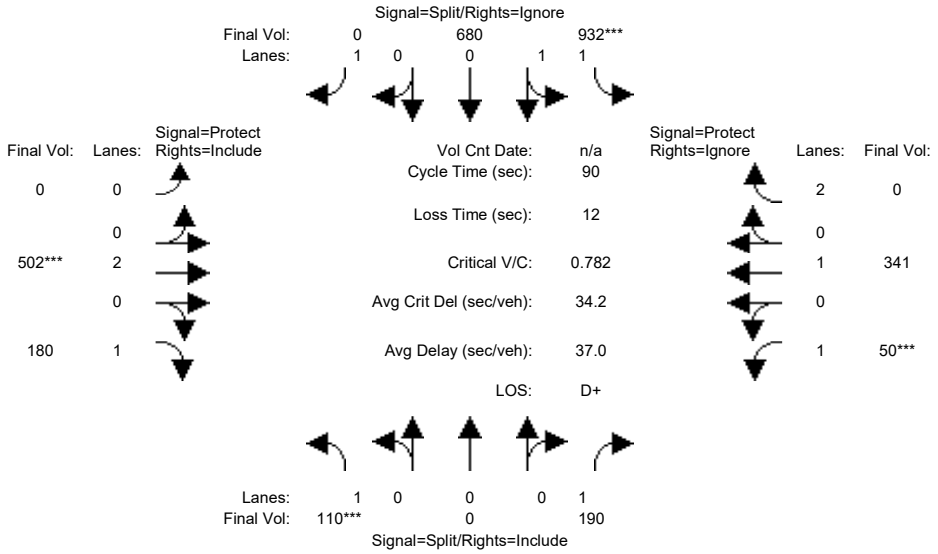
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	0	0	2	0	0	1	16
Initial Fut:	110	0	190	932	680	50	0	502	180	50	341	706
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	932	680	0	0	502	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	932	680	0	0	502	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	932	680	0	0	502	180	50	341	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2052	1497	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****			****				****		****		
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.2	13.2	7.0	20.2	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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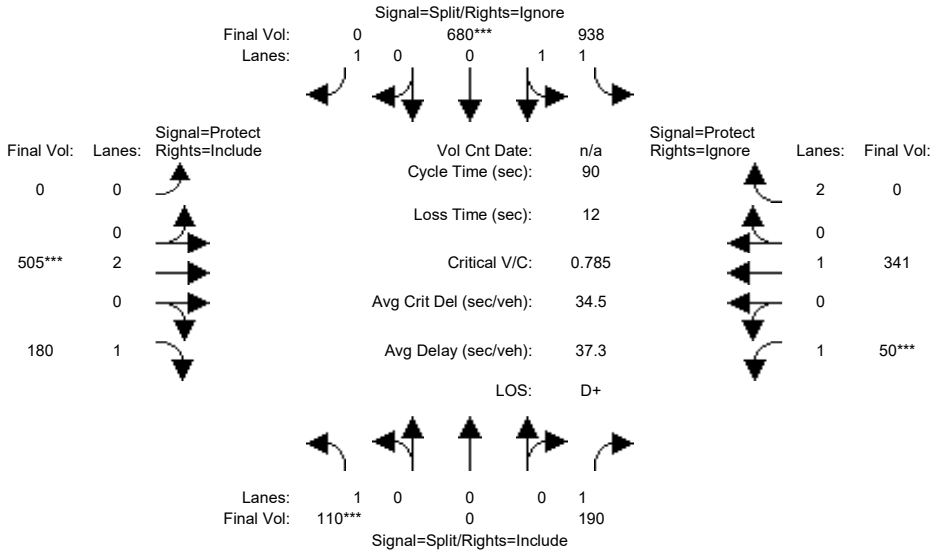
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	8	0	0	0	5	0	0	1	108
Initial Fut:	110	0	190	938	680	50	0	505	180	50	341	798
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	938	680	0	0	505	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	938	680	0	0	505	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	938	680	0	0	505	180	50	341	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2058	1492	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.46	0.46	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****				****			****			****	
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.2	13.2	7.0	20.2	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	56.0	44.8	41.1	43.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	56.0	44.8	41.1	43.2	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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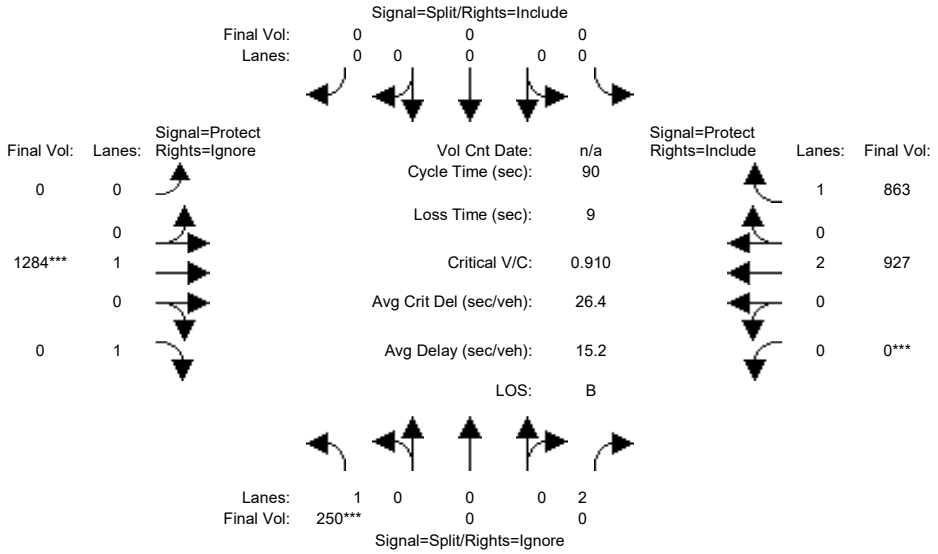
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	29	0	0	0	0	4	0	0	17	3
Initial Fut:	250	0	1719	0	0	0	0	1284	240	0	927	863
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1284	0	0	927	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1284	0	0	927	863
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1284	0	0	927	863
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.24	0.49
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	0.0	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.33	0.66
Delay/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	4.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	4.0	7.2
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	32	0	0	4	14

Note: Queue reported is the number of cars per lane.

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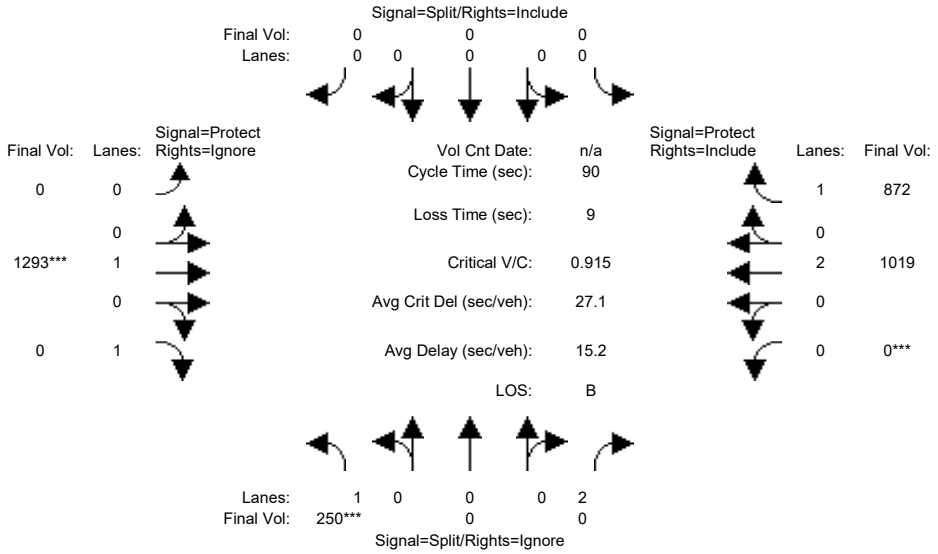
Stanford 2018 GUP
SJ15-1585
2035 AM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	119	0	0	0	0	13	0	0	109	12
Initial Fut:	250	0	1809	0	0	0	0	1293	240	0	1019	872
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1293	0	0	1019	872
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1293	0	0	1019	872
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1293	0	0	1019	872
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.27	0.50
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	0.0	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.36	0.67
Delay/Veh:	70.3	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0	4.1	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0	4.1	7.3
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	33	0	0	5	14

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.6	0.829	11.1	B	13.7	0.860	+ 0.031	12.2	+ 1.1
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	B-	18.4	0.587	18.3	B-	19.4	0.622	+ 0.035	19.3	+ 1.1
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.5	0.753	22.5	C+	22.2	0.784	+ 0.031	23.9	+ 1.3
#4	Sand Hill Rd / Saga Ln (MP)	C	30.1	0.676	34.8	C	29.6	0.705	+ 0.030	34.6	- 0.2
#5	Sharon Park Drive / Sand Hill Road (MP)	B-	18.9	0.640	21.3	B-	18.6	0.671	+ 0.031	21.3	- 0.0
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	14.6	0.588	20.2	B	14.5	0.588	+ 0.000	20.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	46.2	0.721	47.9	D	47.4	0.756	+ 0.035	49.3	+ 1.4
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.534	3.2	A	3.9	0.566	+ 0.032	3.4	+ 0.2
#9	Sand Hill Rd / Stock Farm Dr	C	29.4	0.604	25.0	C	29.5	0.615	+ 0.011	27.3	+ 2.2
#10	Pastuer Drive / Sand Hill Road	C	26.8	0.527	27.5	C	27.1	0.555	+ 0.028	28.0	+ 0.6
#11	Arboretum Road / Sand Hill Road	C	31.7	0.736	36.6	C-	33.3	0.758	+ 0.021	38.3	+ 1.7
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.8	0.819	46.6	D	40.5	0.841	+ 0.022	47.9	+ 1.3
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	176.5	1.614	176.5	F	181.3	1.637	+ 0.022	181.3	+ 4.7
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	5.8	1.070	5.8	F	7.0	1.180	+ 0.110	7.0	+ 1.2
#15	Deer Creek Road / Page Mill Road (SCC)	B+	11.5	0.428	14.1	B+	11.9	0.461	+ 0.033	14.3	+ 0.2
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.5	0.409	13.7	A	9.0	0.442	+ 0.033	13.5	- 0.2
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	162.9	0.984	273.8	F	178.3	1.036	+ 0.053	304.4	+ 30.6
#18	Page Mill Rd / Peter Coutts (SCC)	C	30.5	0.515	28.7	C	31.7	0.545	+ 0.030	29.5	+ 0.9
#19	Hanover St / Page Mill Rd (SC CMP)	D-	51.9	0.599	53.8	E	62.4	0.733	+ 0.134	67.9	+ 14.1
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	F	83.1	1.002	95.2	F	98.5	1.082	+ 0.080	121.3	+ 26.1
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	101.5	0.969	158.0	F	103.2	0.987	+ 0.018	160.1	+ 2.1
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.8	0.524	34.9	C+	21.2	0.541	+ 0.017	35.5	+ 0.6
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.1	0.343	2.1	C	2.1	0.345	+ 0.001	2.1	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	29.1	0.877	29.1	D	32.6	0.915	+ 0.038	32.6	+ 3.6
#25	Junipero Serra / Alpine Road (MP)	D	50.6	0.794	50.5	D-	52.8	0.825	+ 0.030	52.2	+ 1.7
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	44.1	0.809	46.8	D	49.9	0.846	+ 0.037	53.6	+ 6.7

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	17.8	0.635	12.6	B-	19.6	0.686	+ 0.051	15.1	+ 2.5
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C	24.9	0.751	24.2	C-	32.3	0.862	+ 0.111	33.6	+ 9.4
#29	Foothill Expressway / Hillview Avenue (SCC)	E+	58.3	0.797	70.3	E	63.3	0.810	+ 0.013	78.0	+ 7.7
#30	Foothill Expressway / Arastradero Road (SCC)	F	202.5	0.978	226.5	F	207.9	1.070	+ 0.092	242.4	+ 15.9
#31	Foothill Expressway / San Antonio Road (SC CMP)	F	165.8	1.450	249.9	F	169.7	1.467	+ 0.017	256.3	+ 6.5
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	133.5	1.150	174.7	F	136.9	1.153	+ 0.003	175.7	+ 1.0
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	151.5	1.027	197.1	F	154.7	1.036	+ 0.009	202.6	+ 5.5
#34	Bowdoin Street / Stanford Avenue	D	25.8	0.912	25.8	F	55.4	1.148	+ 0.237	55.4	+ 29.6
#35	Arboretum Road / Quarry Road	D	43.3	0.538	48.7	D	45.4	0.612	+ 0.074	52.3	+ 3.6
#36	Arboretum Road / Palm Drive	C	31.1	0.698	33.0	C-	33.7	0.775	+ 0.077	37.0	+ 4.0
#37	El Camino Real / Encinal Avenue (MP)	F	89.9	1.137	135.4	F	92.5	1.150	+ 0.013	140.2	+ 4.9
#38	El Camino Real ./ Valpariso Avenue (MP)	E+	56.0	0.952	73.0	E+	57.2	0.965	+ 0.014	75.4	+ 2.4
#39	El Camino Real / Oak Grove Avenue (MP)	D+	39.0	0.727	43.0	D+	38.9	0.742	+ 0.015	43.0	- 0.0
#40	El Camino Real / Santa Cruz Avenue (MP)	D+	35.5	0.729	38.7	D+	35.6	0.744	+ 0.014	38.7	+ 0.0
#41	El Camino Real / Ravenswood Avenue (MP)	E	63.8	0.948	74.1	E	66.3	0.969	+ 0.021	78.1	+ 4.1
#42	El Camino Real / Roble Avenue (MP)	B	15.3	0.542	15.4	B	15.1	0.553	+ 0.012	15.2	- 0.2
#43	El Camino Real / Middle Avenue (MP)	C	28.5	0.791	41.5	C	28.4	0.803	+ 0.012	41.6	+ 0.1
#44	El Camino Real / Cambridge Avenue (MP)	C	24.8	0.777	38.1	C	24.8	0.788	+ 0.012	38.3	+ 0.2
#45	El Camino Real / Quarry Road	C-	33.0	0.807	41.0	D+	36.0	0.859	+ 0.052	45.6	+ 4.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	22.7	0.531	29.1	C+	22.6	0.574	+ 0.043	29.6	+ 0.5
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	25.2	0.770	33.2	C	26.6	0.775	+ 0.005	33.3	+ 0.1
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E	72.1	1.033	90.3	F	90.1	1.132	+ 0.099	125.7	+ 35.4
#49	El Camino Real / Churchill Avenue	C	26.7	0.728	39.3	C	26.9	0.771	+ 0.043	39.9	+ 0.5
#50	El Camino Real / Serra Street	C	29.3	0.763	33.9	D	47.1	0.982	+ 0.219	63.3	+ 29.3
#51	El Camino Real / Stanford Avenue	C-	32.2	0.835	38.4	D+	36.3	0.916	+ 0.082	44.8	+ 6.4
#52	El Camino Real / California Avenue	C	27.8	0.686	27.2	C	27.5	0.732	+ 0.046	27.2	+ 0.0

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	68.7	0.934	76.1	E	70.8	0.958	+ 0.024	80.9	+ 4.8
#54	El Camino Real / San Antonio Road (SC CMP)	E+	55.6	0.772	53.6	E+	55.7	0.780	+ 0.007	53.6	+ 0.0
#55	Alma Street / Lytton Avenue	C	25.9	0.849	35.2	C	28.4	0.878	+ 0.029	39.0	+ 3.8
#56	Alma Street / Hamilton Avenue	E+	57.7	1.180	107.3	E	63.6	1.208	+ 0.028	119.1	+ 11.9
#57	Alma Street / Churchill Avenue	E+	59.2	0.934	75.4	E	60.4	0.945	+ 0.010	77.4	+ 2.0
#58	Alma Street / Charleston Road	F	121.5	1.143	141.6	F	129.4	1.167	+ 0.024	151.2	+ 9.5
#59	Middlefield Road / Marsh Road	E-	76.0	1.043	93.9	E-	77.5	1.043	+ 0.000	93.9	+ 0.0
#60	Middlefield Road / Ravenswood Avenue (MP)	D	45.3	0.859	70.5	D	47.4	0.876	+ 0.017	73.3	+ 2.8
#61	Middlefield Road / Ringwood Avenue (MP)	D-	52.6	0.764	68.4	D-	53.3	0.776	+ 0.012	69.2	+ 0.8
#62	Middlefield Road / Willow Road (MP)	D-	53.0	0.853	58.8	D-	53.6	0.861	+ 0.009	59.5	+ 0.8
#63	Middlefield Road / Lytton Avenue	E	66.1	0.973	70.4	E	70.1	0.991	+ 0.017	74.9	+ 4.5
#64	Middlefield Road / University Avenue	D	39.4	0.764	40.8	D	40.8	0.796	+ 0.031	42.9	+ 2.0
#65	Middlefield Road / Hamilton Avenue	B+	10.8	0.567	11.6	B+	11.0	0.576	+ 0.010	11.8	+ 0.2
#66	Middlefield Road / Embarcadero Road	E	68.1	0.996	76.8	E	72.8	1.020	+ 0.024	83.0	+ 6.2
#67	Saint Francis Drive / Embarcadero Road	B-	19.3	0.584	18.5	B-	19.1	0.597	+ 0.013	18.5	- 0.1
#68	East Bayshore Road / Embarcadero Road	E-	77.7	0.992	87.1	E-	79.3	0.998	+ 0.005	88.4	+ 1.4
#69	Middlefield Road / Charleston Road	E	67.7	0.956	72.9	E	69.8	0.973	+ 0.017	77.1	+ 4.1
#70	US 101 SB Ramps / Marsh Road (MP)	E-	78.0	1.138	97.8	E-	77.9	1.138	+ 0.000	97.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	D	41.1	1.041	53.0	D	46.0	1.062	+ 0.021	60.5	+ 7.4
#72	Bay Road / Willow Road (MP)	B+	11.3	0.685	16.8	B+	11.3	0.694	+ 0.008	16.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D-	53.6	0.946	65.5	D-	54.1	0.952	+ 0.006	66.5	+ 1.0
#74	O'Brien Drive / Willow Road (MP)	C+	20.1	0.689	30.4	C+	20.0	0.694	+ 0.005	30.4	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.880	50.5	D	41.2	0.886	+ 0.006	51.0	+ 0.5
#76	Bayfront Expressway / Willow Road (SM CMP)	E	64.9	0.947	74.7	E	65.4	0.951	+ 0.004	75.4	+ 0.7
#77	Woodland Drive / University Avenue	E	66.1	0.884	74.3	E	66.5	0.891	+ 0.007	75.2	+ 1.0
#78	US 101 SB Ramps / University Avenue	C	25.8	0.724	37.2	C	25.8	0.731	+ 0.007	37.3	+ 0.1

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Full-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	43.4	0.727	51.8	D	43.5	0.732	+ 0.005	52.0	+ 0.2
#80	University Avenue / Bay Road	D-	51.8	0.887	59.0	D-	52.8	0.900	+ 0.013	60.7	+ 1.7
#81	University Ave / Bayfront Expy (SM CMP)	F	137.3	1.214	165.1	F	140.7	1.223	+ 0.009	169.3	+ 4.3
#82	Town & Country Driveway / Embarcadero Road	C	28.3	0.574	30.8	C	27.8	0.604	+ 0.030	30.4	- 0.4
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	68.3	1.012	76.9	E	68.6	1.014	+ 0.002	77.5	+ 0.6
#84	US 101 Ramps SB / Willow Rd (MP)	B	12.8	0.647	20.4	B	12.8	0.647	+ 0.000	20.4	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	24.2	0.781	25.7	C-	33.2	0.941	+ 0.160	45.6	+ 19.9
#86	Central Expy / Rengstorff Ave (SC CMP)	F	248.1	1.433	372.8	F	251.0	1.443	+ 0.010	375.8	+ 3.0
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	97.4	0.839	178.6	F	96.6	0.846	+ 0.007	177.3	- 1.3
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.5	0.534	10.3	A	7.5	0.542	+ 0.007	10.3	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	222.1	1.519	301.2	F	226.1	1.530	+ 0.011	305.6	+ 4.5
#90	Foothill Expy / Edith Ave (SCC)	F	105.5	0.865	160.9	F	111.1	0.876	+ 0.012	170.4	+ 9.5
#91	Foothill Expy / Main St (SC CMP)	D-	54.8	0.704	102.1	E+	55.5	0.713	+ 0.009	100.8	- 1.3
#92	University Ave / O'Brien Dr	B	13.4	0.654	11.8	B	13.3	0.662	+ 0.008	11.8	+ 0.0
#93	University Ave / Adams Dr	E	1.0	0.325	1.0	E	1.0	0.343	+ 0.018	1.0	+ 0.0
#94	University Ave / Runnymede St	B-	19.1	0.559	18.9	B-	19.0	0.565	+ 0.006	18.9	- 0.0
#95	University Ave / Bell St	B	17.3	0.555	16.7	B	17.2	0.561	+ 0.006	16.6	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D	44.6	0.799	44.3	D	44.7	0.800	+ 0.000	44.3	+ 0.0
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)	B	12.4	0.936	25.4	B	12.7	0.943	+ 0.007	26.6	+ 1.2

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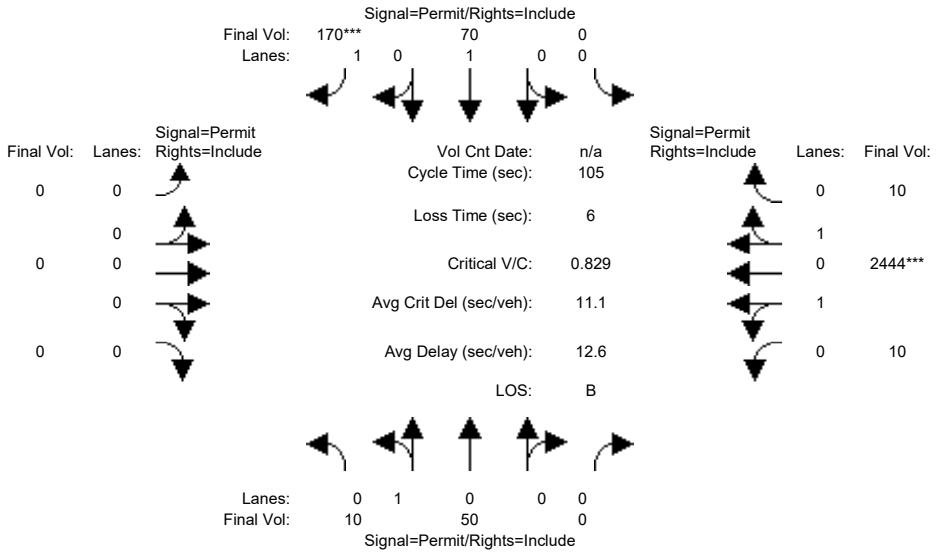
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2444	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2444	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2444	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2444	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****					****	
Green Time:	12.3	12.3	0.0	0.0	12.3	12.3	0.0	0.0	0.0	86.7	86.7	86.7
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	8	0	0	0	23	23	23

Note: Queue reported is the number of cars per lane.

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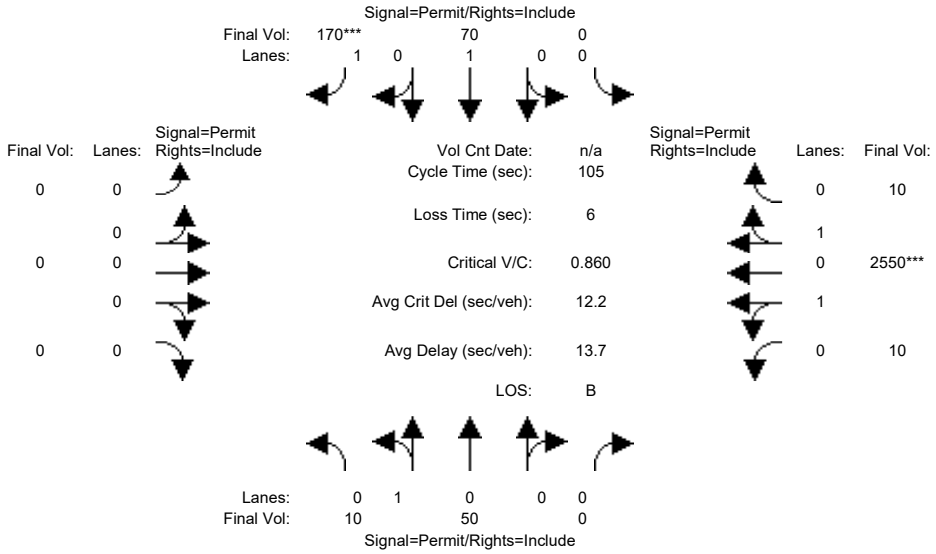
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2550	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2550	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2550	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2550	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.71	0.71	0.71
Crit Moves:						****					****	
Green Time:	11.9	11.9	0.0	0.0	11.9	11.9	0.0	0.0	0.0	87.1	87.1	87.1
Volume/Cap:	0.30	0.30	0.00	0.00	0.33	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.5	43.5	0.0	0.0	43.8	75.3	0.0	0.0	0.0	8.1	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	0.0	0.0	43.8	75.3	0.0	0.0	0.0	8.1	8.1	8.1
LOS by Move:	D	D	A	A	D	E-	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	26	26	26

Note: Queue reported is the number of cars per lane.

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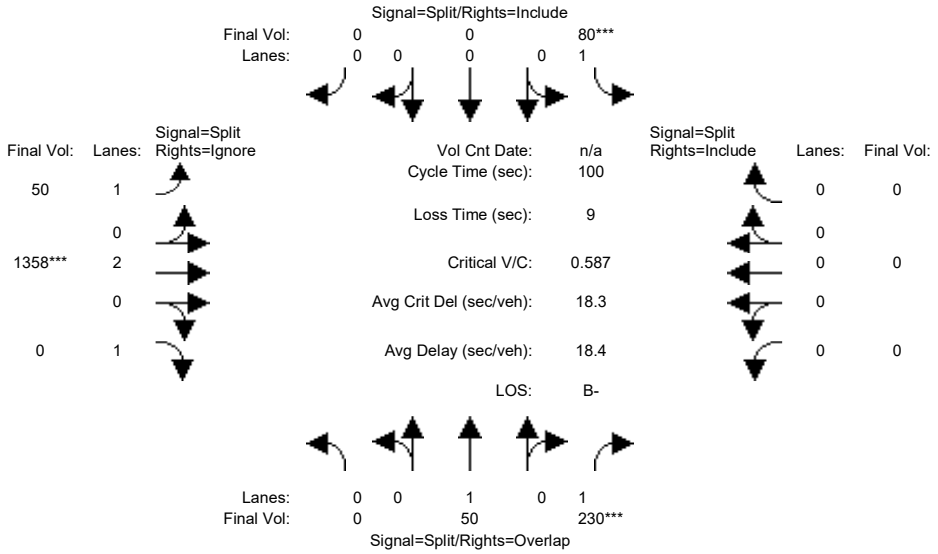
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	230	80	0	0	50	1358	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	230	80	0	0	50	1358	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	230	80	0	0	50	1358	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	230	80	0	0	50	1358	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.36	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.8	21.8	10.0	0.0	0.0	59.2	59.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.60	0.46	0.00	0.00	0.05	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	8	2	0	0	1	13	0	0	0	0

Note: Queue reported is the number of cars per lane.

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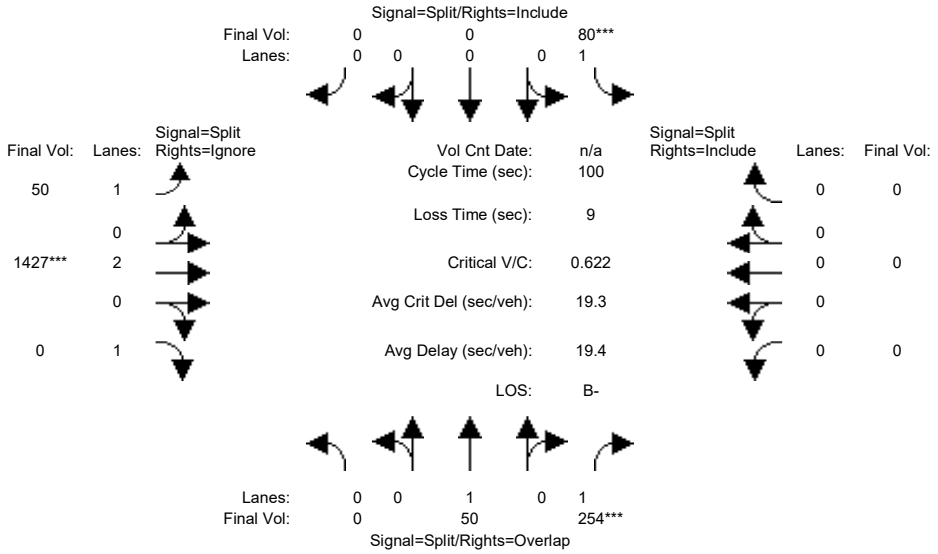
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	24	0	0	0	0	77	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	254	80	0	0	50	1427	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	254	80	0	0	50	1427	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	254	80	0	0	50	1427	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	254	80	0	0	50	1427	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.15	0.05	0.00	0.00	0.03	0.38	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.6	22.6	10.0	0.0	0.0	58.4	58.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.64	0.46	0.00	0.00	0.05	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.9	38.7	44.3	0.0	0.0	8.9	14.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.9	38.7	44.3	0.0	0.0	8.9	14.5	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	9	2	0	0	1	15	0	0	0	0

Note: Queue reported is the number of cars per lane.

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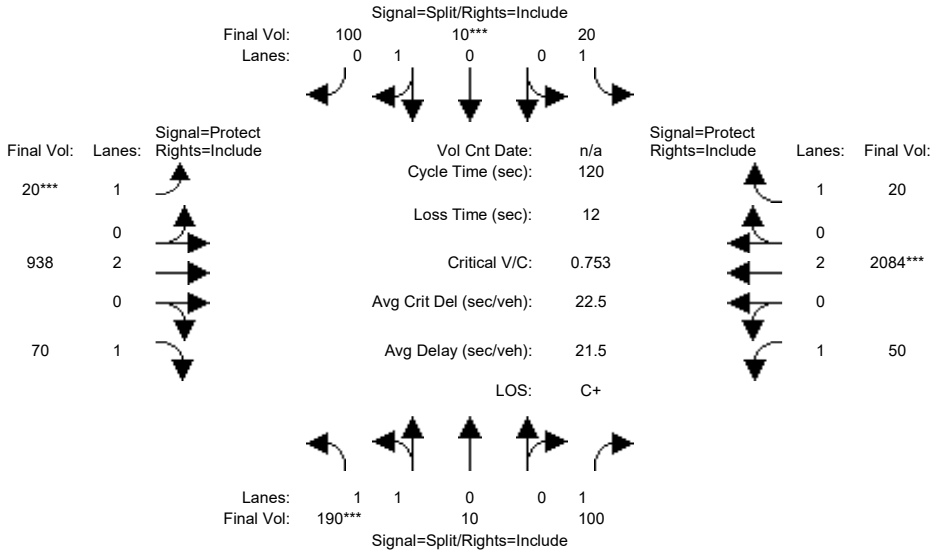
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	938	70	50	2084	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	938	70	50	2084	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	938	70	50	2084	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	938	70	50	2084	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.25	0.04	0.03	0.55	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	71.2	71.2	16.8	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.42	0.07	0.20	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	B+	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	9	1	2	28	0

Note: Queue reported is the number of cars per lane.

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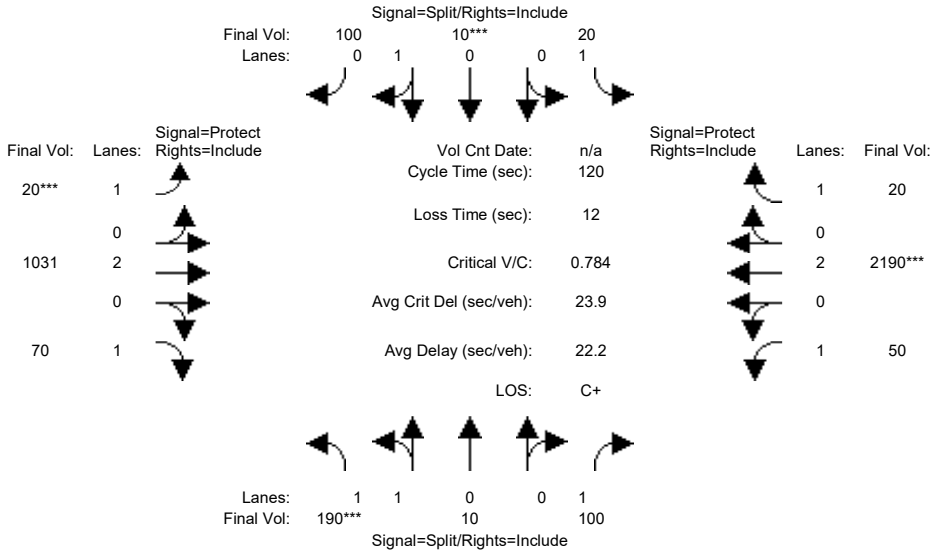
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	101	0	0	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1031	70	50	2190	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1031	70	50	2190	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1031	70	50	2190	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1031	70	50	2190	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.27	0.04	0.03	0.58	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.4	72.4	15.6	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.45	0.07	0.22	0.85	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	9.8	47.3	18.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	9.8	47.3	18.0	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	10	1	2	31	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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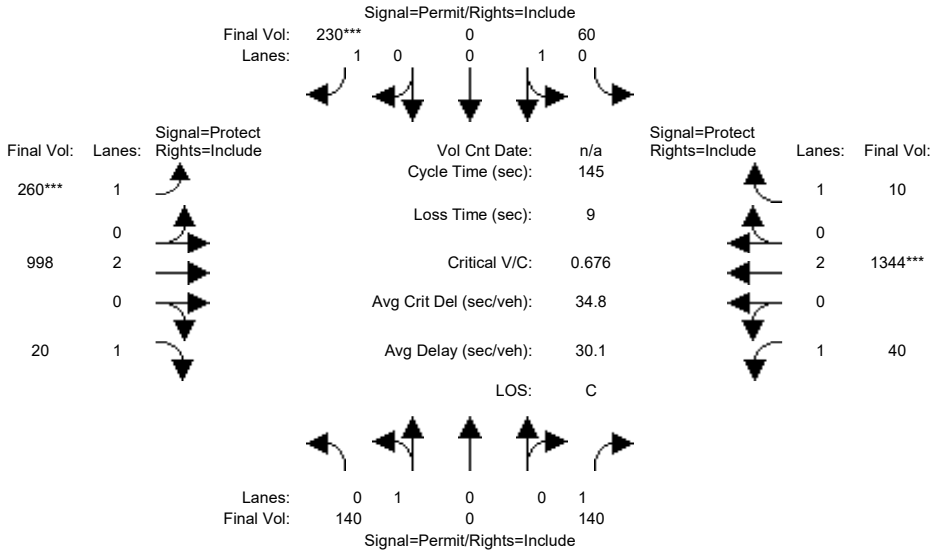
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	998	20	40	1344	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	998	20	40	1344	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	998	20	40	1344	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	998	20	40	1344	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.26	0.01	0.02	0.35	0.01
Crit Moves:						****	****				****	
Green Time:	28.2	0.0	28.2	28.2	0.0	28.2	31.9	91.1	91.1	16.7	75.9	75.9
Volume/Cap:	0.40	0.00	0.41	0.17	0.00	0.68	0.68	0.42	0.02	0.20	0.68	0.01
Delay/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
LOS by Move:	D-	A	D-	D	A	E+	E+	B	B+	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	11	11	11	0	2	22	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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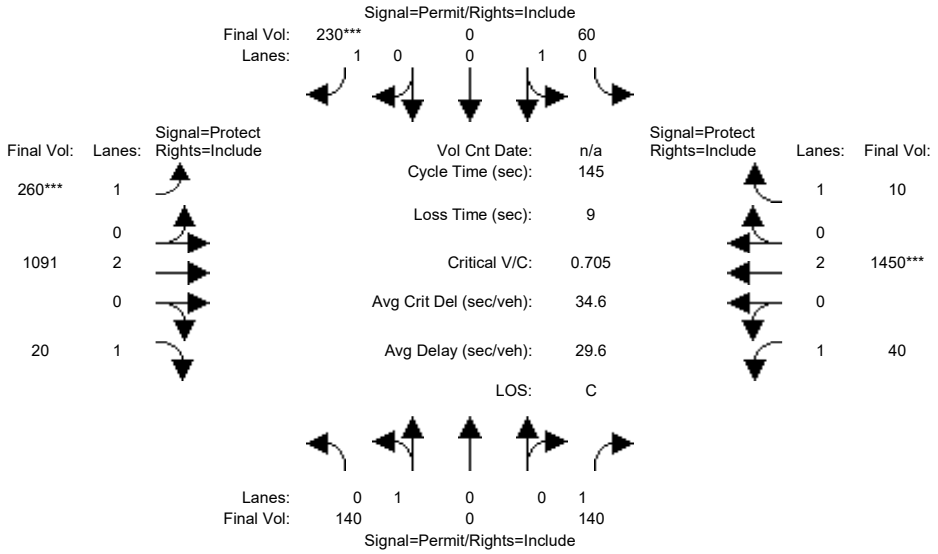
Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	101	0	0	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	1091	20	40	1450	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	1091	20	40	1450	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	1091	20	40	1450	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	1091	20	40	1450	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.29	0.01	0.02	0.38	0.01
Crit Moves:						****	****				****	
Green Time:	27.0	0.0	27.0	27.0	0.0	27.0	30.5	93.3	93.3	15.7	78.4	78.4
Volume/Cap:	0.42	0.00	0.43	0.18	0.00	0.71	0.71	0.45	0.02	0.21	0.71	0.01
Delay/Veh:	52.9	0.0	53.1	49.9	0.0	62.1	59.2	13.1	9.3	59.6	25.8	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	0.0	53.1	49.9	0.0	62.1	59.2	13.1	9.3	59.6	25.8	15.4
LOS by Move:	D-	A	D-	D	A	E	E+	B	A	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	11	12	12	0	2	24	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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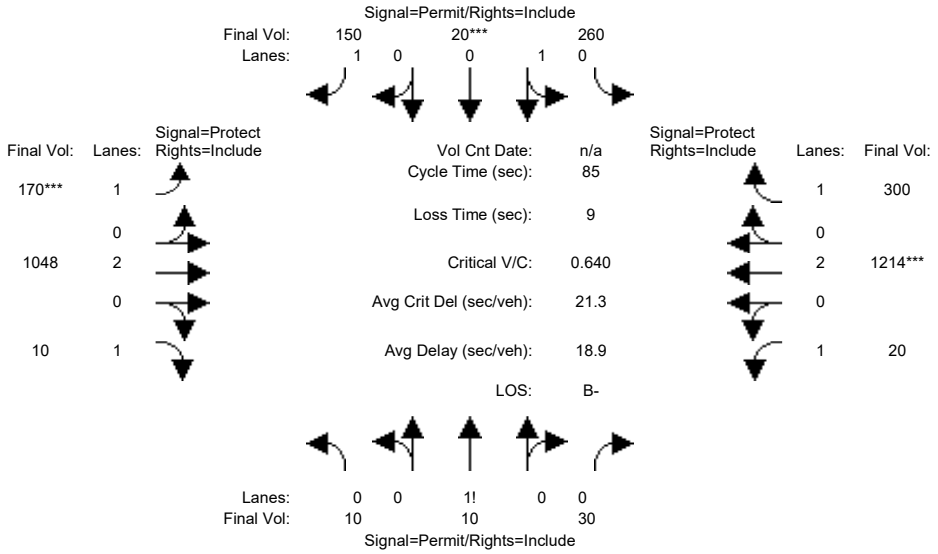
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1048	10	20	1214	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1048	10	20	1214	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.28	0.01	0.01	0.32	0.17
Crit Moves:					****		****				****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	12.9	42.6	42.6	12.7	42.4	42.4
Volume/Cap:	0.12	0.12	0.12	0.64	0.64	0.35	0.64	0.55	0.01	0.08	0.64	0.34
Delay/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
LOS by Move:	C	C	C	C-	C-	C	D	B	B+	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	9	0	0	11	5

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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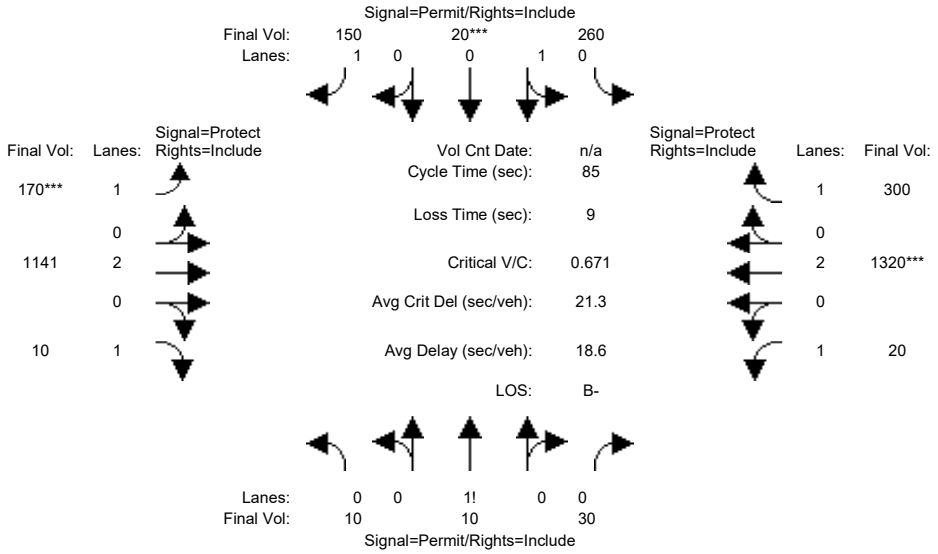
Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	101	0	0	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1141	10	20	1320	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1141	10	20	1320	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1141	10	20	1320	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1141	10	20	1320	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.30	0.01	0.01	0.35	0.17
Crit Moves:					****		****				****	
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	12.3	44.2	44.2	12.1	44.0	44.0
Volume/Cap:	0.12	0.12	0.12	0.67	0.67	0.37	0.67	0.58	0.01	0.08	0.67	0.33
Delay/Veh:	26.0	26.0	26.0	33.9	33.9	28.0	41.3	14.4	9.9	31.7	16.1	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	33.9	33.9	28.0	41.3	14.4	9.9	31.7	16.1	12.2
LOS by Move:	C	C	C	C-	C-	C	D	B	A	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	10	0	0	12	5

Note: Queue reported is the number of cars per lane.

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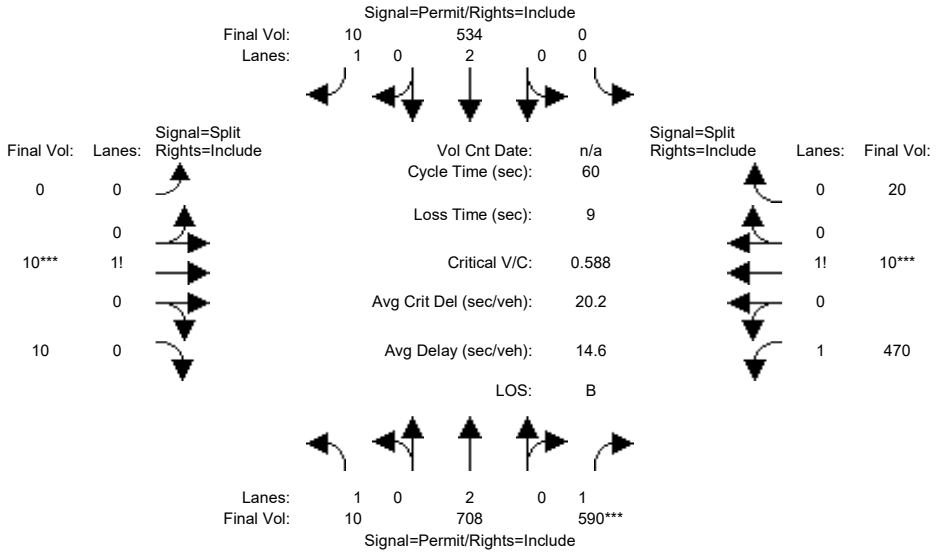
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	708	590	0	534	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	708	590	0	534	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	708	590	0	534	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	708	590	0	534	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.14	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.71	0.00	0.30	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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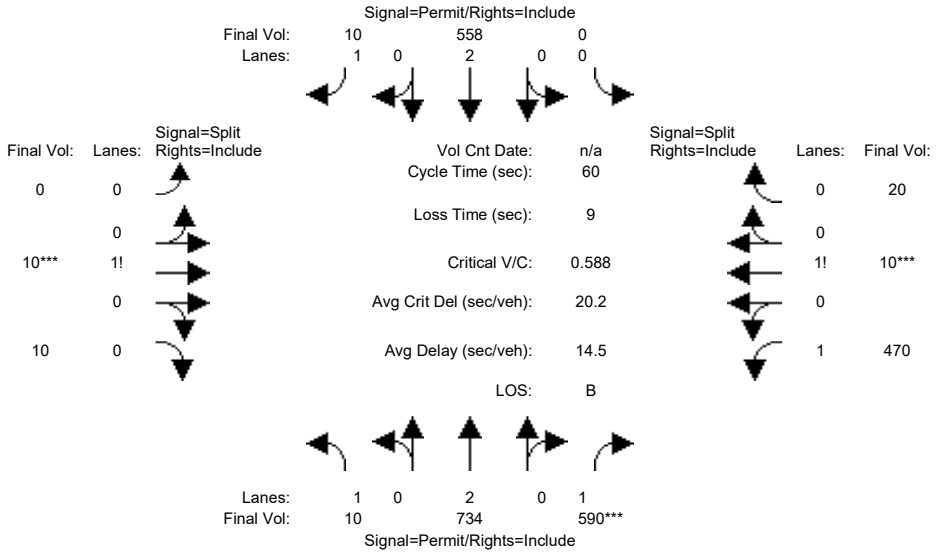
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	34	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	734	590	0	558	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	734	590	0	558	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	734	590	0	558	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	734	590	0	558	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.15	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.41	0.71	0.00	0.31	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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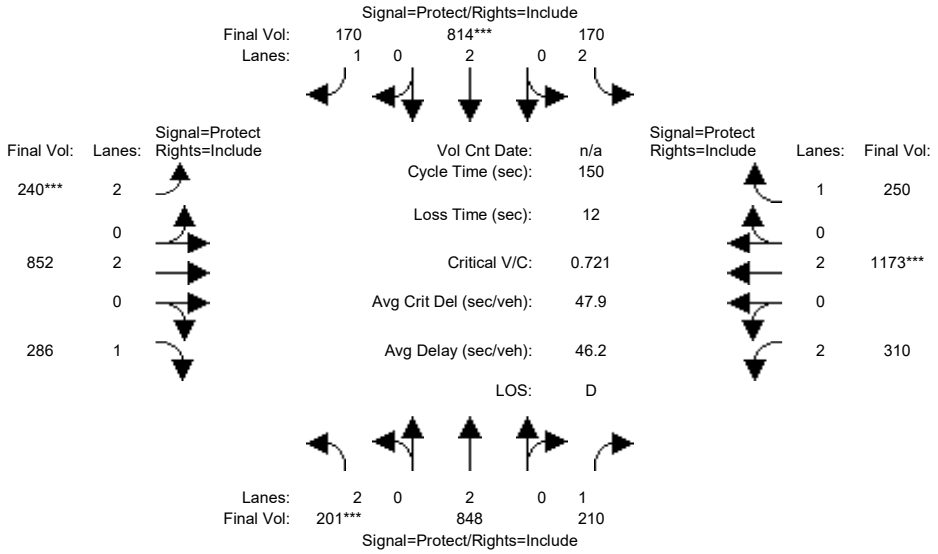
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	11	8	0	0	4	0	0	2	6	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	848	210	170	814	170	240	852	286	310	1173	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	848	210	170	814	170	240	852	286	310	1173	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	848	210	170	814	170	240	852	286	310	1173	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	848	210	170	814	170	240	852	286	310	1173	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.12	0.05	0.21	0.10	0.08	0.22	0.16	0.10	0.31	0.14
Crit Moves:	****				****		****				****	
Green Time:	13.3	46.6	46.6	11.3	44.6	44.6	15.9	55.7	55.7	24.4	64.3	64.3
Volume/Cap:	0.72	0.72	0.39	0.72	0.72	0.33	0.72	0.60	0.44	0.60	0.72	0.33
Delay/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
LOS by Move:	E-	D	D	E-	D	D	E	D+	D+	E	D+	C
HCM2kAvgQ:	6	17	8	5	17	6	7	15	10	8	22	8

Note: Queue reported is the number of cars per lane.

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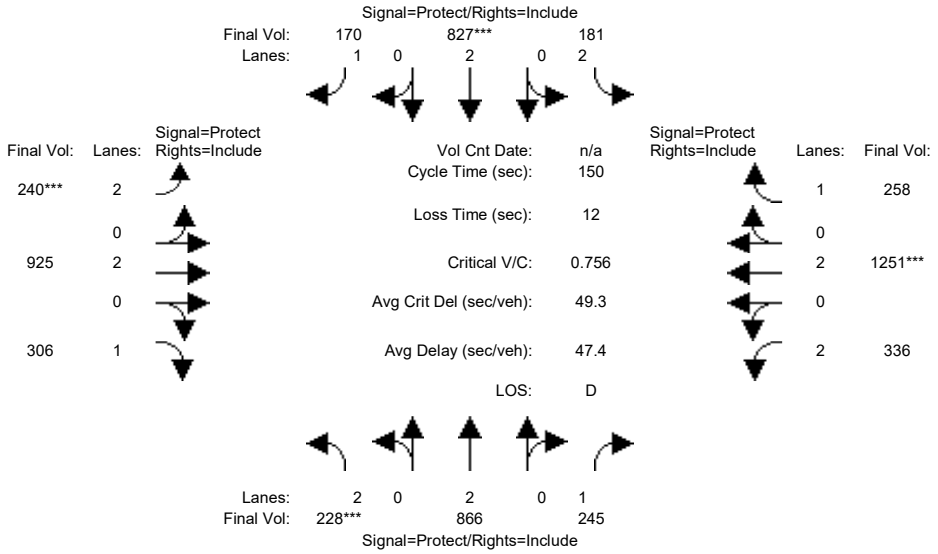
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	38	26	35	11	17	0	0	75	26	26	91	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	866	245	181	827	170	240	925	306	336	1251	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	866	245	181	827	170	240	925	306	336	1251	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	866	245	181	827	170	240	925	306	336	1251	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	866	245	181	827	170	240	925	306	336	1251	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.14	0.06	0.22	0.10	0.08	0.24	0.17	0.11	0.33	0.15
Crit Moves:	****				****		****				****	
Green Time:	14.4	46.0	46.0	11.6	43.2	43.2	15.1	55.9	55.9	24.5	65.3	65.3
Volume/Cap:	0.76	0.74	0.46	0.74	0.76	0.34	0.76	0.65	0.47	0.65	0.76	0.34
Delay/Veh:	76.5	49.4	42.6	79.5	51.7	42.5	75.6	40.1	36.3	61.8	37.7	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	49.4	42.6	79.5	51.7	42.5	75.6	40.1	36.3	61.8	37.7	28.3
LOS by Move:	E-	D	D	E-	D-	D	E-	D	D+	E	D+	C
HCM2kAvgQ:	6	18	10	5	17	6	7	17	11	9	24	8

Note: Queue reported is the number of cars per lane.

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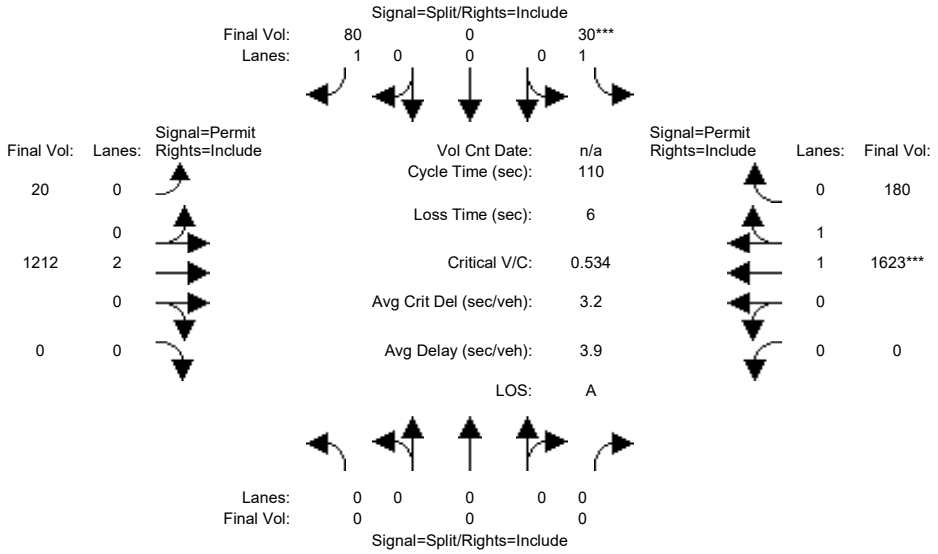
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	2	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1212	0	0	1623	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1212	0	0	1623	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	60	3640	0	0	3330	369
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.33	0.33	0.00	0.00	0.49	0.49
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.39	0.39	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	9	9

Note: Queue reported is the number of cars per lane.

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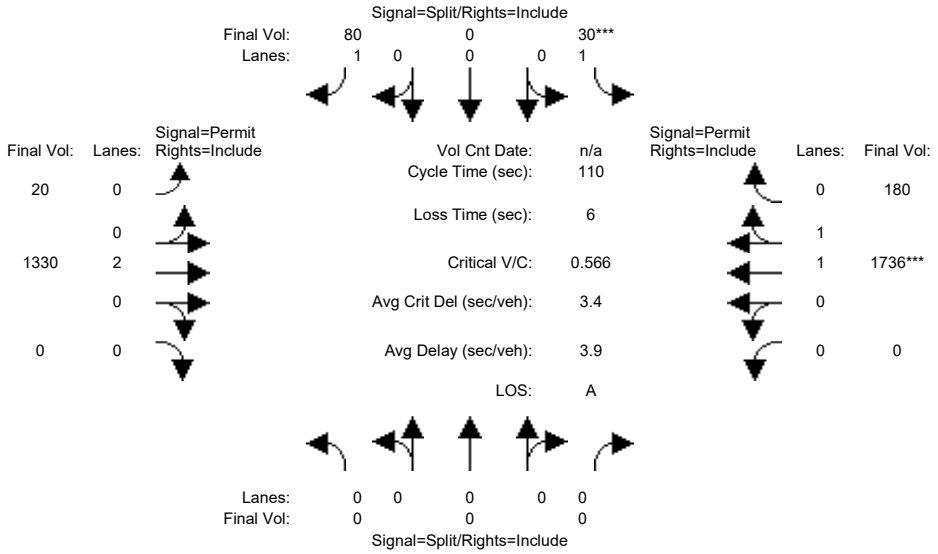
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	120	0	0	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1330	0	0	1736	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1330	0	0	1736	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1330	0	0	1736	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1330	0	0	1736	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1750	0	1750	55	3645	0	0	3352	348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.36	0.36	0.00	0.00	0.52	0.52
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.43	0.43	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.8	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.8	2.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	11	11

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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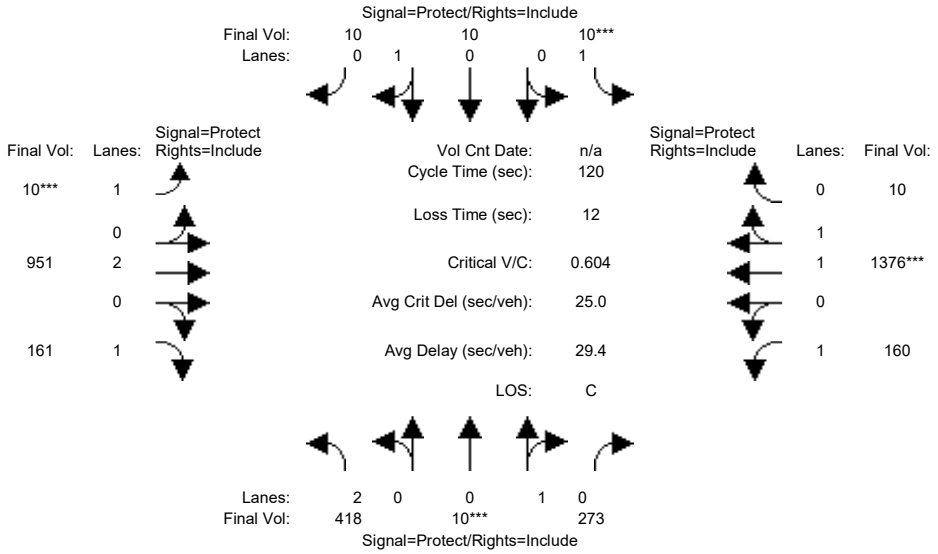
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	8	0	3	0	0	0	0	1	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	10	273	10	10	10	10	951	161	160	1376	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	10	273	10	10	10	10	951	161	160	1376	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	10	273	10	10	10	10	951	161	160	1376	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	10	273	10	10	10	10	951	161	160	1376	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.04	0.96	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	64	1736	1750	900	900	1750	3800	1750	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.01	0.01	0.01	0.01	0.25	0.09	0.09	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	21.4	27.8	27.8	7.0	13.4	13.4	7.0	53.6	53.6	19.6	66.2	66.2
Volume/Cap:	0.75	0.68	0.68	0.10	0.10	0.10	0.10	0.56	0.21	0.56	0.68	0.68
Delay/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2kAvgQ:	9	10	10	0	1	1	0	13	4	6	19	19

Note: Queue reported is the number of cars per lane.

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2035 PM Full-Offset Alternative

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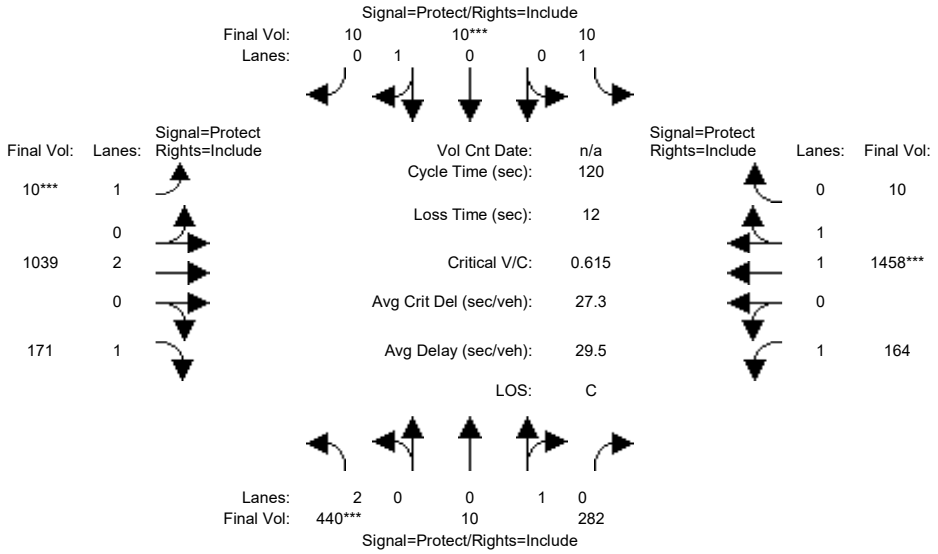
Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	30	0	12	0	0	0	0	89	11	4	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	10	282	10	10	10	10	1039	171	164	1458	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	10	282	10	10	10	10	1039	171	164	1458	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	10	282	10	10	10	10	1039	171	164	1458	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	10	282	10	10	10	10	1039	171	164	1458	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.03	0.97	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	62	1738	1750	900	900	1750	3800	1750	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.01	0.01	0.01	0.01	0.27	0.10	0.09	0.40	0.40
Crit Moves:	****				****		****				****	
Green Time:	23.7	24.8	24.8	8.9	10.0	10.0	7.0	55.3	55.3	19.0	67.3	67.3
Volume/Cap:	0.71	0.79	0.79	0.08	0.13	0.13	0.10	0.59	0.21	0.59	0.71	0.71
Delay/Veh:	48.7	55.6	55.6	52.0	51.4	51.4	53.9	24.5	19.4	50.4	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	55.6	55.6	52.0	51.4	51.4	53.9	24.5	19.4	50.4	20.3	20.3
LOS by Move:	D	E+	E+	D-	D-	D-	D-	C	B-	D	C+	C+
HCM2kAvgQ:	9	11	11	0	1	1	0	14	4	6	20	20

Note: Queue reported is the number of cars per lane.

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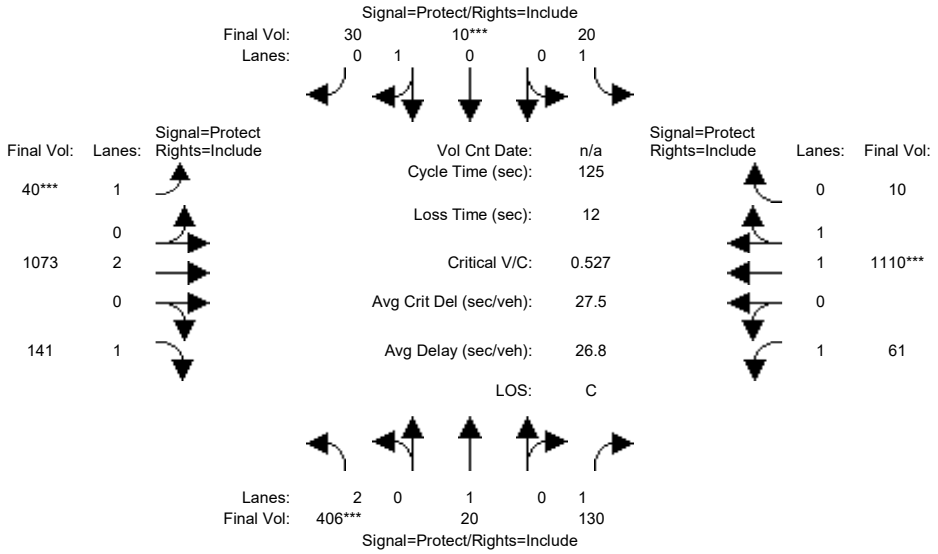
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	6	0	0	0	0	0	0	3	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	20	130	20	10	30	40	1073	141	61	1110	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	20	130	20	10	30	40	1073	141	61	1110	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3667	33
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.07	0.01	0.02	0.02	0.02	0.28	0.08	0.03	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	28.7	22.7	22.7	15.9	10.0	10.0	7.0	62.0	62.0	12.3	67.3	67.3
Volume/Cap:	0.56	0.06	0.41	0.09	0.28	0.28	0.41	0.57	0.16	0.35	0.56	0.56
Delay/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2kAvgQ:	9	1	5	1	2	2	2	14	3	2	14	14

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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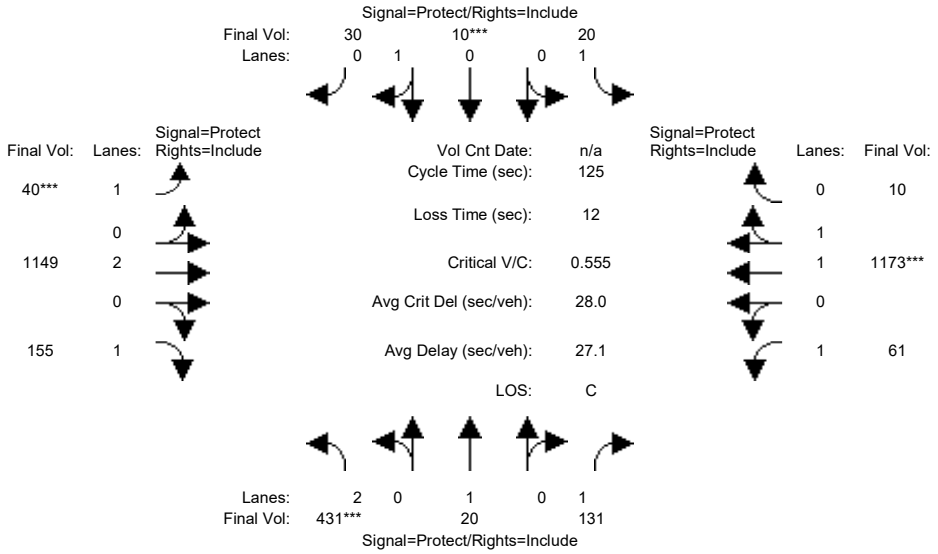
Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	31	0	1	0	0	0	0	79	15	1	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	20	131	20	10	30	40	1149	155	61	1173	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	20	131	20	10	30	40	1149	155	61	1173	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	20	131	20	10	30	40	1149	155	61	1173	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	20	131	20	10	30	40	1149	155	61	1173	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.07	0.01	0.02	0.02	0.02	0.30	0.09	0.03	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	28.8	22.8	22.8	16.0	10.0	10.0	7.0	62.6	62.6	11.6	67.2	67.2
Volume/Cap:	0.59	0.06	0.41	0.09	0.28	0.28	0.41	0.60	0.18	0.38	0.59	0.59
Delay/Veh:	44.3	42.3	46.0	48.3	55.2	55.2	59.8	22.9	17.2	54.8	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	42.3	46.0	48.3	55.2	55.2	59.8	22.9	17.2	54.8	20.1	20.1
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	C+	C+
HCM2kAvgQ:	9	1	5	1	2	2	2	15	3	2	15	15

Note: Queue reported is the number of cars per lane.

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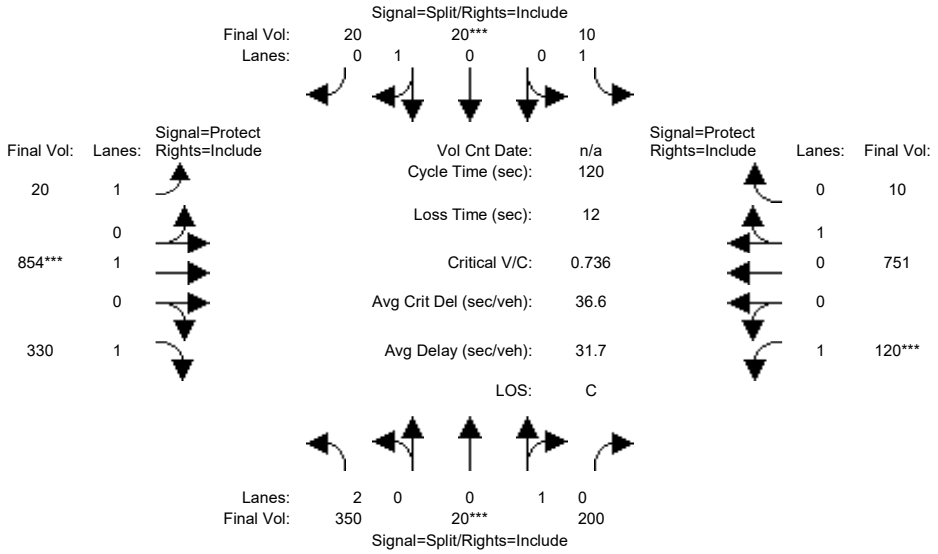
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	20	200	10	20	20	20	854	330	120	751	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	20	200	10	20	20	20	854	330	120	751	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	20	200	10	20	20	20	854	330	120	751	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	20	200	10	20	20	20	854	330	120	751	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	164	1636	1750	900	900	1750	1900	1750	1750	1776	24
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.02	0.02	0.01	0.45	0.19	0.07	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	18.7	18.7	18.7	10.0	10.0	10.0	9.6	68.8	68.8	10.5	69.7	69.7
Volume/Cap:	0.71	0.78	0.78	0.07	0.27	0.27	0.14	0.78	0.33	0.78	0.73	0.73
Delay/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	8	9	9	0	2	2	1	24	7	5	21	21

Note: Queue reported is the number of cars per lane.

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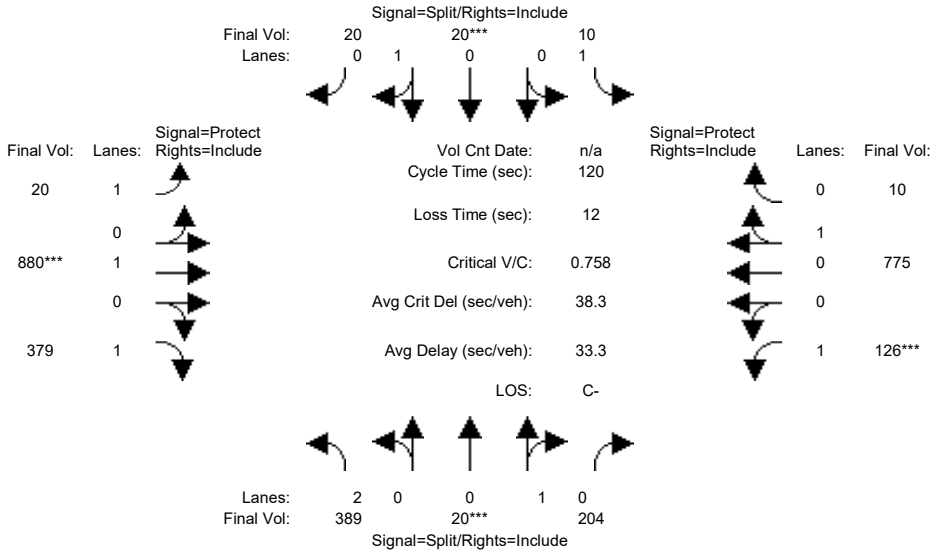
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	39	0	4	0	0	0	0	30	49	6	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	20	204	10	20	20	20	880	379	126	775	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	20	204	10	20	20	20	880	379	126	775	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	20	204	10	20	20	20	880	379	126	775	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	20	204	10	20	20	20	880	379	126	775	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	161	1639	1750	900	900	1750	1900	1750	1750	1777	23
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.02	0.02	0.01	0.46	0.22	0.07	0.44	0.44
Crit Moves:		****			****			****			****	
Green Time:	18.5	18.5	18.5	10.0	10.0	10.0	9.4	68.8	68.8	10.7	70.1	70.1
Volume/Cap:	0.80	0.81	0.81	0.07	0.27	0.27	0.15	0.81	0.38	0.81	0.75	0.75
Delay/Veh:	58.2	65.0	65.0	50.9	52.5	52.5	52.1	24.9	14.2	79.5	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	65.0	65.0	50.9	52.5	52.5	52.1	24.9	14.2	79.5	21.3	21.3
LOS by Move:	E+	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	9	9	9	0	2	2	1	26	8	5	21	21

Note: Queue reported is the number of cars per lane.

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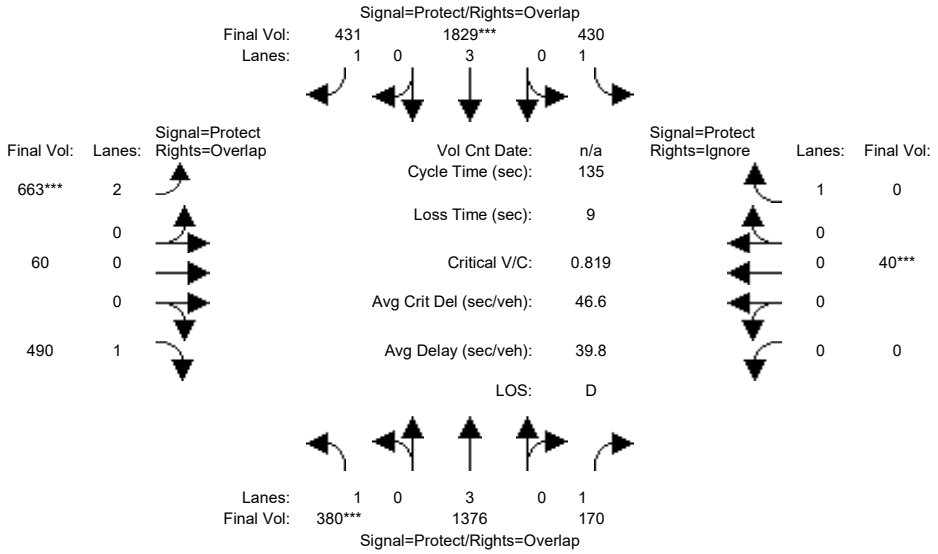
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	0	16	0	0	9	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1376	170	430	1829	431	663	60	490	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1376	170	430	1829	431	663	60	490	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3250	294	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.24	0.10	0.25	0.32	0.25	0.20	0.20	0.27	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	35.8	44.0	44.0	44.7	52.9	86.5	33.6	37.3	73.1	0.0	3.7	0.0
Volume/Cap:	0.82	0.74	0.30	0.74	0.82	0.38	0.82	0.74	0.50	0.00	0.82	0.00
Delay/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2kAvgQ:	16	17	5	16	22	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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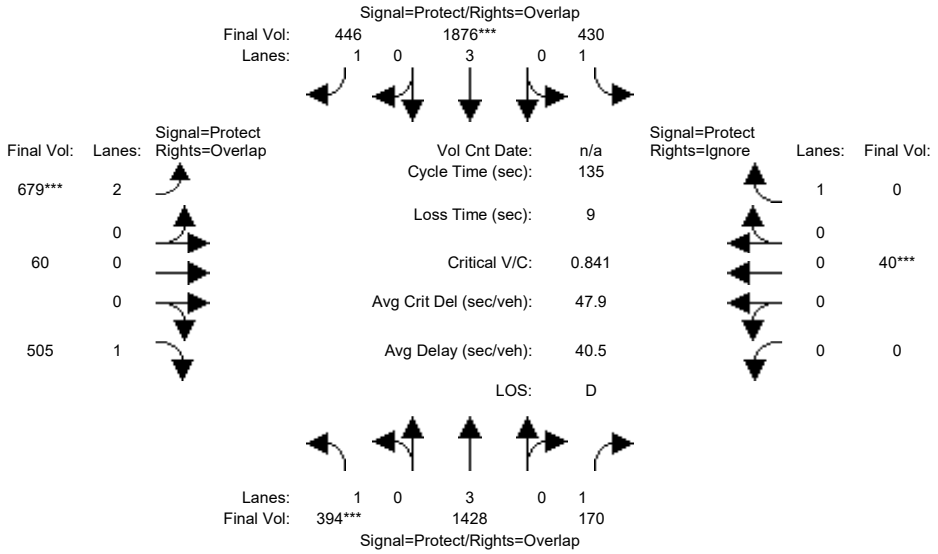
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	14	68	0	0	56	16	19	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1428	170	430	1876	446	679	60	505	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	394	1428	170	430	1876	446	679	60	505	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1428	170	430	1876	446	679	60	505	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	394	1428	170	430	1876	446	679	60	505	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3256	288	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.10	0.25	0.33	0.25	0.21	0.21	0.28	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	36.1	44.9	44.9	44.0	52.8	86.3	33.5	37.0	73.2	0.0	3.6	0.0
Volume/Cap:	0.84	0.75	0.29	0.75	0.84	0.40	0.84	0.76	0.52	0.00	0.84	0.00
Delay/Veh:	59.6	41.9	33.6	46.2	40.3	12.0	52.8	47.0	19.9	0.0	139	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	41.9	33.6	46.2	40.3	12.0	52.8	47.0	19.9	0.0	139	0.0
LOS by Move:	E+	D	C-	D	D	B	D-	D	B-	A	F	A
HCM2kAvgQ:	17	17	5	17	23	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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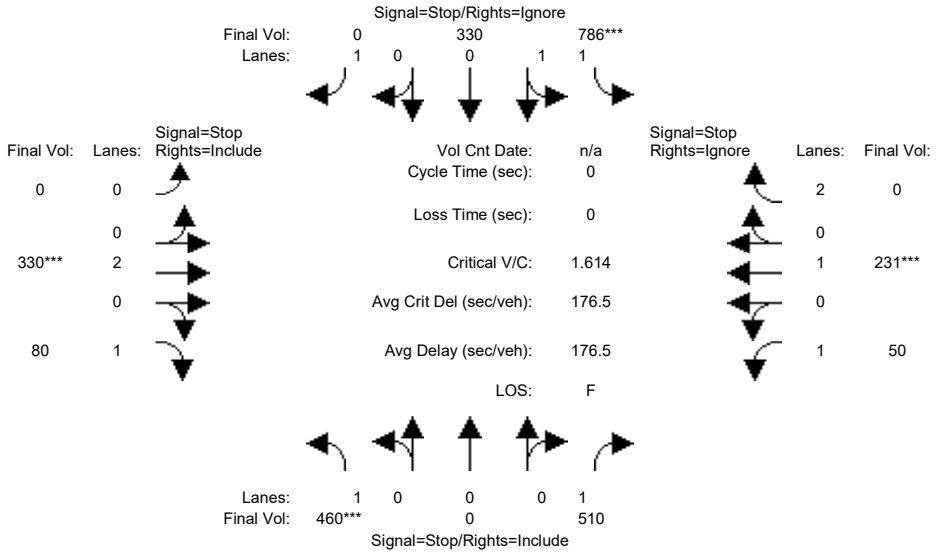
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	6	0	0	0	0	0	0	1	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	510	786	330	50	0	330	80	50	231	1189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	786	330	0	0	330	80	50	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	786	330	0	0	330	80	50	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	786	330	0	0	330	80	50	231	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	384	0	441	487	209	370	0	667	355	301	319	668
Capacity Analysis Module:												
Vol/Sat:	1.20	xxxx	1.16	1.61	1.58	0.00	xxxx	0.49	0.23	0.17	0.72	0.00
Crit Moves:	****			****				****			****	
Delay/Veh:	139.5	0.0	119.7	314.8	300	0.0	0.0	23.3	15.5	16.7	38.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.5	0.0	119.7	314.8	300	0.0	0.0	23.3	15.5	16.7	38.1	0.0
LOS by Move:	F	*	F	F	F	*	*	C	C	C	E	*
ApproachDel:	129.1			310.5			21.8			34.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	129.1			310.5			21.8			34.3		
LOS by Appr:	F			F			C			D		
AllWayAvgQ:	13.6	0.0	13.3	28.1	28.1	0.0	0.0	0.9	0.3	0.2	2.1	0.0

Note: Queue reported is the number of cars per lane.

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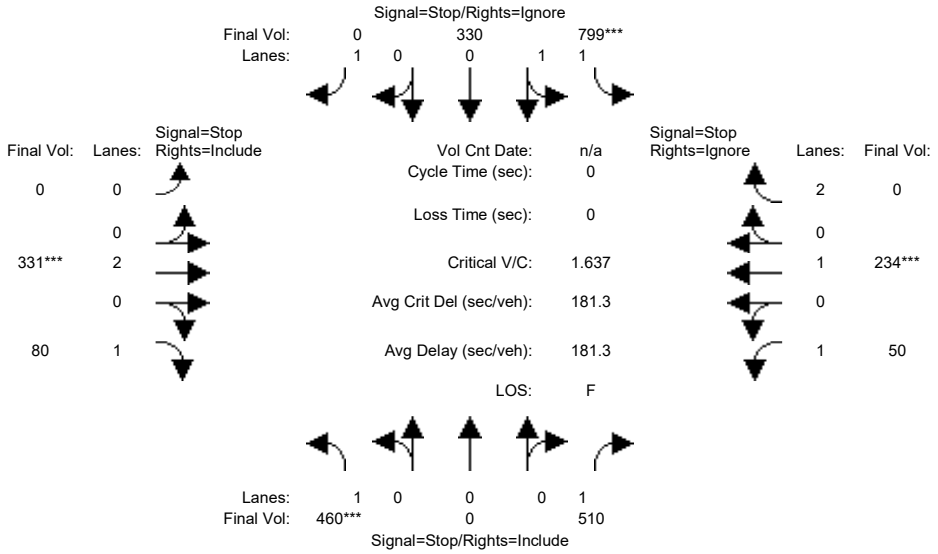
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	19	0	0	0	1	0	0	4	135
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	510	799	330	50	0	331	80	50	234	1295
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	799	330	0	0	331	80	50	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	799	330	0	0	331	80	50	234	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	799	330	0	0	331	80	50	234	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.42	0.58	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	384	0	440	488	206	369	0	665	355	300	319	668
Capacity Analysis Module:												
Vol/Sat:	1.20	xxxx	1.16	1.64	1.60	0.00	xxxx	0.50	0.23	0.17	0.73	0.00
Crit Moves:	****			****				****			****	
Delay/Veh:	140.3	0.0	120.6	324.4	310	0.0	0.0	23.4	15.6	16.7	39.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.3	0.0	120.6	324.4	310	0.0	0.0	23.4	15.6	16.7	39.1	0.0
LOS by Move:	F	*	F	F	F	*	*	C	C	C	E	*
ApproachDel:	130.0			320.1			21.9			35.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	130.0			320.1			21.9			35.1		
LOS by Appr:	F			F			C			E		
AllWayAvgQ:	13.7	0.0	13.4	29.0	29.0	0.0	0.0	0.9	0.3	0.2	2.2	0.0

Note: Queue reported is the number of cars per lane.

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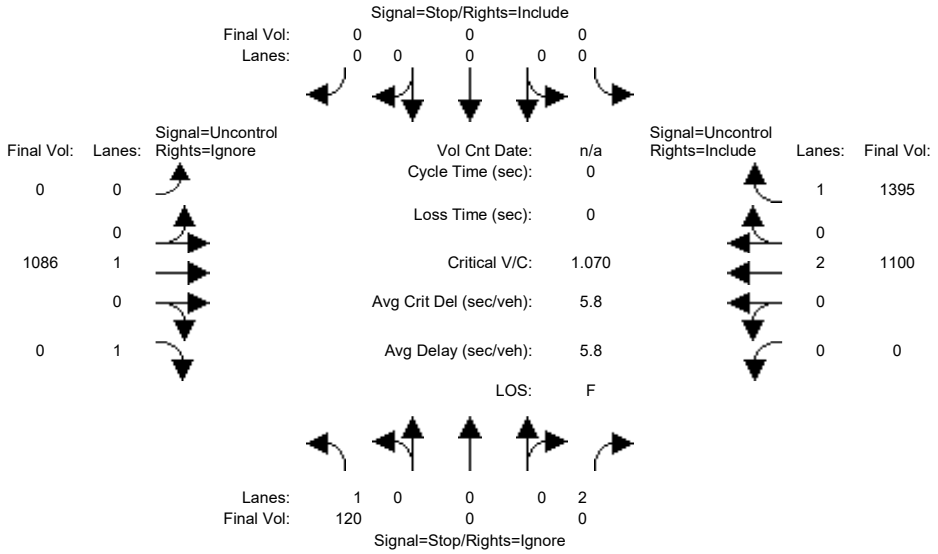
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	22	0	0	0	0	6	0	0	30	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	242	0	0	0	0	1086	430	0	1100	1395
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1636	xxxx	1086	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	112	xxxx	265	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	112	xxxx	265	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.07	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	7.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	178.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	178.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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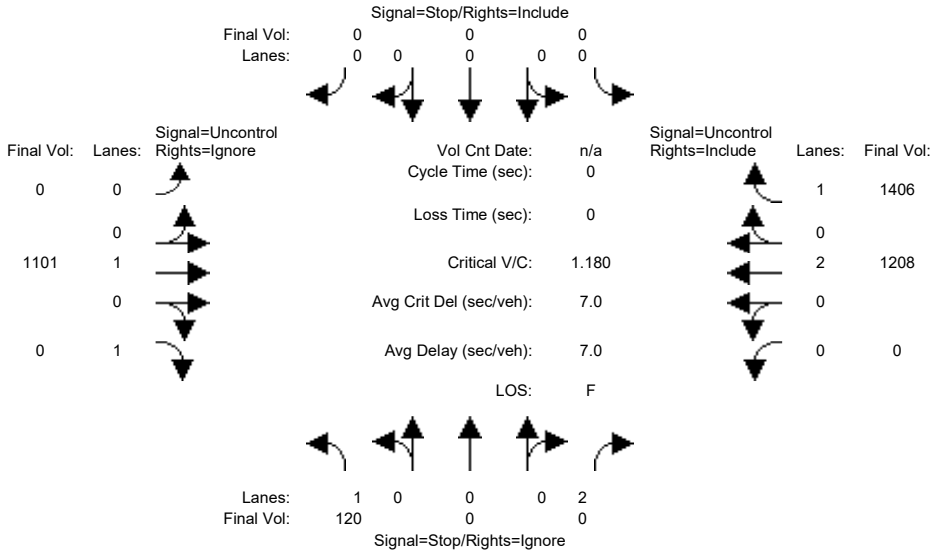
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)

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Street Name:          I-280 NB Ramps                    Page Mill Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     120    0   220     0    0     0     0 1080   430     0 1070  1390
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  120    0   220     0    0     0     0 1080   430     0 1070  1390
Added Vol:      0    0   129     0    0     0     0   21     0     0  138    16
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  120    0   349     0    0     0     0 1101   430     0 1208  1406
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   120    0     0     0    0     0     0 1101     0     0 1208  1406
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  120    0     0     0    0     0     0 1101     0     0 1208  1406
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1705 xxxx  1101  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  102 xxxx   260  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    102 xxxx   260  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  1.18 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    8.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:224.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    F    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     224.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F              *                *                *
Note: Queue reported is the number of cars per lane.
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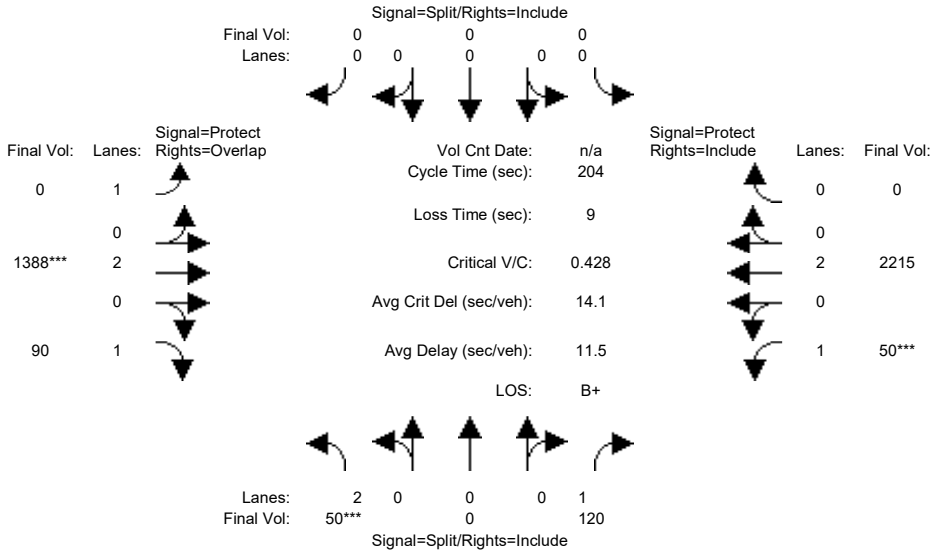
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1388	90	50	2215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1388	90	50	2215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.37	0.05	0.03	0.58	0.00
Crit Moves:	****							****		****		
Green Time:	32.7	0.0	32.7	0.0	0.0	0.0	0.0	157	190.0	16.2	173	0.0
Volume/Cap:	0.10	0.00	0.43	0.00	0.00	0.00	0.00	0.47	0.06	0.36	0.69	0.00
Delay/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	16	0	3	26	0

Note: Queue reported is the number of cars per lane.

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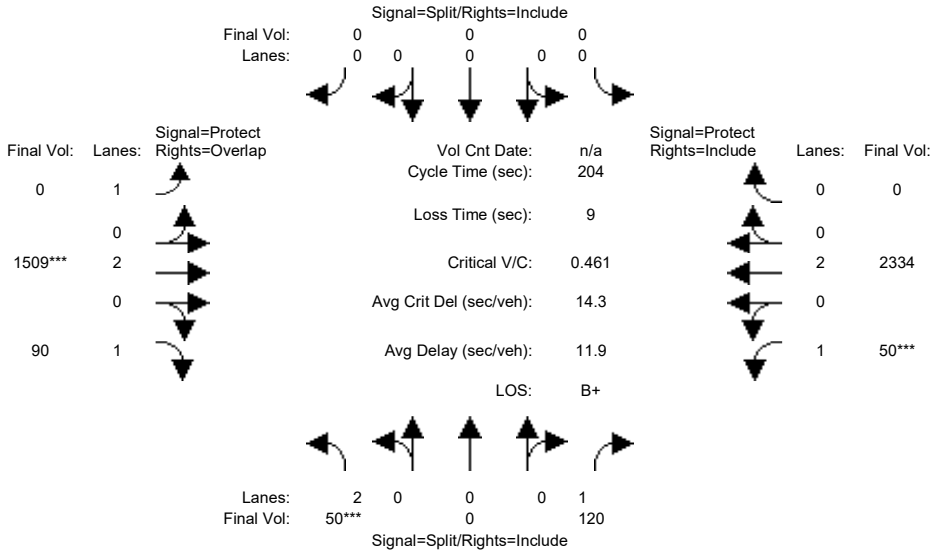
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	149	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1509	90	50	2334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1509	90	50	2334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1509	90	50	2334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1509	90	50	2334	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.40	0.05	0.03	0.61	0.00
Crit Moves:	****							****		****		
Green Time:	30.3	0.0	30.3	0.0	0.0	0.0	0.0	157	187.6	16.2	173	0.0
Volume/Cap:	0.11	0.00	0.46	0.00	0.00	0.00	0.00	0.52	0.06	0.36	0.72	0.00
Delay/Veh:	78.9	0.0	84.5	0.0	0.0	0.0	0.0	9.5	0.7	94.9	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	0.0	84.5	0.0	0.0	0.0	0.0	9.5	0.7	94.9	7.0	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	18	1	3	29	0

Note: Queue reported is the number of cars per lane.

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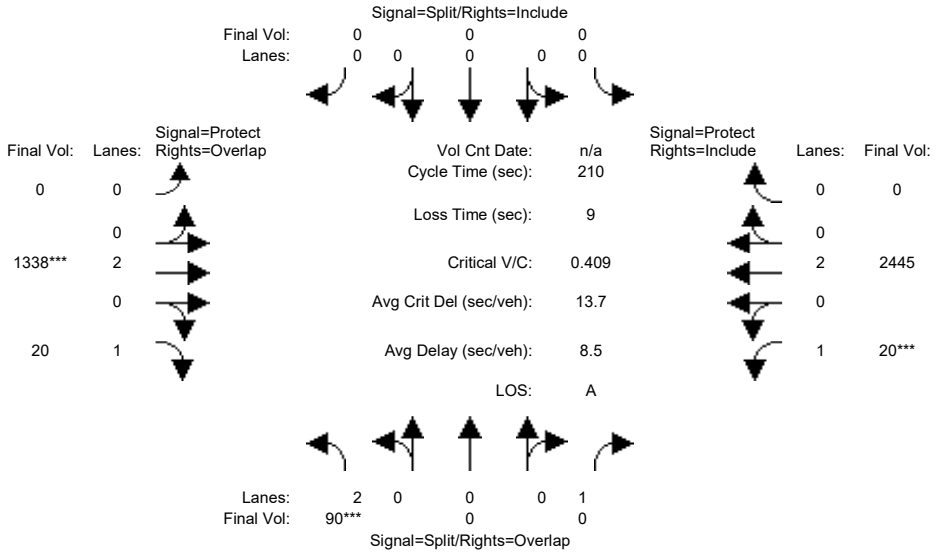
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1338	20	20	2445	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1338	20	20	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.01	0.01	0.64	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.01	0.15	0.73	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	14	0	1	27	0

Note: Queue reported is the number of cars per lane.

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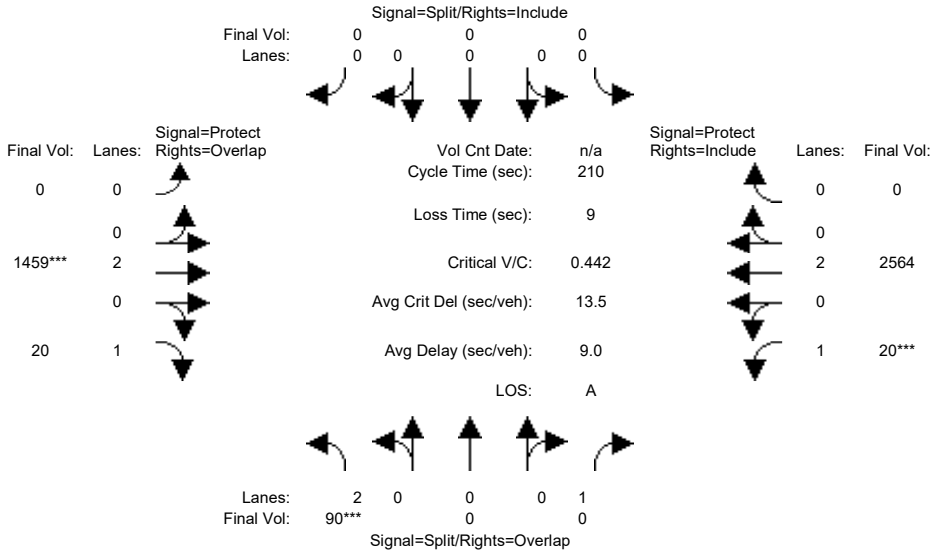
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	149	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1459	20	20	2564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1459	20	20	2564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1459	20	20	2564	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1459	20	20	2564	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.01	0.01	0.67	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.01	0.15	0.77	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.3	1.6	94.7	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.3	1.6	94.7	6.3	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	16	0	1	31	0

Note: Queue reported is the number of cars per lane.

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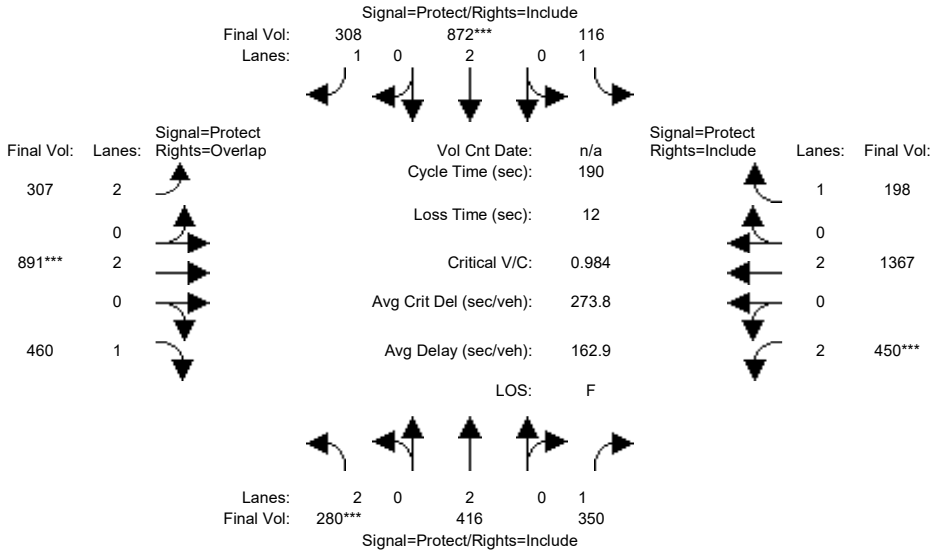
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	16	0	16	22	28	27	1	0	0	7	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	416	350	116	872	308	307	891	460	450	1367	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	416	350	116	872	308	307	891	460	450	1367	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	416	350	116	872	308	307	891	460	450	1367	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	416	350	116	872	308	307	891	460	450	1367	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.20	0.13	0.46	0.18	0.10	0.23	0.26	0.14	0.36	0.11
Crit Moves:	****				****			****			****	
Green Time:	18.8	32.9	32.9	29.2	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.63	1.15	0.86	2.02	0.77	0.51	0.46	0.43	1.44	0.85	0.27
Delay/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
LOS by Move:	F	E-	F	F	F	F	E	D	C	F	F	E+
HCM2kAvgQ:	11	12	30	8	52	20	10	20	21	27	41	11

Note: Queue reported is the number of cars per lane.

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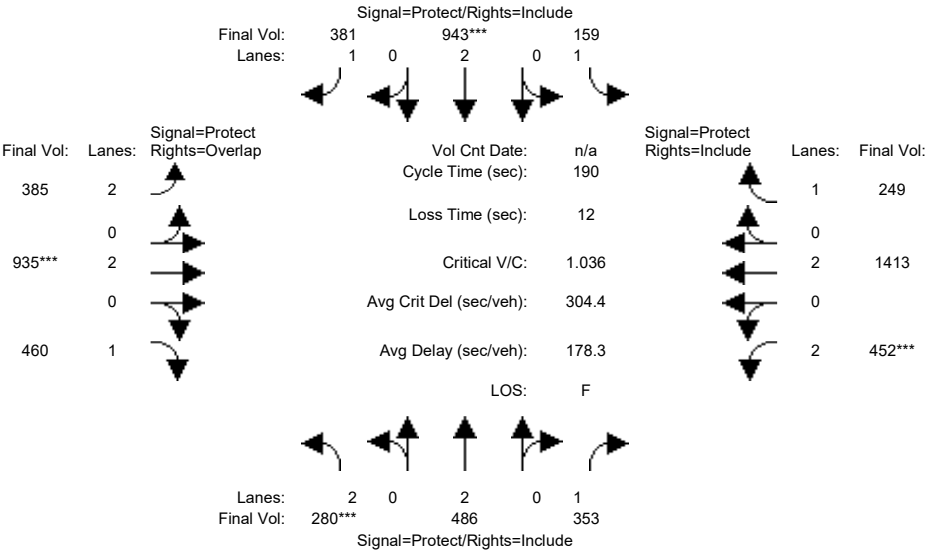
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	86	3	59	93	101	105	45	0	2	53	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	486	353	159	943	381	385	935	460	452	1413	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	486	353	159	943	381	385	935	460	452	1413	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	486	353	159	943	381	385	935	460	452	1413	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	486	353	159	943	381	385	935	460	452	1413	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.20	0.18	0.50	0.22	0.12	0.25	0.26	0.14	0.37	0.14
Crit Moves:	****				****			****			****	
Green Time:	18.8	32.7	32.7	29.4	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.74	1.17	1.17	2.18	0.96	0.64	0.48	0.43	1.45	0.88	0.34
Delay/Veh:	116.8	84.1	191.1	216.8	616	110.8	78.2	39.9	29.3	317.0	85.3	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	84.1	191.1	216.8	616	110.8	78.2	39.9	29.3	317.0	85.3	58.5
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2kAvgQ:	11	14	31	14	59	26	13	21	21	27	43	14

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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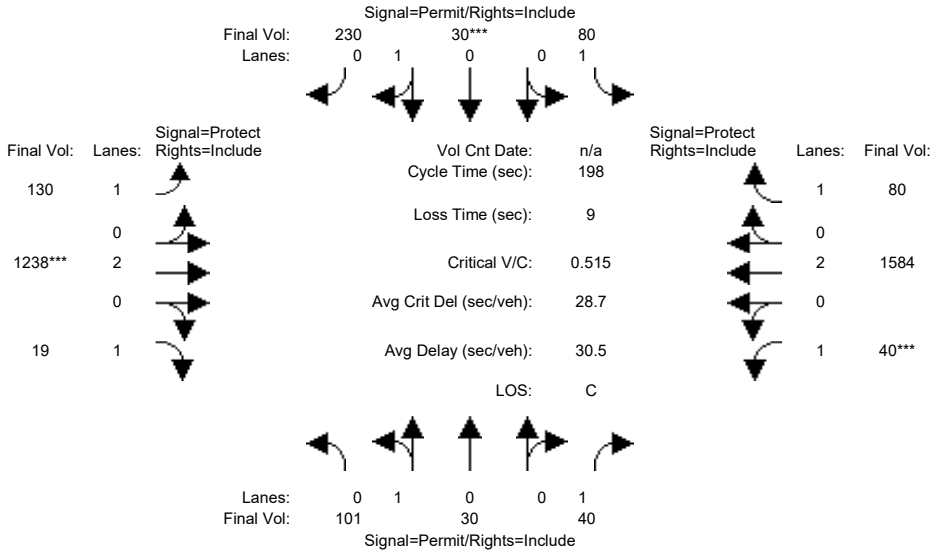
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	11	0	0	0	0	0	0	8	9	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	30	40	80	30	230	130	1238	19	40	1584	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	30	40	80	30	230	130	1238	19	40	1584	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.23	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1388	412	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.14	0.14	0.07	0.33	0.01	0.02	0.42	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.40	0.40	0.13	0.25	0.80	0.80	0.65	0.45	0.02	0.40	0.63	0.07
Delay/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	8	8	2	5	18	18	9	16	0	3	28	2

Note: Queue reported is the number of cars per lane.

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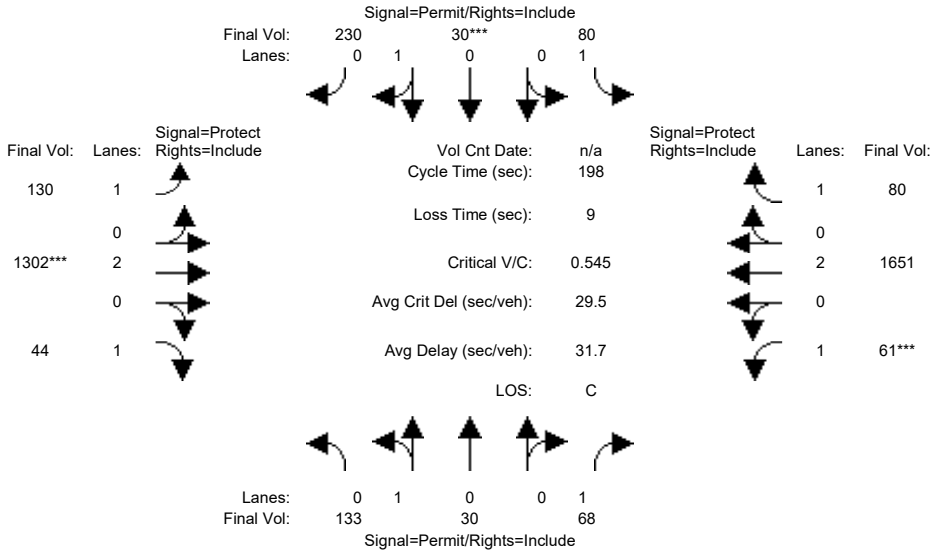
Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	43	0	28	0	0	0	0	72	34	21	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	30	68	80	30	230	130	1302	44	61	1651	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	30	68	80	30	230	130	1302	44	61	1651	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	30	68	80	30	230	130	1302	44	61	1651	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	30	68	80	30	230	130	1302	44	61	1651	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.82	0.18	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1469	331	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.04	0.05	0.14	0.14	0.07	0.34	0.03	0.03	0.43	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.50	0.50	0.21	0.25	0.80	0.80	0.65	0.48	0.03	0.61	0.66	0.07
Delay/Veh:	78.7	78.7	73.6	74.2	95.3	95.3	96.7	12.7	8.5	107.2	21.8	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	78.7	73.6	74.2	95.3	95.3	96.7	12.7	8.5	107.2	21.8	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	10	10	4	5	18	18	9	17	1	4	30	2

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2035 PM Full-Offset Alternative

Level Of Service Computation Report
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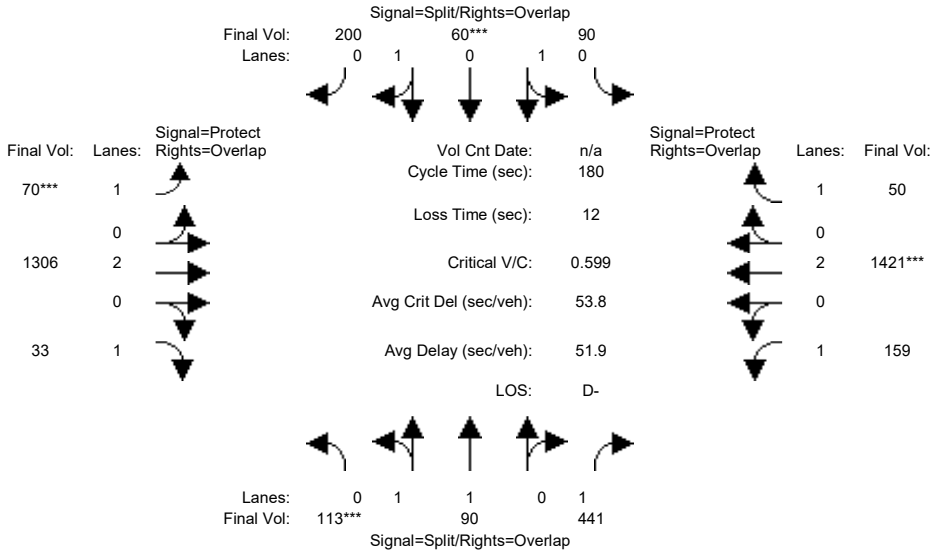
2035 PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1306	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	3	0	11	0	0	0	0	6	3	9	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	90	441	90	60	200	70	1306	33	159	1421	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	90	441	90	60	200	70	1306	33	159	1421	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.25	0.08	0.08	0.11	0.04	0.34	0.02	0.09	0.37	0.03
Crit Moves:	****				****		****				****	
Green Time:	38.1	38.1	61.0	29.1	29.1	48.8	19.7	90.6	128.7	22.9	93.8	122.8
Volume/Cap:	0.30	0.22	0.74	0.52	0.52	0.41	0.37	0.68	0.03	0.71	0.72	0.04
Delay/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
LOS by Move:	E	E	E	E	E	E+	F	D	B	F	D	B
HCM2kAvgQ:	6	4	25	9	9	10	4	32	1	9	33	2

Note: Queue reported is the number of cars per lane.

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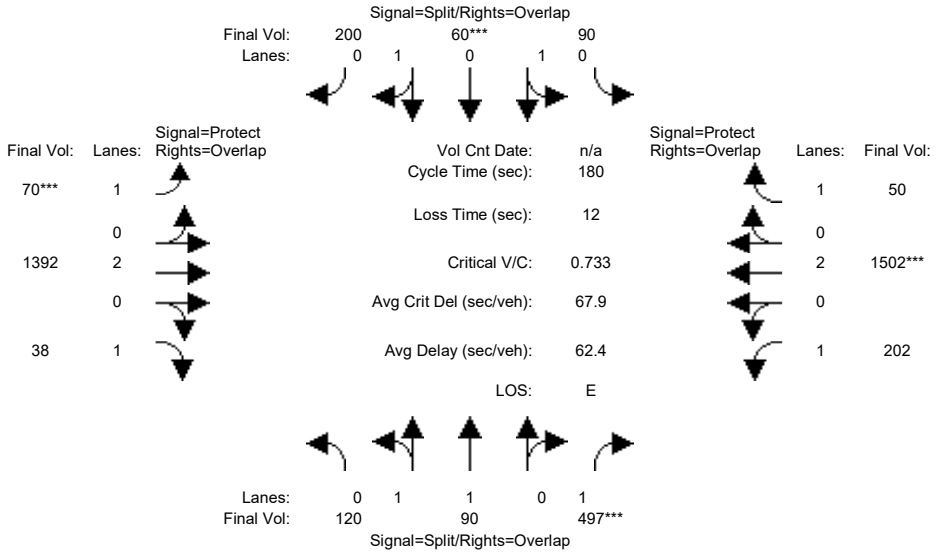
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	10	0	67	0	0	0	0	92	8	52	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	90	497	90	60	200	70	1392	38	202	1502	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	90	497	90	60	200	70	1392	38	202	1502	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	90	497	90	60	200	70	1392	38	202	1502	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	90	497	90	60	200	70	1392	38	202	1502	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.28	0.08	0.08	0.11	0.04	0.37	0.02	0.12	0.40	0.03
Crit Moves:			****		****		****				****	
Green Time:	26.2	26.2	49.1	29.1	29.1	48.8	19.7	90.6	116.8	22.9	93.8	122.8
Volume/Cap:	0.47	0.32	1.04	0.52	0.52	0.41	0.37	0.73	0.03	0.91	0.76	0.04
Delay/Veh:	76.0	73.8	121.9	74.3	74.3	57.7	80.5	48.0	18.2	119.0	47.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	73.8	121.9	74.3	74.3	57.7	80.5	48.0	18.2	119.0	47.9	15.9
LOS by Move:	E-		E	F	E	E	E+	F	D	B-	F	D	B
HCM2kAvgQ:	7		5	38	9	9	10	4	35	1	12	36	2

Note: Queue reported is the number of cars per lane.

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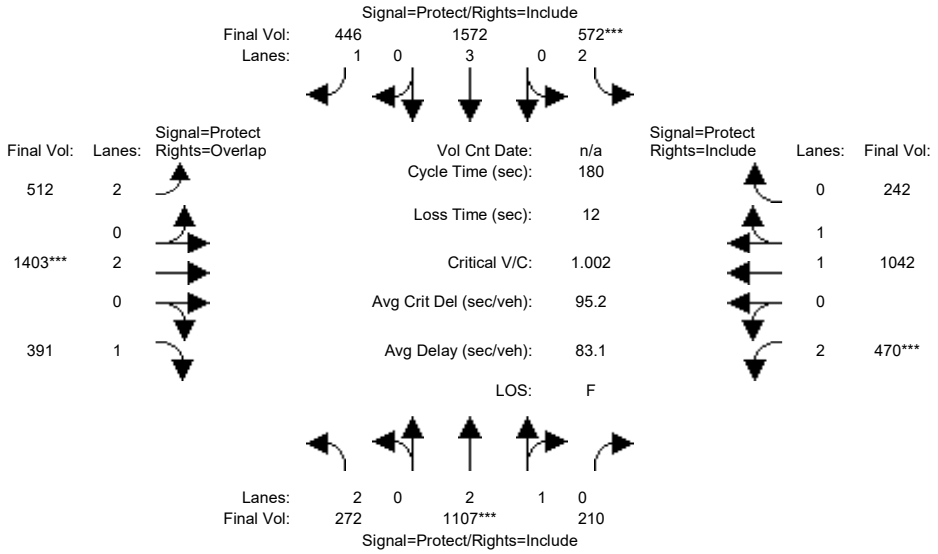
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	2	17	0	12	22	16	12	3	1	0	2	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.50	0.50	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4706	893	3150	5700	1750	3150	3800	1750	3150	3002	697
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.18	0.28	0.25	0.16	0.37	0.22	0.15	0.35	0.35
Crit Moves:		****		****				****		****		
Green Time:	17.9	42.3	42.3	32.6	57.0	57.0	29.7	66.3	84.2	26.8	63.4	63.4
Volume/Cap:	0.87	1.00	1.00	1.00	0.87	0.80	0.99	1.00	0.48	1.00	0.99	0.99
Delay/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
LOS by Move:	F	F	F	F	E	E	F	F	C-	F	E-	E-
HCM2kAvgQ:	11	30	30	21	27	24	19	42	15	18	40	40

Note: Queue reported is the number of cars per lane.

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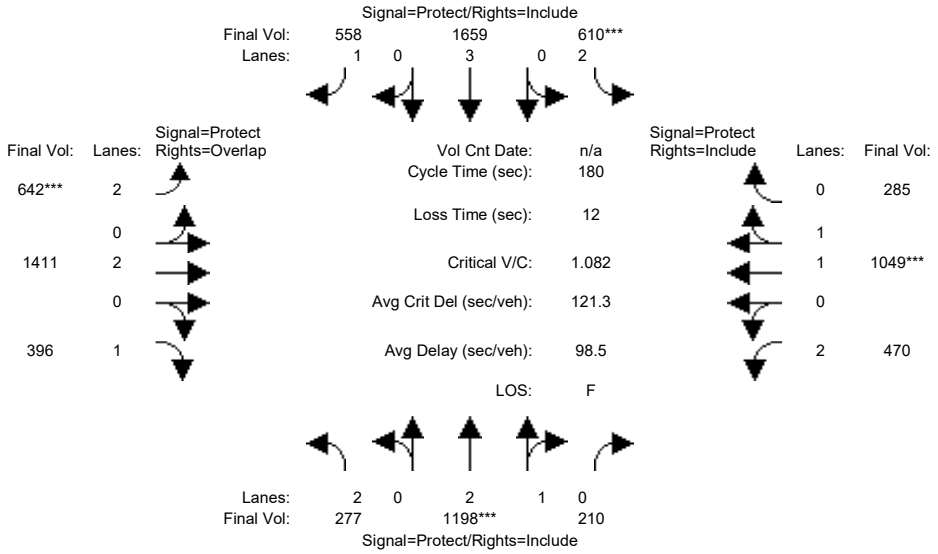
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	7	108	0	50	109	128	142	11	6	0	9	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.54	0.46	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.56	0.44
Final Sat.:	3150	4764	835	3150	5700	1750	3150	3800	1750	3150	2909	790
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.19	0.29	0.32	0.20	0.37	0.23	0.15	0.36	0.36
Crit Moves:		****			****			****			****	
Green Time:	16.0	41.8	41.8	32.2	58.1	58.1	33.9	67.0	83.0	26.9	60.0	60.0
Volume/Cap:	0.99	1.08	1.08	1.08	0.90	0.99	1.08	1.00	0.49	1.00	1.08	1.08
Delay/Veh:	132.3	119	119.2	135.8	64.9	95.5	134.0	79.7	34.2	117.3	111	110.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.3	119	119.2	135.8	64.9	95.5	134.0	79.7	34.2	117.3	111	110.7
LOS by Move:	F	F	F	F	E	F	F	E-	C-	F	F	F
HCM2kAvgQ:	13	34	34	24	29	36	26	42	16	18	46	46

Note: Queue reported is the number of cars per lane.

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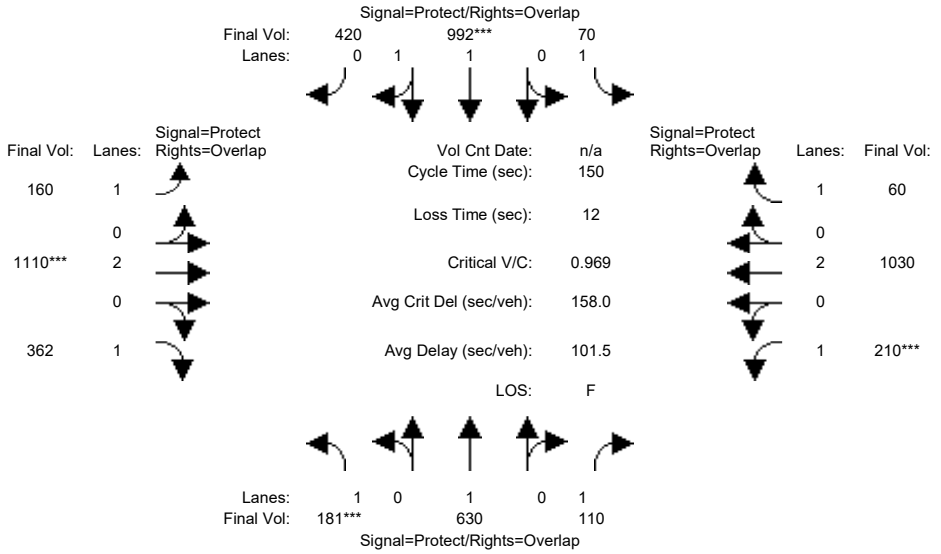
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	1	0	0	0	2	0	0	10	2	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	630	110	70	992	420	160	1110	362	210	1030	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	630	110	70	992	420	160	1110	362	210	1030	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2599	1100	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.06	0.04	0.38	0.38	0.09	0.29	0.21	0.12	0.27	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.99	0.14	0.43	1.41	0.97	0.74	0.79	0.39	0.93	0.72	0.07
Delay/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	10	37	3	3	59	34	9	27	16	13	24	3

Note: Queue reported is the number of cars per lane.

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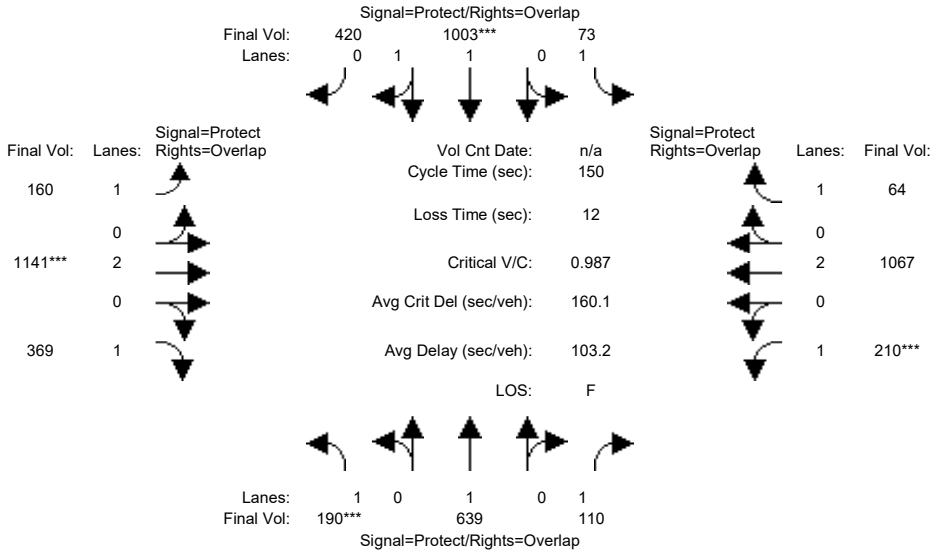
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	10	9	0	3	13	0	0	41	9	0	47	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	639	110	73	1003	420	160	1141	369	210	1067	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	639	110	73	1003	420	160	1141	369	210	1067	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	639	110	73	1003	420	160	1141	369	210	1067	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	639	110	73	1003	420	160	1141	369	210	1067	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2607	1092	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.06	0.04	0.38	0.38	0.09	0.30	0.21	0.12	0.28	0.04
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.70	1.01	0.14	0.45	1.42	0.97	0.74	0.81	0.40	0.93	0.75	0.08
Delay/Veh:	73.1	92.0	25.0	71.6	252	65.8	87.7	67.5	40.5	116.4	63.6	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	92.0	25.0	71.6	252	65.8	87.7	67.5	40.5	116.4	63.6	37.7
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	11	38	3	3	60	34	9	28	17	13	25	3

Note: Queue reported is the number of cars per lane.

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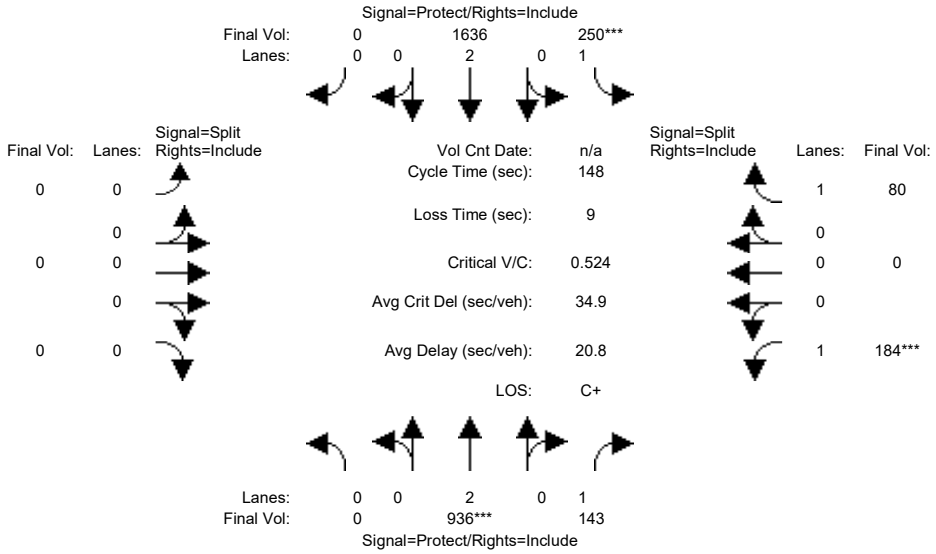
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	6	3	0	6	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	143	250	1636	0	0	0	0	184	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	143	250	1636	0	0	0	0	184	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	143	250	1636	0	0	0	0	184	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	936	143	250	1636	0	0	0	0	184	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.83	0.56	0.00	0.00	0.00	0.00	0.59	0.00	0.26
Delay/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	9	0	4

Note: Queue reported is the number of cars per lane.

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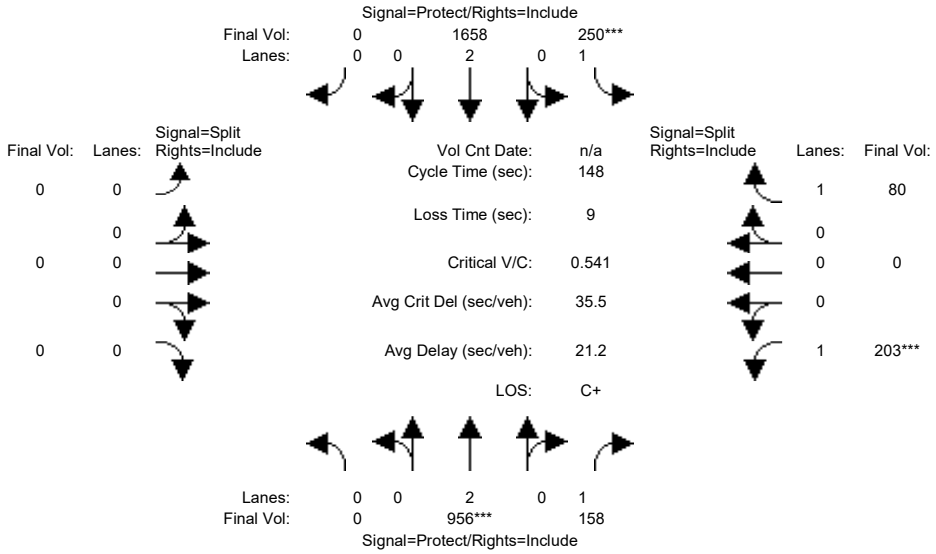
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	26	18	0	28	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	956	158	250	1658	0	0	0	0	203	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	956	158	250	1658	0	0	0	0	203	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	956	158	250	1658	0	0	0	0	203	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	956	158	250	1658	0	0	0	0	203	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.14	0.44	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.15	0.83	0.57	0.00	0.00	0.00	0.00	0.65	0.00	0.26
Delay/Veh:	0.0	17.6	14.4	80.2	8.0	0.0	0.0	0.0	0.0	64.7	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	14.4	80.2	8.0	0.0	0.0	0.0	0.0	64.7	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	11	0	4

Note: Queue reported is the number of cars per lane.

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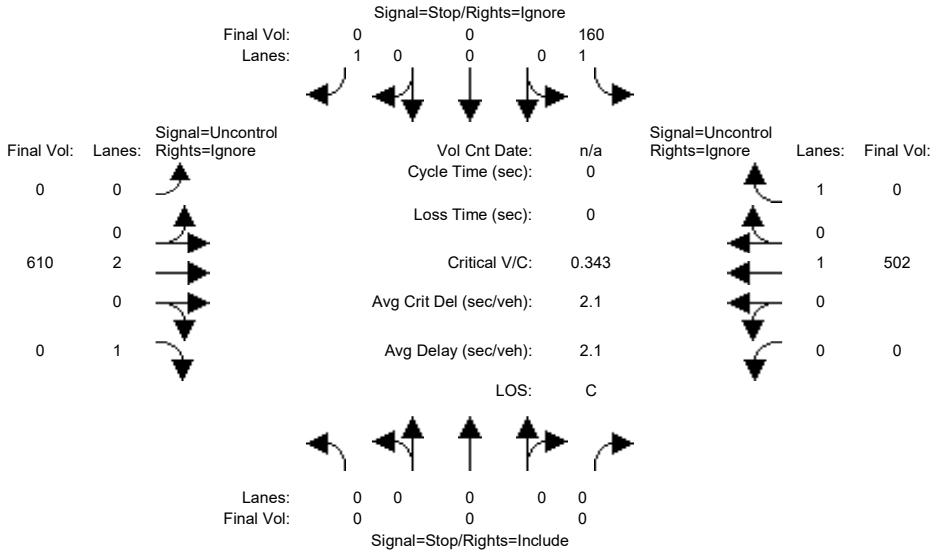
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	610	210	0	502	591
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	610	0	0	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	610	0	0	502	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	807	xxxx	502	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	321	331	xxxxx	466	331	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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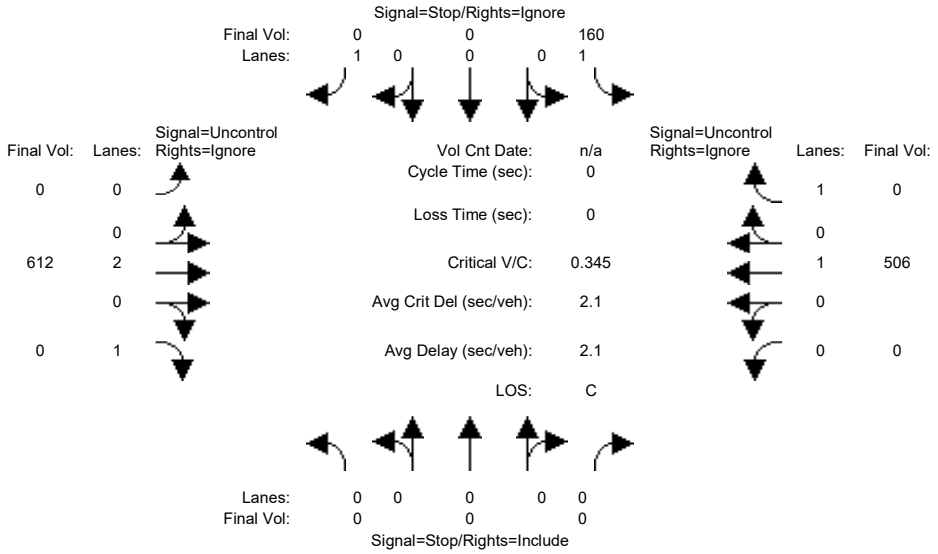
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	580
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	612	210	0	506	625
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	612	0	0	506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	612	0	0	506	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	812	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	351	xxxx	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	351	xxxx	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	320	329	xxxxx	464	329	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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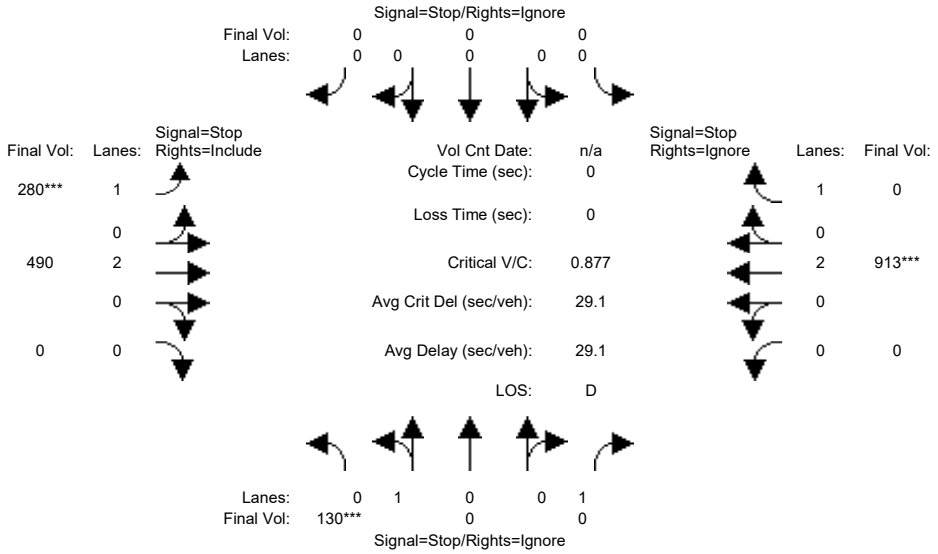
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	9	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	269	0	0	0	280	490	0	0	913	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	490	0	0	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	490	0	0	913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	490	0	0	913	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	410	0	471	0	0	0	467	995	0	0	1041	564
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.49	xxxx	xxxx	0.88	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.8			xxxxxx			17.9			40.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.8			xxxxxx			17.9			40.5		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.9	0.0	0.0	4.5	0.0

Note: Queue reported is the number of cars per lane.

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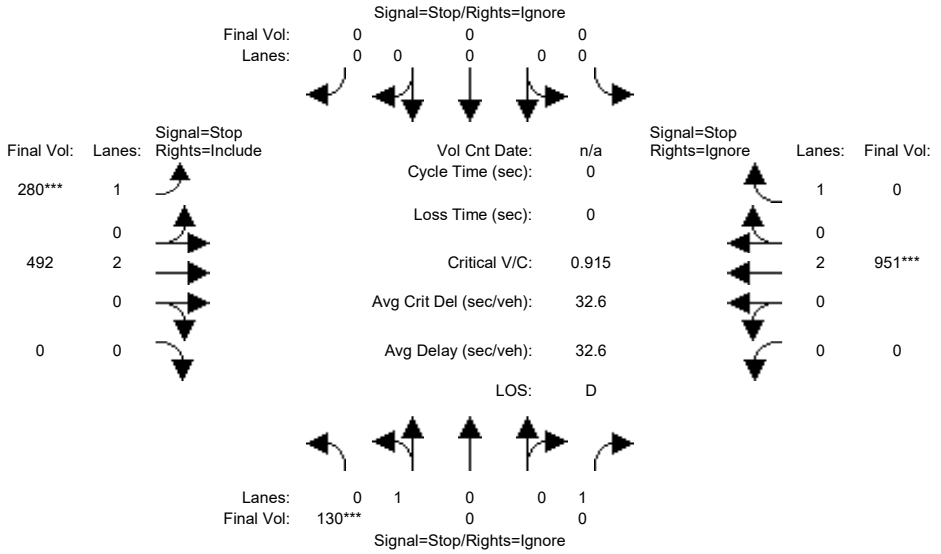
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	44	0	0	0	0	2	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	304	0	0	0	280	492	0	0	951	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	492	0	0	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	492	0	0	951	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	492	0	0	951	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	409	0	471	0	0	0	463	986	0	0	1039	563
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.50	xxxx	xxxx	0.92	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.8	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.9			xxxxxx			18.2			46.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.9			xxxxxx			18.2			46.8		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	0.0	5.4	0.0

Note: Queue reported is the number of cars per lane.

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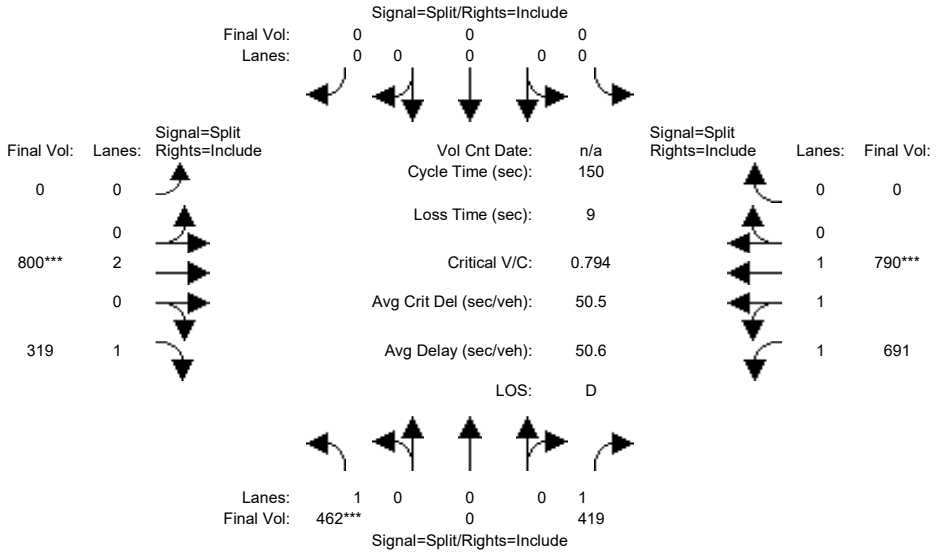
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	12	0	19	0	0	0	0	0	9	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	0	419	0	0	0	0	800	319	691	790	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	0	419	0	0	0	0	800	319	691	790	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	0	419	0	0	0	0	800	319	691	790	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	0	419	0	0	0	0	800	319	691	790	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.44	1.56	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2541	2905	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.24	0.00	0.00	0.00	0.00	0.21	0.18	0.27	0.27	0.00
Crit Moves:	****							****			****	
Green Time:	49.9	0.0	49.9	0.0	0.0	0.0	0.0	39.8	39.8	51.4	51.4	0.0
Volume/Cap:	0.79	0.00	0.72	0.00	0.00	0.00	0.00	0.79	0.69	0.79	0.79	0.00
Delay/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
LOS by Move:	D-	A	D	A	A	A	A	E+	D-	D	D	A
HCM2kAvgQ:	21	0	18	0	0	0	0	19	15	21	21	0

Note: Queue reported is the number of cars per lane.

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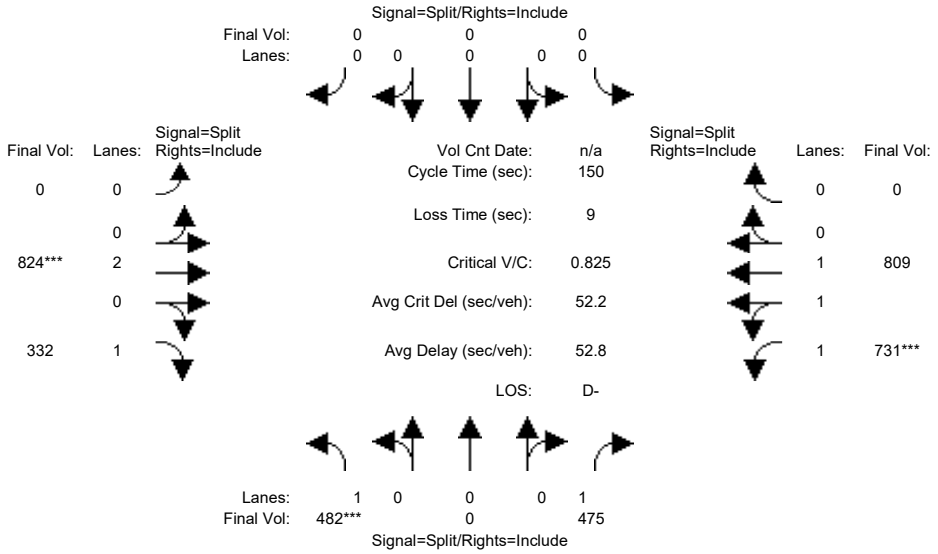
Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	32	0	75	0	0	0	0	24	22	51	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	0	475	0	0	0	0	824	332	731	809	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	0	475	0	0	0	0	824	332	731	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	475	0	0	0	0	824	332	731	809	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	0	475	0	0	0	0	824	332	731	809	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.46	1.54	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2585	2861	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.27	0.00	0.00	0.00	0.00	0.22	0.19	0.28	0.28	0.00
Crit Moves:	****							****		****		
Green Time:	50.1	0.0	50.1	0.0	0.0	0.0	0.0	39.4	39.4	51.4	51.4	0.0
Volume/Cap:	0.82	0.00	0.81	0.00	0.00	0.00	0.00	0.82	0.72	0.82	0.82	0.00
Delay/Veh:	55.2	0.0	54.1	0.0	0.0	0.0	0.0	57.7	55.8	48.3	48.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	0.0	54.1	0.0	0.0	0.0	0.0	57.7	55.8	48.3	48.3	0.0
LOS by Move:	E+	A	D-	A	A	A	A	E+	E+	D	D	A
HCM2kAvgQ:	22	0	21	0	0	0	0	20	16	22	22	0

Note: Queue reported is the number of cars per lane.

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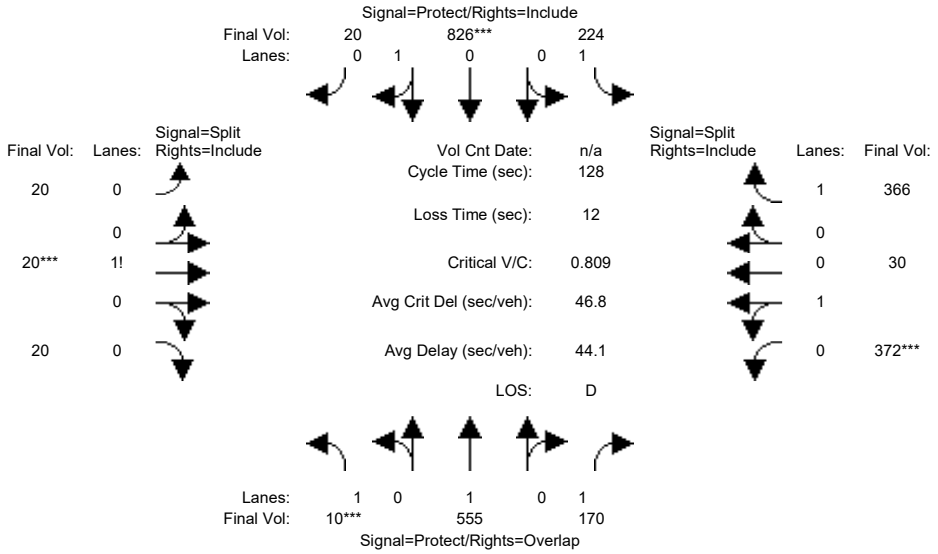
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	5	0	14	6	0	0	0	0	2	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	555	170	224	826	20	20	20	20	372	30	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	555	170	224	826	20	20	20	20	372	30	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	555	170	224	826	20	20	20	20	372	30	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	555	170	224	826	20	20	20	20	372	30	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1757	43	583	583	583	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.10	0.13	0.47	0.47	0.03	0.03	0.03	0.22	0.22	0.21
Crit Moves:	****				****			****			****	
Green Time:	8.0	52.7	84.9	23.1	67.8	67.8	8.0	8.0	8.0	32.2	32.2	32.2
Volume/Cap:	0.09	0.71	0.15	0.71	0.89	0.89	0.55	0.55	0.55	0.89	0.89	0.83
Delay/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
LOS by Move:	E+	C-	A	E+	D+	D+	E	E	E	E	E	E+
HCM2kAvgQ:	0	18	3	9	33	33	3	3	3	19	19	17

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
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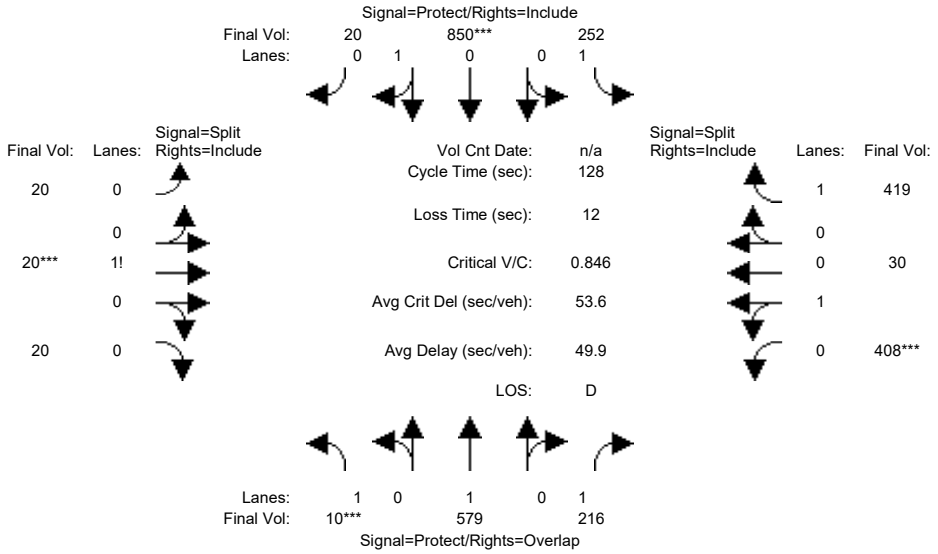
Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	29	46	42	30	0	0	0	0	38	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	579	216	252	850	20	20	20	20	408	30	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	579	216	252	850	20	20	20	20	408	30	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	579	216	252	850	20	20	20	20	408	30	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	579	216	252	850	20	20	20	20	408	30	419
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1759	41	583	583	583	1677	123	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.12	0.14	0.48	0.48	0.03	0.03	0.03	0.24	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	8.0	50.6	84.1	23.9	66.5	66.5	8.0	8.0	8.0	33.5	33.5	33.5
Volume/Cap:	0.09	0.77	0.19	0.77	0.93	0.93	0.55	0.55	0.55	0.93	0.93	0.92
Delay/Veh:	56.9	38.6	8.7	60.2	43.9	43.9	64.0	64.0	64.0	71.2	71.2	68.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	38.6	8.7	60.2	43.9	43.9	64.0	64.0	64.0	71.2	71.2	68.8
LOS by Move:	E+	D+	A	E	D	D	E	E	E	E	E	E
HCM2kAvgQ:	0	20	3	11	37	37	3	3	3	22	22	21

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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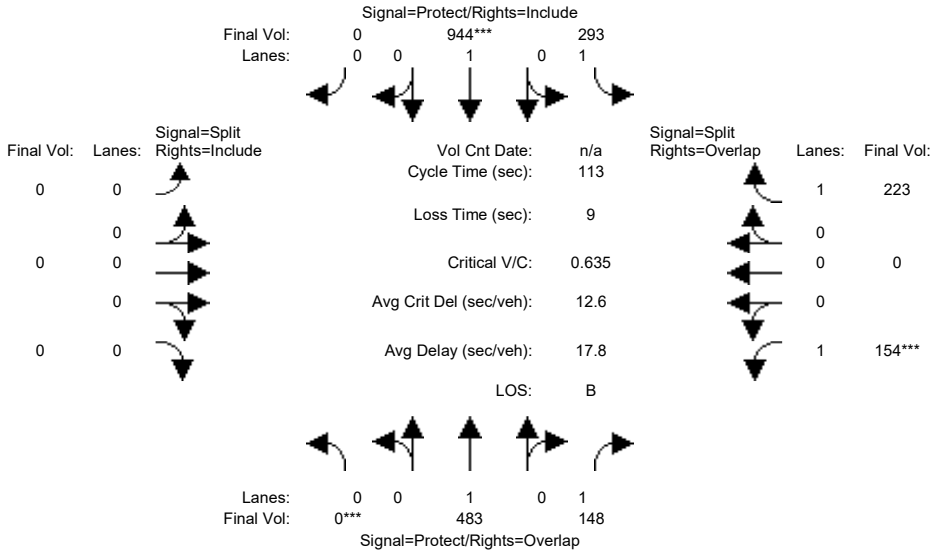
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	3	8	3	4	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	148	293	944	0	0	0	0	154	0	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	148	293	944	0	0	0	0	154	0	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	148	293	944	0	0	0	0	154	0	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	148	293	944	0	0	0	0	154	0	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.17	0.50	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.3	68.9	35.1	88.4	0.0	0.0	0.0	0.0	15.6	0.0	50.7
Volume/Cap:	0.00	0.54	0.14	0.54	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.28
Delay/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D-	A	B-
HCM2kAvgQ:	0	11	2	8	13	0	0	0	0	7	0	5

Note: Queue reported is the number of cars per lane.

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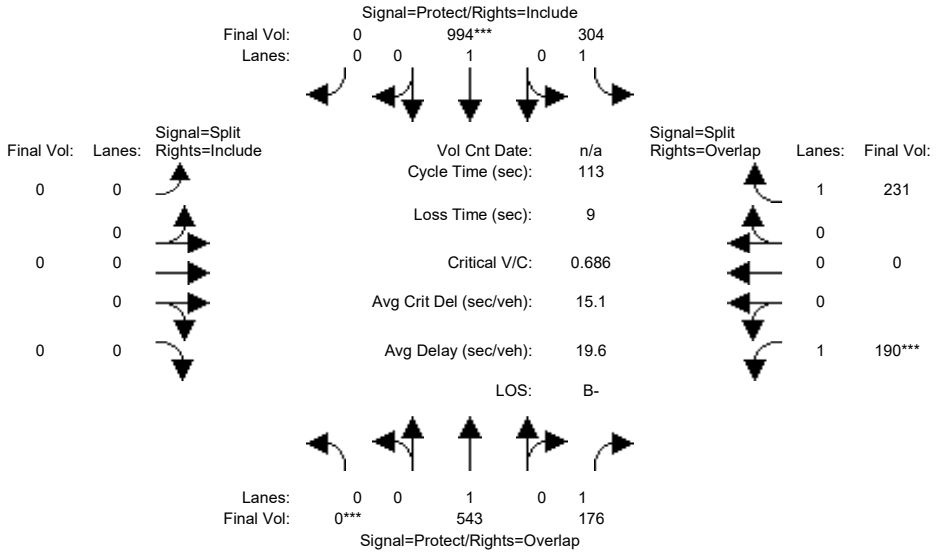
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	63	36	14	54	0	0	0	0	50	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	543	176	304	994	0	0	0	0	190	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	543	176	304	994	0	0	0	0	190	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	543	176	304	994	0	0	0	0	190	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	543	176	304	994	0	0	0	0	190	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.10	0.17	0.52	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.6	71.4	32.6	86.1	0.0	0.0	0.0	0.0	17.9	0.0	50.4
Volume/Cap:	0.00	0.60	0.16	0.60	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.30
Delay/Veh:	0.0	23.0	8.6	36.7	8.1	0.0	0.0	0.0	0.0	51.9	0.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	8.6	36.7	8.1	0.0	0.0	0.0	0.0	51.9	0.0	20.2
LOS by Move:	A	C	A	D+	A	A	A	A	A	D-	A	C+
HCM2kAvgQ:	0	13	3	9	16	0	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2035 PM Full-Offset Alternative

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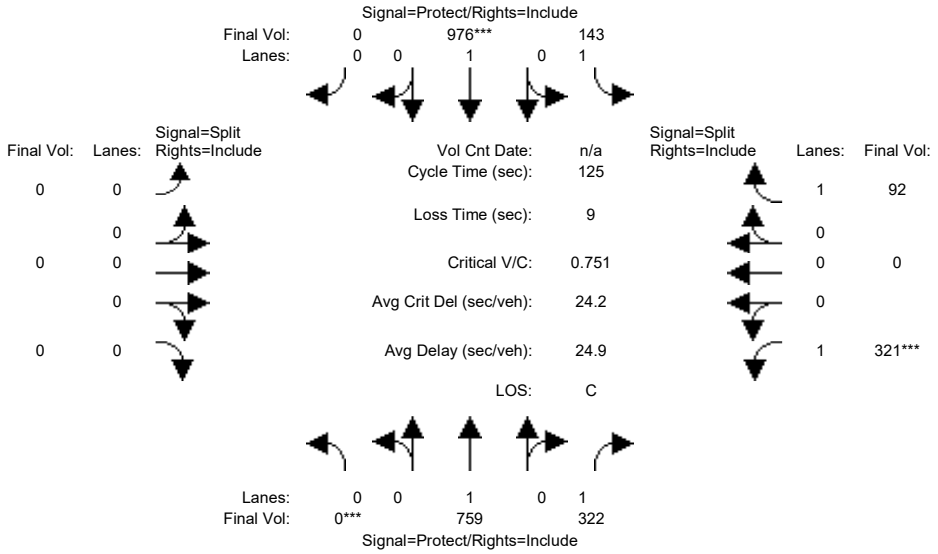
2035 PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	9	52	3	16	0	0	0	0	51	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	759	322	143	976	0	0	0	0	321	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	759	322	143	976	0	0	0	0	321	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	759	322	143	976	0	0	0	0	321	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	759	322	143	976	0	0	0	0	321	0	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.18	0.08	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	71.0	71.0	14.5	85.5	0.0	0.0	0.0	0.0	30.5	0.0	30.5
Volume/Cap:	0.00	0.70	0.32	0.70	0.75	0.00	0.00	0.00	0.00	0.75	0.00	0.22
Delay/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
LOS by Move:	A	C+	B	E	B	A	A	A	A	D-	A	D+
HCM2kAvgQ:	0	20	7	6	24	0	0	0	0	14	0	3

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
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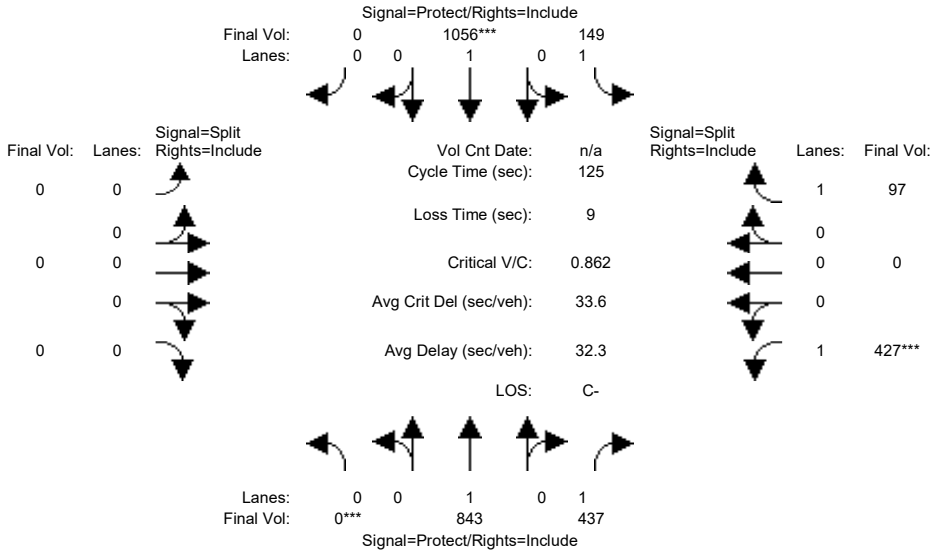
2035 with Full-Offset PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	93	167	9	96	0	0	0	0	157	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	843	437	149	1056	0	0	0	0	427	0	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	843	437	149	1056	0	0	0	0	427	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	843	437	149	1056	0	0	0	0	427	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	843	437	149	1056	0	0	0	0	427	0	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.25	0.09	0.56	0.00	0.00	0.00	0.00	0.24	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	67.6	67.6	13.0	80.6	0.0	0.0	0.0	0.0	35.4	0.0	35.4
Volume/Cap:	0.00	0.82	0.46	0.82	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.20
Delay/Veh:	0.0	29.0	17.9	79.5	24.2	0.0	0.0	0.0	0.0	56.8	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	17.9	79.5	24.2	0.0	0.0	0.0	0.0	56.8	0.0	34.2
LOS by Move:	A	C	B	E-	C	A	A	A	A	E+	A	C-
HCM2kAvgQ:	0	26	11	6	33	0	0	0	0	20	0	3

Note: Queue reported is the number of cars per lane.

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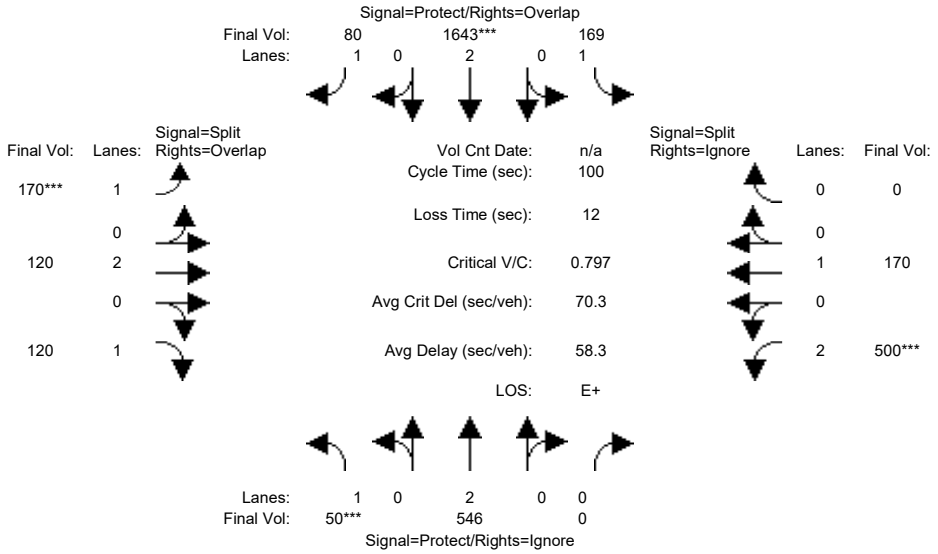
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	6	0	9	13	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	546	0	169	1643	80	170	120	120	500	170	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	546	0	169	1643	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	546	0	169	1643	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	546	0	169	1643	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.10	0.43	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.44	0.00	0.50	1.07	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	7	0	5	35	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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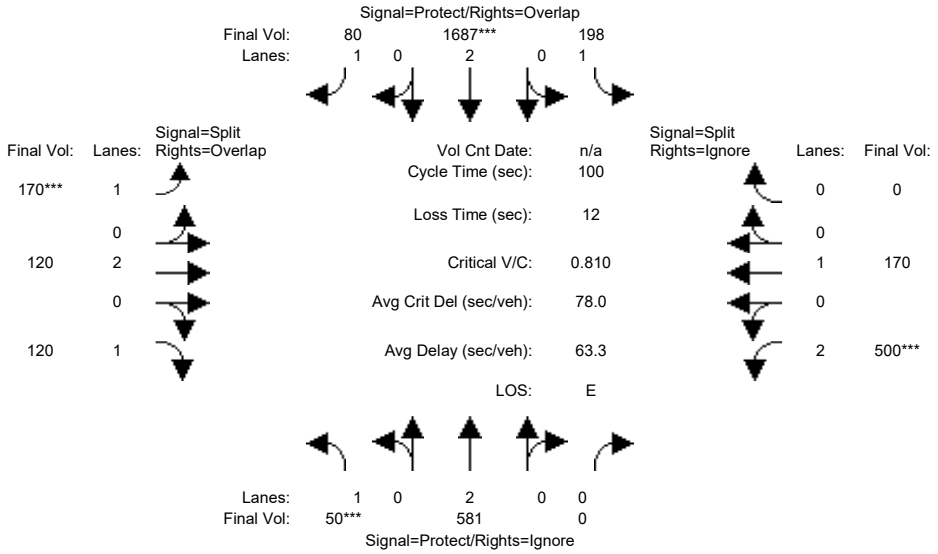
Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	41	0	38	57	0	0	0	0	0	0	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	581	0	198	1687	80	170	120	120	500	170	48
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	581	0	198	1687	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	581	0	198	1687	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	581	0	198	1687	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.11	0.44	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.47	0.00	0.59	1.10	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	32.0	0.0	46.4	91.2	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	32.0	0.0	46.4	91.2	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	8	0	7	38	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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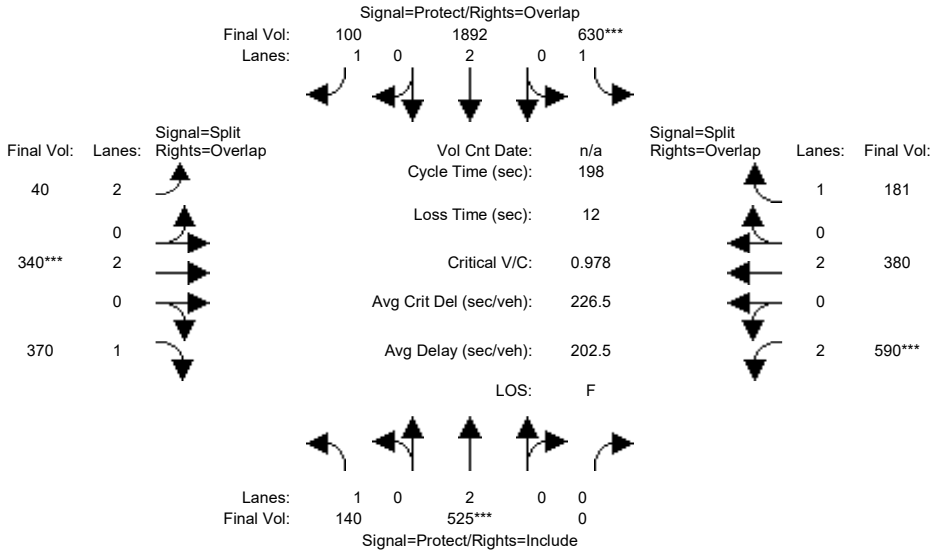
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	525	10	630	1892	100	40	340	370	590	380	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	525	0	630	1892	100	40	340	370	590	380	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	525	0	630	1892	100	40	340	370	590	380	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	525	0	630	1892	100	40	340	370	590	380	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.36	0.50	0.06	0.02	0.15	0.21	0.27	0.17	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.59	0.00	1.69	1.42	0.09	0.06	0.52	0.53	1.38	0.88	0.25
Delay/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	15	0	75	91	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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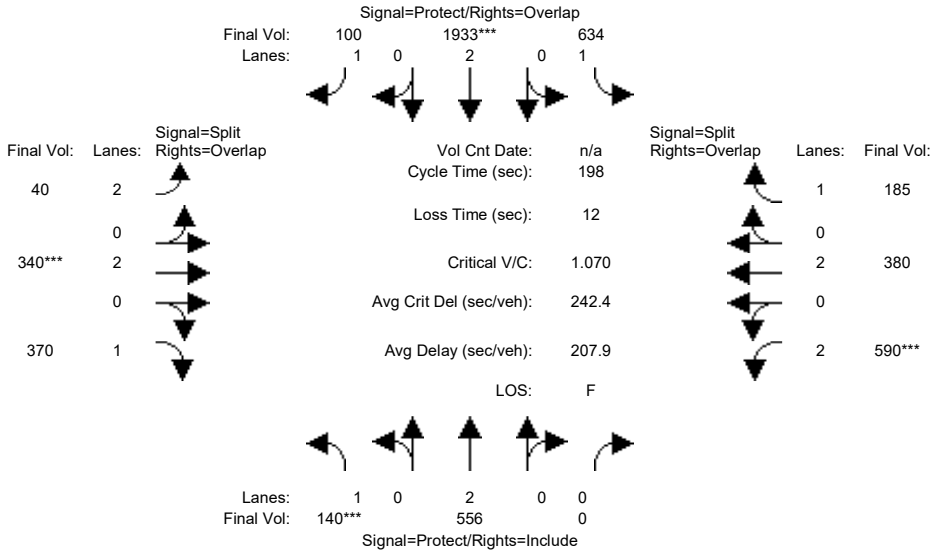
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	36	0	4	53	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	556	10	634	1933	100	40	340	370	590	380	185
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	556	0	634	1933	100	40	340	370	590	380	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	556	0	634	1933	100	40	340	370	590	380	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	556	0	634	1933	100	40	340	370	590	380	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.36	0.51	0.06	0.02	0.15	0.21	0.27	0.17	0.11
Crit Moves:	****				****			****			****	
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.62	0.00	1.70	1.45	0.09	0.06	0.52	0.53	1.38	0.88	0.26
Delay/Veh:	109.7	72.8	0.0	408.7	275	14.2	53.6	62.9	49.3	268.8	101	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	72.8	0.0	408.7	275	14.2	53.6	62.9	49.3	268.8	101	41.6
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	16	0	76	94	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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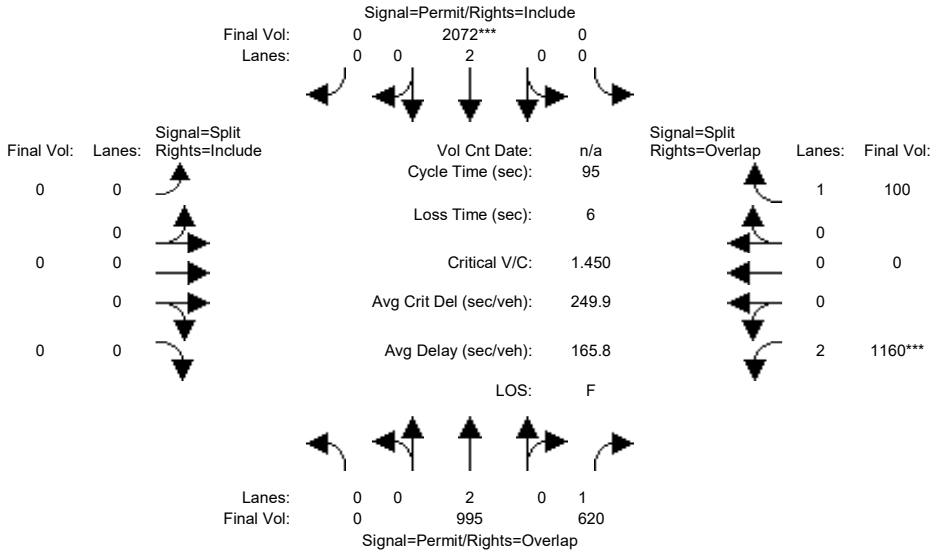
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	995	620	0	2072	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	620	0	2072	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.81	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.42	0.38	0.00	1.30	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	7	2	0	60	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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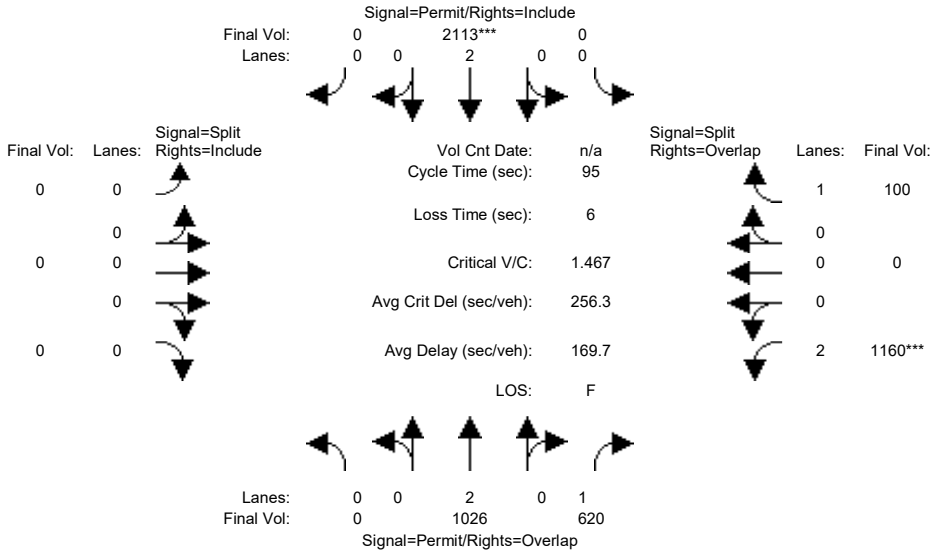
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	36	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1026	620	0	2113	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1026	620	0	2113	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1026	620	0	2113	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1026	620	0	2113	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.83	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	1.33	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	193	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	193	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	63	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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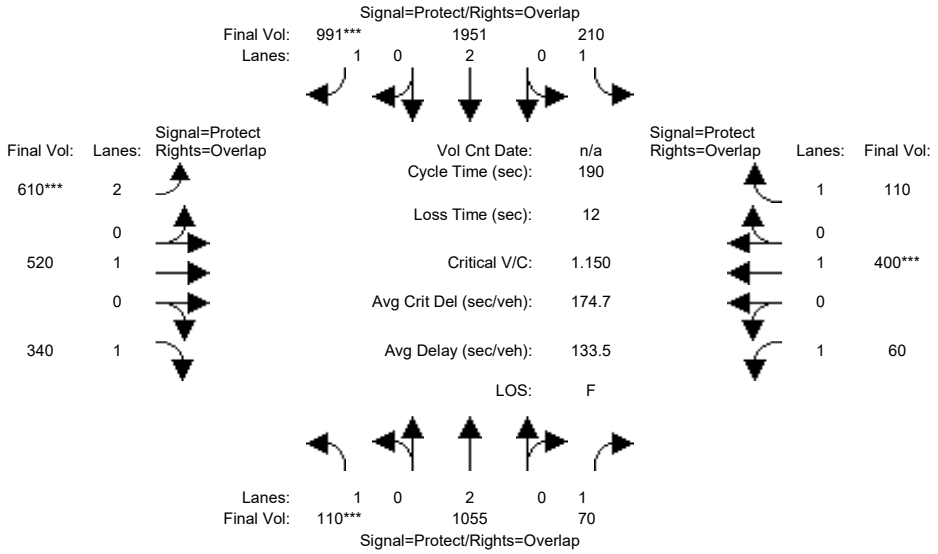
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	5	0	0	11	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1055	70	210	1951	991	610	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1055	70	210	1951	991	610	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.51	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.2	83.0	30.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	74.1
Volume/Cap:	0.64	0.75	0.09	0.75	1.19	1.32	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	26	2	13	75	94	29	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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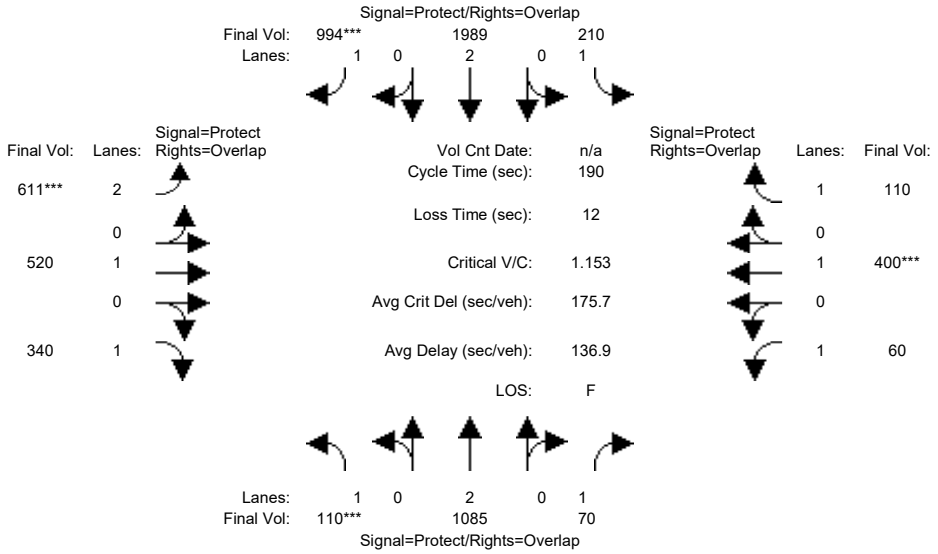
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	35	0	0	49	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1085	70	210	1989	994	611	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1085	70	210	1989	994	611	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1085	70	210	1989	994	611	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1085	70	210	1989	994	611	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.12	0.52	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.8	83.6	29.8	82.0	116.4	34.5	65.5	84.1	12.7	43.8	73.5
Volume/Cap:	0.64	0.77	0.09	0.77	1.21	1.32	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.4	28.4	104.8	189	236.3	141.1	66.9	39.7	95.7	99.9	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.4	28.4	104.8	189	236.3	141.1	66.9	39.7	95.7	99.9	41.0
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	27	2	13	79	95	29	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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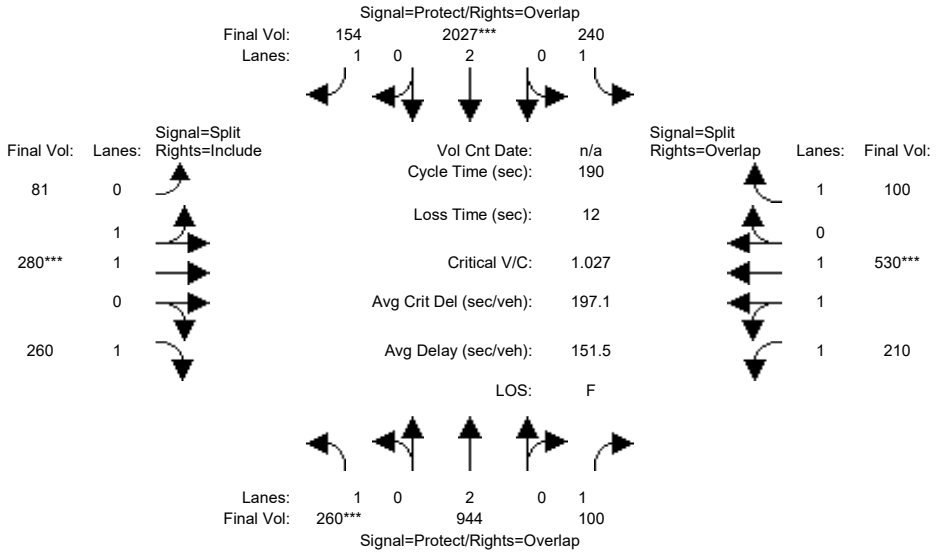
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	4	0	0	7	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	944	100	240	2027	154	81	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	944	100	240	2027	154	81	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	944	100	240	2027	154	81	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	944	100	240	2027	154	81	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	1.54	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	830	2869	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.06	0.14	0.53	0.09	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.68	0.09	1.02	1.44	0.15	0.49	0.49	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	24	3	16	96	4	10	10	17	12	16	4

Note: Queue reported is the number of cars per lane.

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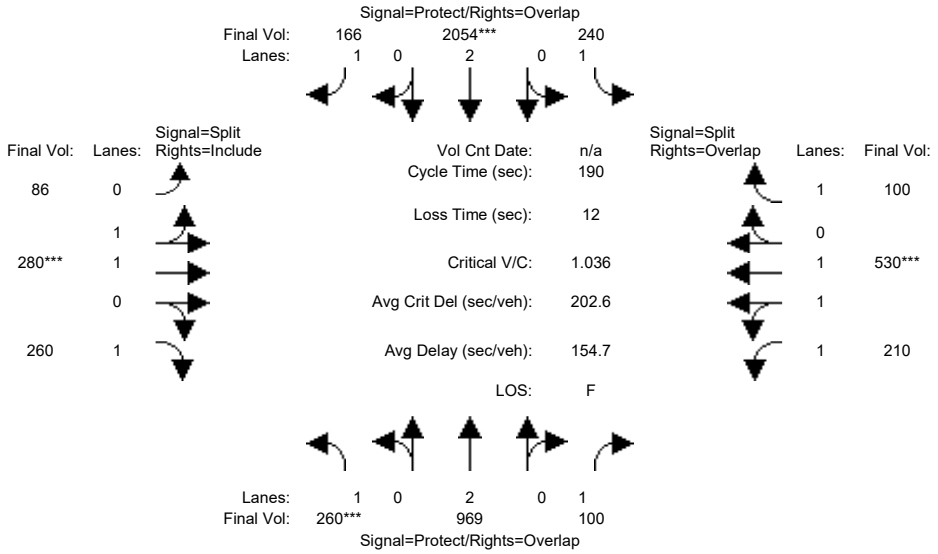
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	29	0	0	34	16	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	969	100	240	2054	166	86	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	969	100	240	2054	166	86	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	969	100	240	2054	166	86	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	969	100	240	2054	166	86	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.48	1.52	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	869	2830	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.06	0.14	0.54	0.09	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.70	0.09	1.02	1.46	0.17	0.50	0.50	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	56.2	16.5	150.4	273	20.8	72.6	72.6	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	56.2	16.5	150.4	273	20.8	72.6	72.6	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	25	3	16	98	5	10	10	17	12	16	4

Note: Queue reported is the number of cars per lane.

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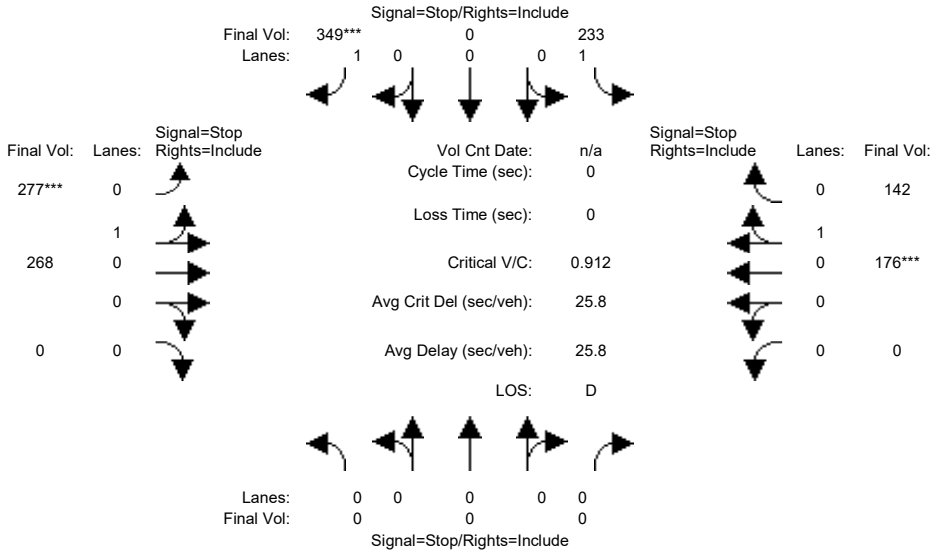
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	3	0	29	27	18	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	349	277	268	0	0	176	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	349	277	268	0	0	176	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	349	277	268	0	0	176	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	349	277	268	0	0	176	142
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	489	0	582	304	294	0	0	321	259
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.60	0.91	0.91	xxxx	xxxx	0.55	0.55
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
LOS by Move:	*	*	*	C	*	C	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.5			41.7			15.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			41.7			15.6		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	1.3	5.4	5.4	5.4	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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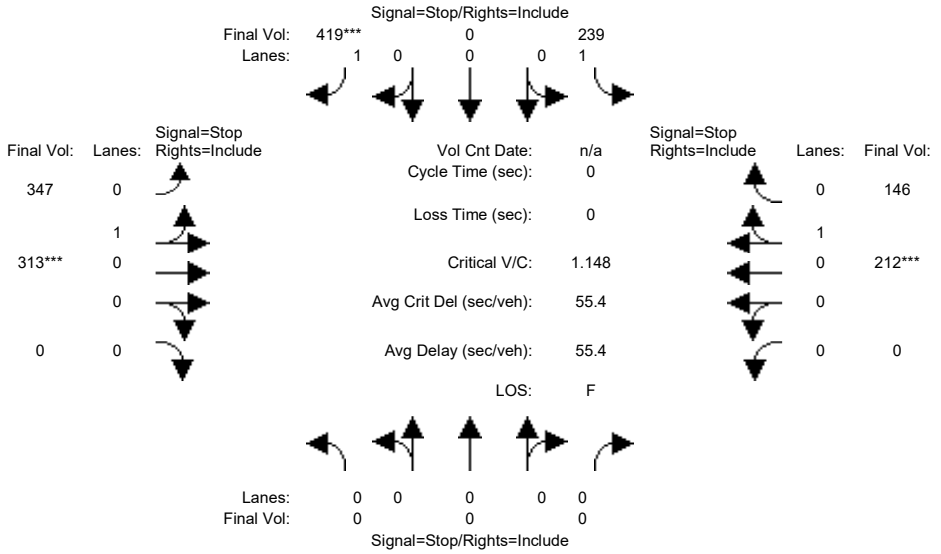
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	9	0	99	97	63	0	0	52	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	239	0	419	347	313	0	0	212	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	239	0	419	347	313	0	0	212	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	419	347	313	0	0	212	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	239	0	419	347	313	0	0	212	146
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.53	0.47	0.00	0.00	0.59	0.41
Final Sat.:	0	0	0	482	0	572	302	273	0	0	334	230
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.73	1.15	1.15	xxxx	xxxx	0.63	0.63
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	17.2	0.0	24.0	108.6	109	0.0	0.0	19.3	19.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.2	0.0	24.0	108.6	109	0.0	0.0	19.3	19.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx			21.5			108.6			19.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			21.5			108.6			19.3		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	2.4	15.9	15.9	15.9	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

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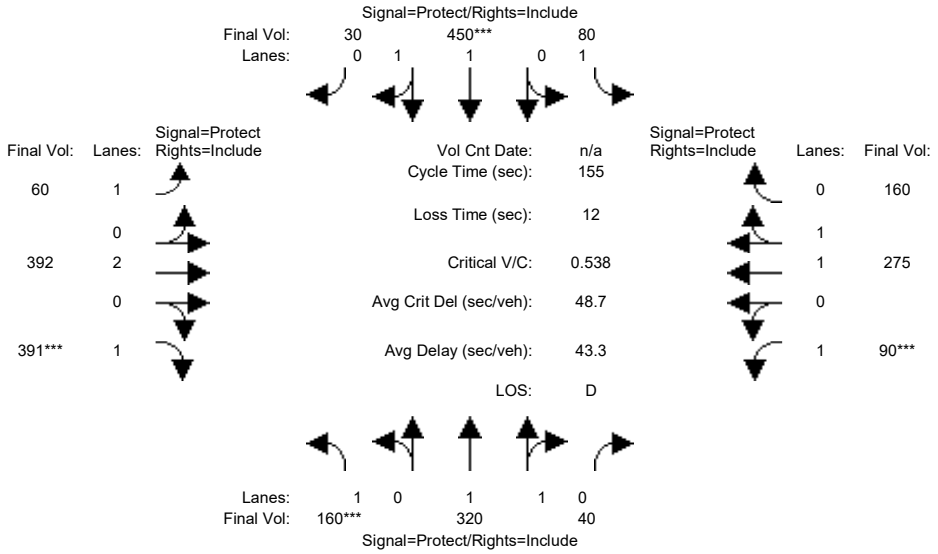
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	0	0	0	0	0	0	0	12	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	320	40	80	450	30	60	392	391	90	275	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	320	40	80	450	30	60	392	391	90	275	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	320	40	80	450	30	60	392	391	90	275	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	320	40	80	450	30	60	392	391	90	275	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1750	3289	411	1750	3469	231	1750	3800	1750	1750	2338	1360
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.13	0.13	0.03	0.10	0.22	0.05	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	26.4	43.4	43.4	20.4	37.4	37.4	22.0	64.4	64.4	14.8	57.3	57.3
Volume/Cap:	0.54	0.35	0.35	0.35	0.54	0.54	0.24	0.25	0.54	0.54	0.32	0.32
Delay/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
LOS by Move:	E	D	D	E	D-	D-	E+	C	C-	E	D+	D+
HCM2kAvgQ:	7	7	7	4	10	10	3	6	15	4	7	7

Note: Queue reported is the number of cars per lane.

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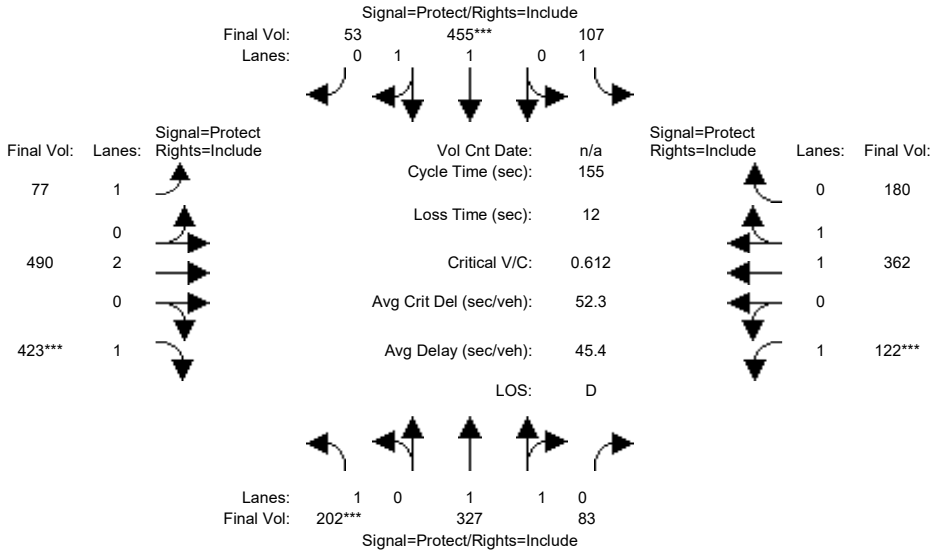
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	42	7	43	27	5	23	17	110	33	32	92	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	327	83	107	455	53	77	490	423	122	362	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	327	83	107	455	53	77	490	423	122	362	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	327	83	107	455	53	77	490	423	122	362	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	327	83	107	455	53	77	490	423	122	362	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.58	0.42	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	1750	2950	749	1750	3314	386	1750	3800	1750	1750	2470	1228
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.06	0.14	0.14	0.04	0.13	0.24	0.07	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	29.3	41.3	41.3	22.8	34.8	34.8	18.6	61.3	61.3	17.7	60.3	60.3
Volume/Cap:	0.61	0.42	0.42	0.42	0.61	0.61	0.37	0.33	0.61	0.61	0.38	0.38
Delay/Veh:	61.0	47.2	47.2	61.2	55.4	55.4	63.9	32.7	39.0	70.9	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	47.2	47.2	61.2	55.4	55.4	63.9	32.7	39.0	70.9	34.0	34.0
LOS by Move:	E	D	D	E	E+	E+	E	C-	D+	E	C-	C-
HCM2kAvgQ:	9	8	8	5	11	11	4	8	17	6	9	9

Note: Queue reported is the number of cars per lane.

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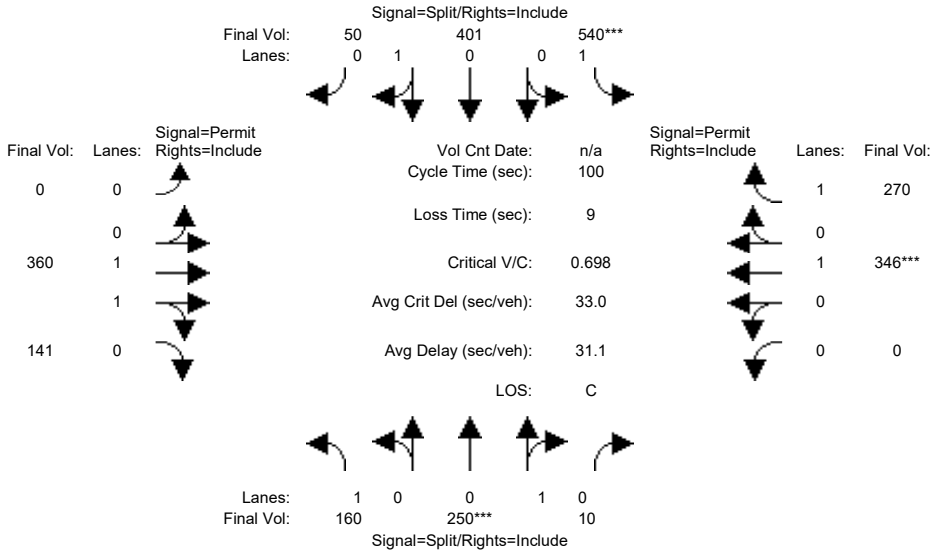
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	0	0	0	0	1	0	0	20	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	250	10	540	401	50	0	360	141	0	346	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	250	10	540	401	50	0	360	141	0	346	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	250	10	540	401	50	0	360	141	0	346	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	250	10	540	401	50	0	360	141	0	346	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.42	0.58	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1600	200	0	2658	1041	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.31	0.25	0.25	0.00	0.14	0.14	0.00	0.18	0.15
Crit Moves:		****		****							****	
Green Time:	20.7	20.7	20.7	44.2	44.2	44.2	0.0	26.1	26.1	0.0	26.1	26.1
Volume/Cap:	0.44	0.70	0.70	0.70	0.57	0.57	0.00	0.52	0.52	0.00	0.70	0.59
Delay/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
LOS by Move:	D+	D	D	C	C+	C+	A	C-	C-	A	D+	C-
HCM2kAvgQ:	5	8	8	14	11	11	0	7	7	0	10	8

Note: Queue reported is the number of cars per lane.

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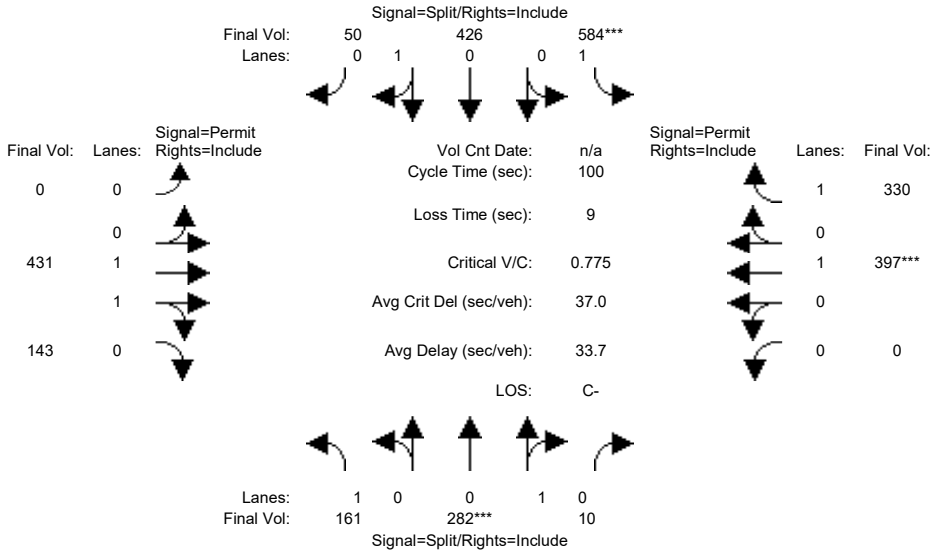
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	1	32	0	44	26	0	0	91	3	0	57	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	282	10	584	426	50	0	431	143	0	397	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	282	10	584	426	50	0	431	143	0	397	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	282	10	584	426	50	0	431	143	0	397	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	282	10	584	426	50	0	431	143	0	397	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.97	0.03	1.00	0.89	0.11	0.00	1.49	0.51	0.00	1.00	1.00
Final Sat.:	1750	1738	62	1750	1611	189	0	2778	922	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.33	0.26	0.26	0.00	0.16	0.16	0.00	0.21	0.19
Crit Moves:		****		****							****	
Green Time:	20.9	20.9	20.9	43.1	43.1	43.1	0.0	27.0	27.0	0.0	27.0	27.0
Volume/Cap:	0.44	0.77	0.77	0.77	0.61	0.61	0.00	0.58	0.58	0.00	0.77	0.70
Delay/Veh:	35.3	47.0	47.0	29.3	23.5	23.5	0.0	32.4	32.4	0.0	41.0	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	47.0	47.0	29.3	23.5	23.5	0.0	32.4	32.4	0.0	41.0	37.5
LOS by Move:	D+	D	D	C	C	C	A	C-	C-	A	D	D+
HCM2kAvgQ:	5	9	9	17	12	12	0	8	8	0	12	10

Note: Queue reported is the number of cars per lane.

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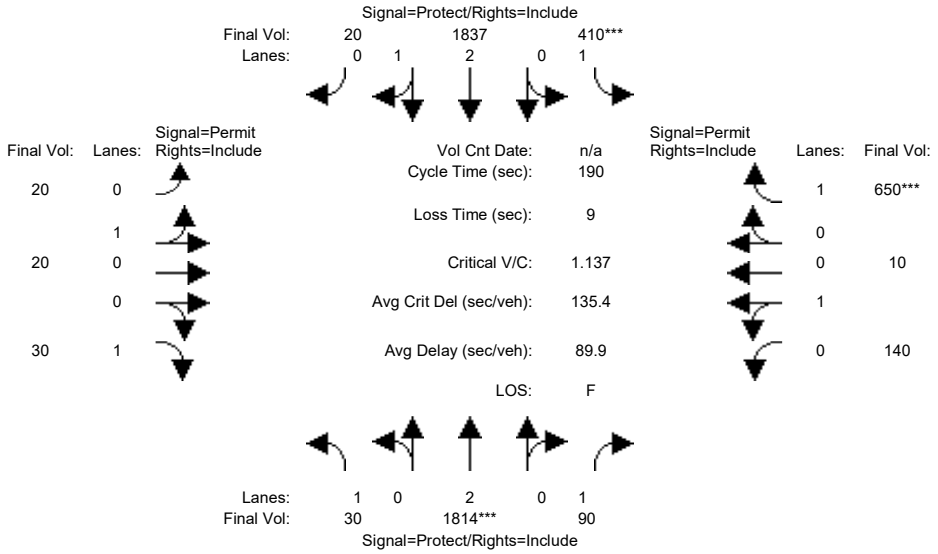
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	14	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1814	90	410	1837	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1814	90	410	1837	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5540	60	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.23	0.33	0.33	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.9	79.8	79.8	39.2	107	107.0	62.1	62.1	62.1	62.1	62.1	62.1
Volume/Cap:	0.27	1.14	0.12	1.14	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.14
Delay/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	63	3	35	23	23	2	2	1	6	6	53

Note: Queue reported is the number of cars per lane.

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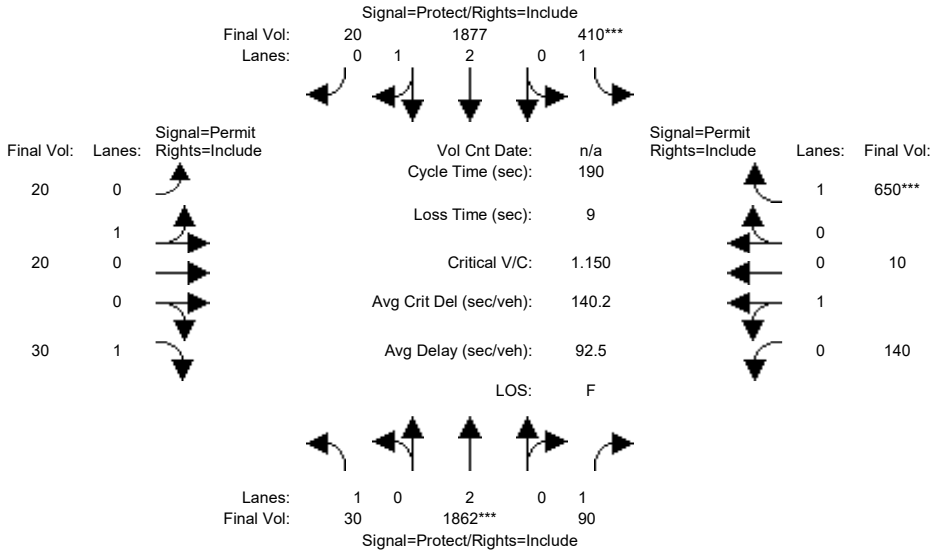
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	62	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1862	90	410	1877	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1862	90	410	1877	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1862	90	410	1877	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1862	90	410	1877	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.05	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.7	80.9	80.9	38.7	108	107.9	61.4	61.4	61.4	61.4	61.4	61.4
Volume/Cap:	0.28	1.15	0.12	1.15	0.60	0.60	0.07	0.07	0.05	0.26	0.26	1.15
Delay/Veh:	86.5	130	33.1	170.7	27.1	27.1	44.6	44.6	44.3	47.7	47.7	150.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	130	33.1	170.7	27.1	27.1	44.6	44.6	44.3	47.7	47.7	150.9
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	65	3	35	24	24	2	2	1	7	7	54

Note: Queue reported is the number of cars per lane.

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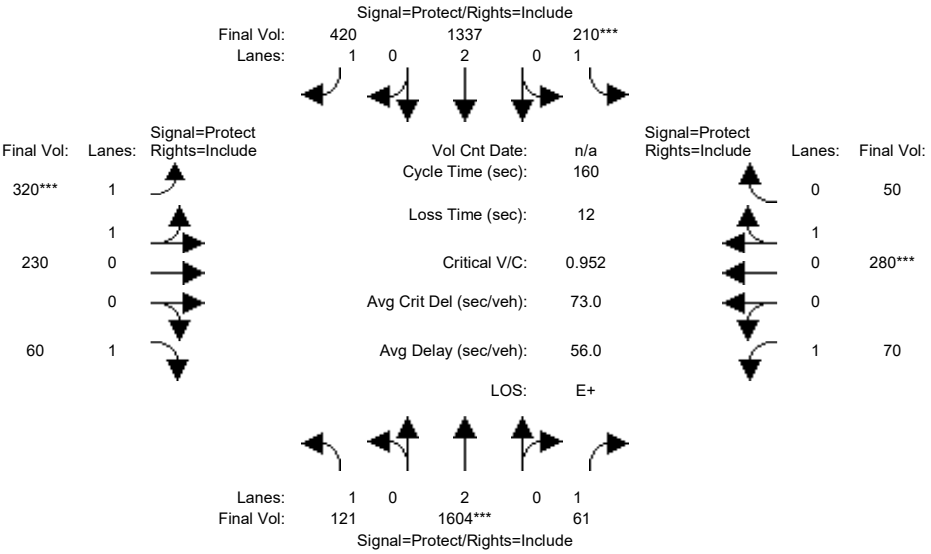
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	1	14	1	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1604	61	210	1337	420	320	230	60	70	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1604	61	210	1337	420	320	230	60	70	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.03	0.12	0.35	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	15.0	71.0	71.0	20.2	76.2	76.2	26.0	44.3	44.3	12.5	30.8	30.8
Volume/Cap:	0.74	0.95	0.08	0.95	0.74	0.50	0.95	0.56	0.12	0.51	0.95	0.95
Delay/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	40	2	12	26	15	18	12	2	4	21	21

Note: Queue reported is the number of cars per lane.

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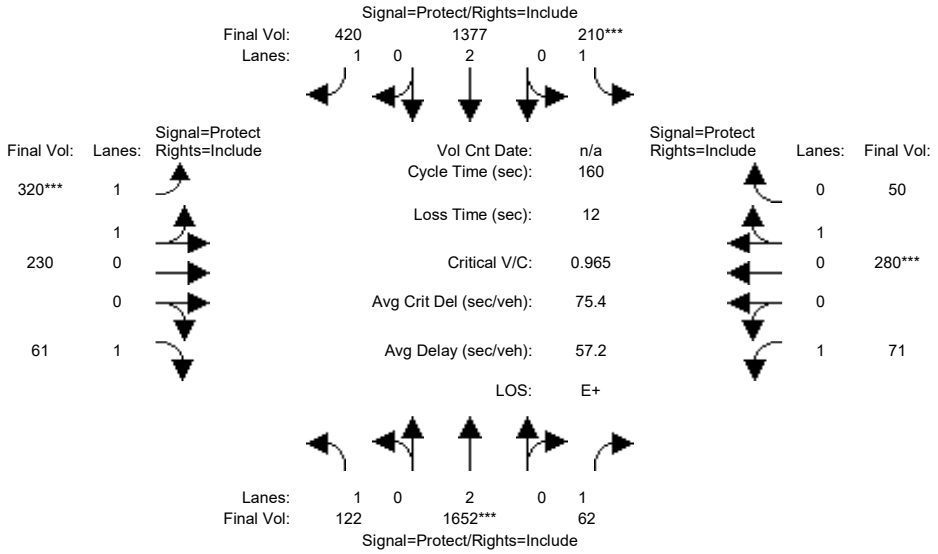
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	2	62	2	0	47	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1652	62	210	1377	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1652	62	210	1377	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1652	62	210	1377	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1652	62	210	1377	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.04	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	14.8	72.0	72.0	19.9	77.1	77.1	25.7	43.7	43.7	12.3	30.4	30.4
Volume/Cap:	0.75	0.97	0.08	0.97	0.75	0.50	0.97	0.57	0.13	0.53	0.97	0.97
Delay/Veh:	88.6	57.2	25.1	120.7	35.5	28.7	95.8	50.8	43.9	74.8	104	103.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	57.2	25.1	120.7	35.5	28.7	95.8	50.8	43.9	74.8	104	103.6
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	41	2	13	27	15	18	13	2	4	21	21

Note: Queue reported is the number of cars per lane.

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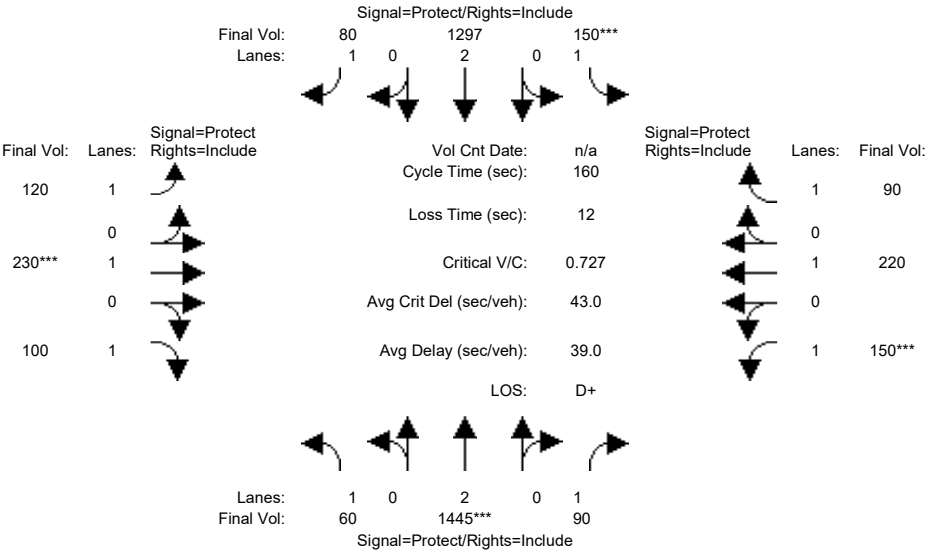
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1445	90	150	1297	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1445	90	150	1297	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.05	0.09	0.34	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.6	83.7	83.7	18.9	90.9	90.9	16.9	26.6	26.6	18.9	28.6	28.6
Volume/Cap:	0.47	0.73	0.10	0.73	0.60	0.08	0.65	0.73	0.34	0.73	0.65	0.29
Delay/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
LOS by Move:	E	C	B-	F	C	B	E-	E	E+	F	E	E+
HCM2kAvgQ:	3	26	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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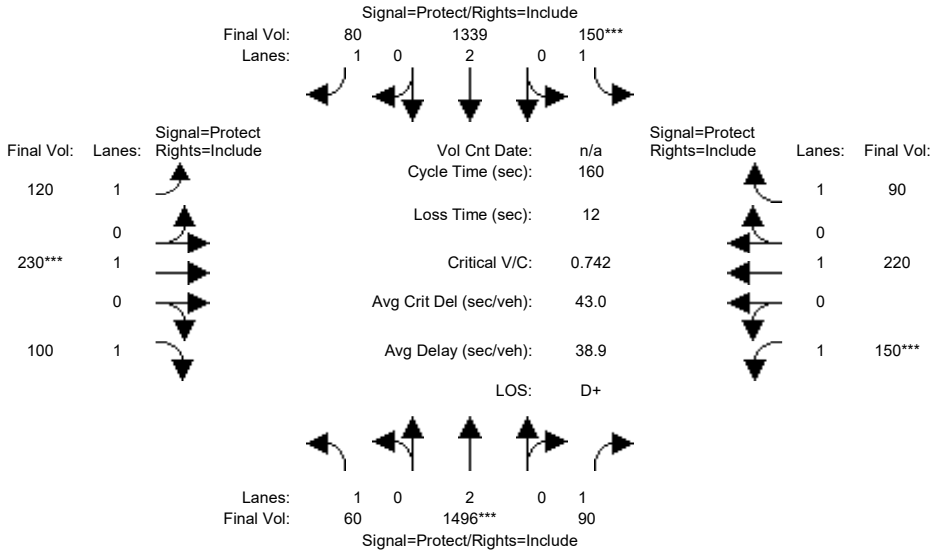
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	66	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1496	90	150	1339	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1496	90	150	1339	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1496	90	150	1339	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1496	90	150	1339	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.09	0.35	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.4	84.9	84.9	18.5	92.0	92.0	16.6	26.1	26.1	18.5	28.0	28.0
Volume/Cap:	0.48	0.74	0.10	0.74	0.61	0.08	0.66	0.74	0.35	0.74	0.66	0.29
Delay/Veh:	74.3	30.6	18.6	82.1	22.8	15.2	77.8	73.0	60.2	82.1	66.5	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	30.6	18.6	82.1	22.8	15.2	77.8	73.0	60.2	82.1	66.5	57.9
LOS by Move:	E	C	B-	F	C+	B	E-	E	E	F	E	E+
HCM2kAvgQ:	3	27	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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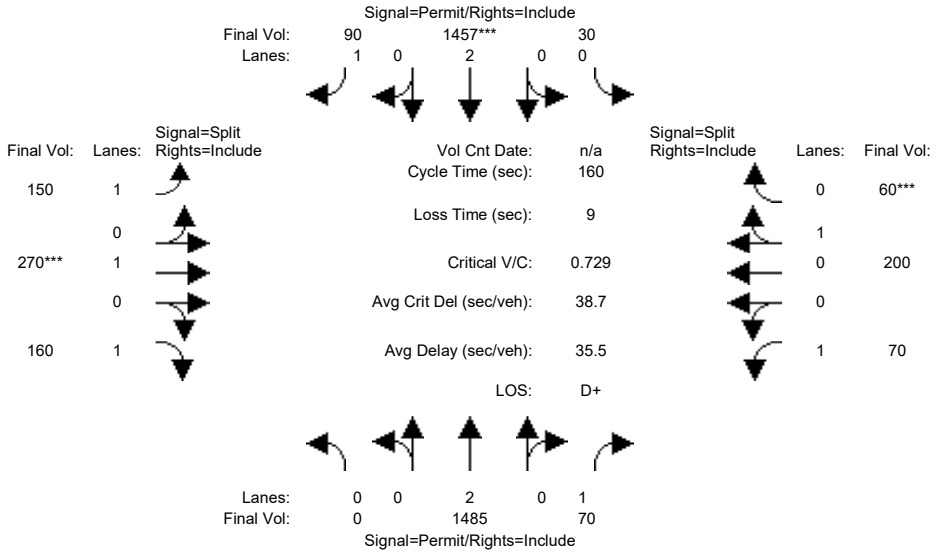
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1485	70	30	1457	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1485	70	30	1457	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	75	3625	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.40	0.40	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	88.1	88.1	88.1	88.1	88.1	31.2	31.2	31.2	31.7	31.7	31.7
Volume/Cap:	0.00	0.71	0.07	0.73	0.73	0.09	0.44	0.73	0.47	0.20	0.73	0.73
Delay/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	25	2	27	27	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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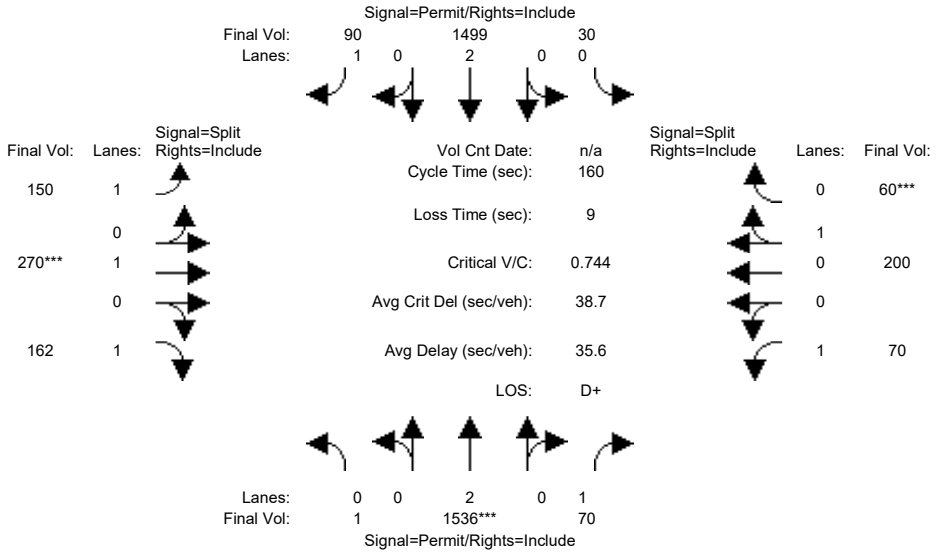
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	1	66	0	0	49	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1536	70	30	1499	90	150	270	162	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1536	70	30	1499	90	150	270	162	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1536	70	30	1499	90	150	270	162	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1536	70	30	1499	90	150	270	162	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	2	3698	1750	73	3627	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.04	0.41	0.41	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:		****						****				****
Green Time:	89.4	89.4	89.4	89.4	89.4	89.4	30.6	30.6	30.6	31.1	31.1	31.1
Volume/Cap:	0.74	0.74	0.07	0.74	0.74	0.09	0.45	0.74	0.48	0.21	0.74	0.74
Delay/Veh:	28.2	28.2	16.3	28.0	28.0	16.5	58.2	69.1	58.8	54.4	69.1	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	16.3	28.0	28.0	16.5	58.2	69.1	58.8	54.4	69.1	69.1
LOS by Move:	C	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	27	27	2	28	28	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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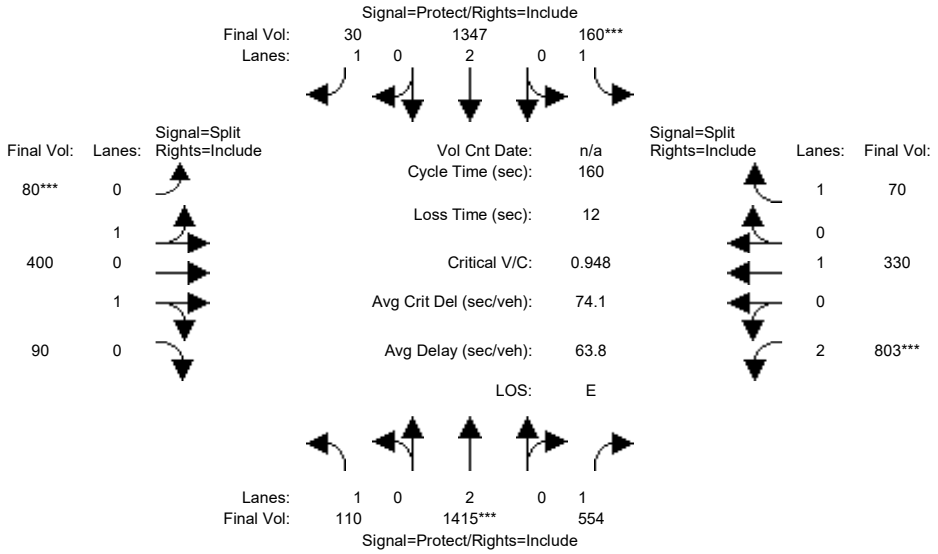
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	15	4	0	7	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1415	554	160	1347	30	80	400	90	803	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1415	554	160	1347	30	80	400	90	803	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.32	0.09	0.35	0.02	0.16	0.16	0.16	0.25	0.17	0.04
Crit Moves:		****			****			****			****	
Green Time:	11.8	62.8	62.8	15.4	66.5	66.5	26.7	26.7	26.7	43.0	43.0	43.0
Volume/Cap:	0.85	0.95	0.81	0.95	0.85	0.04	0.95	0.95	0.95	0.95	0.65	0.15
Delay/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
LOS by Move:	F	E	D	F	D	C	F	F	F	E-	D-	D
HCM2kAvgQ:	6	36	26	9	30	1	18	18	18	26	14	3

Note: Queue reported is the number of cars per lane.

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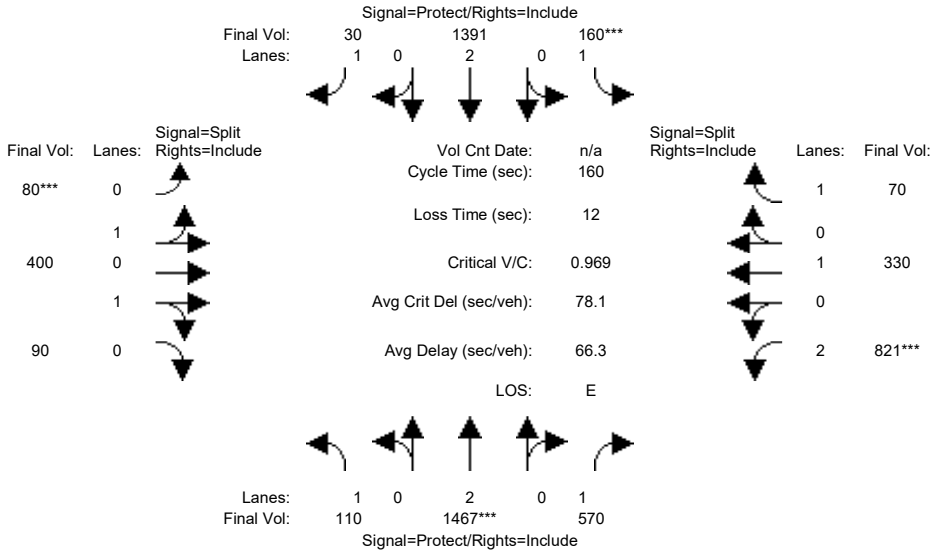
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	67	20	0	51	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1467	570	160	1391	30	80	400	90	821	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1467	570	160	1391	30	80	400	90	821	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1467	570	160	1391	30	80	400	90	821	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1467	570	160	1391	30	80	400	90	821	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.33	0.09	0.37	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:		****			****			****			****	
Green Time:	11.6	63.7	63.7	15.1	67.3	67.3	26.1	26.1	26.1	43.0	43.0	43.0
Volume/Cap:	0.87	0.97	0.82	0.97	0.87	0.04	0.97	0.97	0.97	0.97	0.65	0.15
Delay/Veh:	117.0	63.5	50.5	132.9	47.9	27.4	95.9	95.9	95.9	81.4	54.6	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.0	63.5	50.5	132.9	47.9	27.4	95.9	95.9	95.9	81.4	54.6	44.7
LOS by Move:	F	E	D	F	D	C	F	F	F	F	D-	D
HCM2kAvgQ:	6	39	27	9	31	1	19	19	19	27	14	3

Note: Queue reported is the number of cars per lane.

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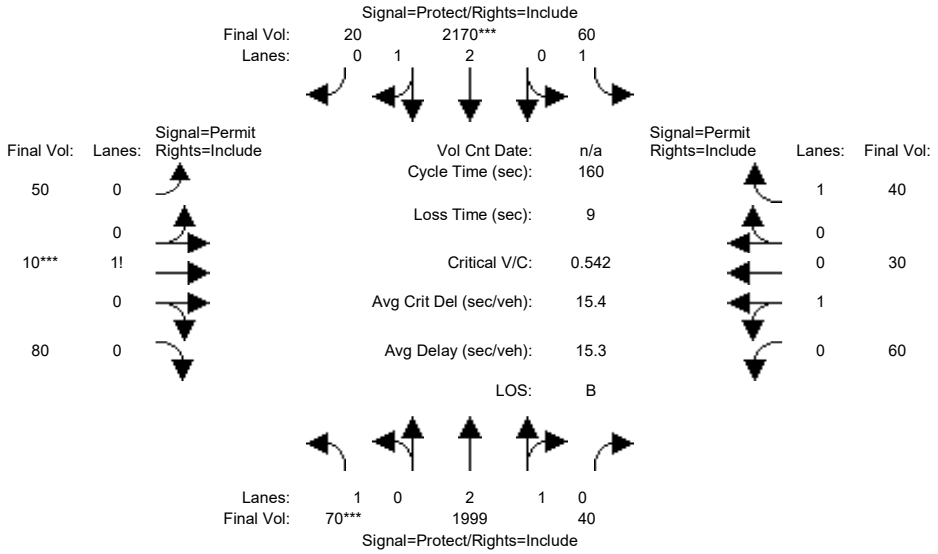
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1999	40	60	2170	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1999	40	60	2170	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5490	110	1750	5549	51	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.03	0.39	0.39	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.8	114	113.7	13.7	116	115.5	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.54	0.51	0.51	0.40	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.15
Delay/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E+
HCM2kAvgQ:	4	15	15	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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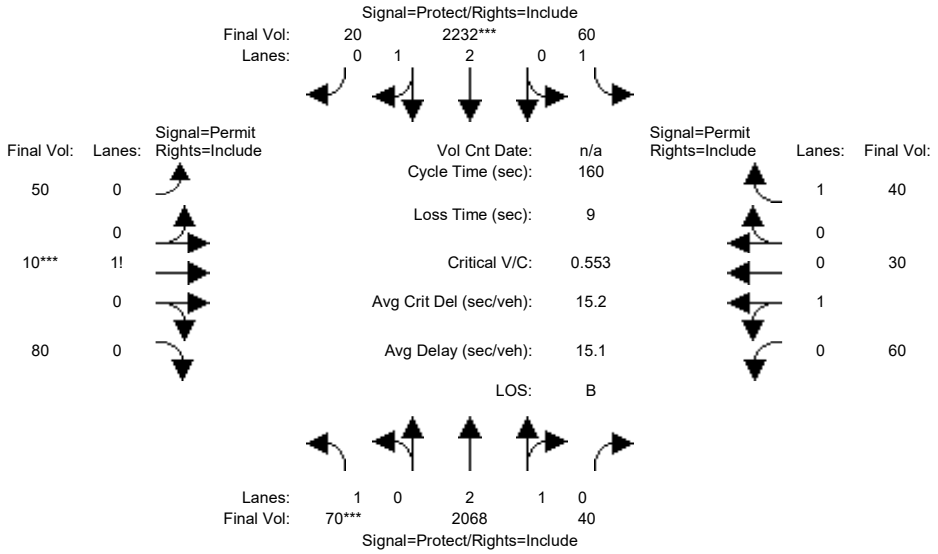
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	88	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2068	40	60	2232	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2068	40	60	2232	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2068	40	60	2232	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2068	40	60	2232	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5494	106	1750	5550	50	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.40	0.40	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.6	115	114.6	13.3	116	116.3	23.1	23.1	23.1	23.1	23.1	23.1
Volume/Cap:	0.55	0.53	0.53	0.41	0.55	0.55	0.55	0.55	0.55	0.35	0.35	0.16
Delay/Veh:	77.0	10.5	10.5	71.5	10.2	10.2	66.3	66.3	66.3	62.4	62.4	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	10.5	10.5	71.5	10.2	10.2	66.3	66.3	66.3	62.4	62.4	60.2
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	16	16	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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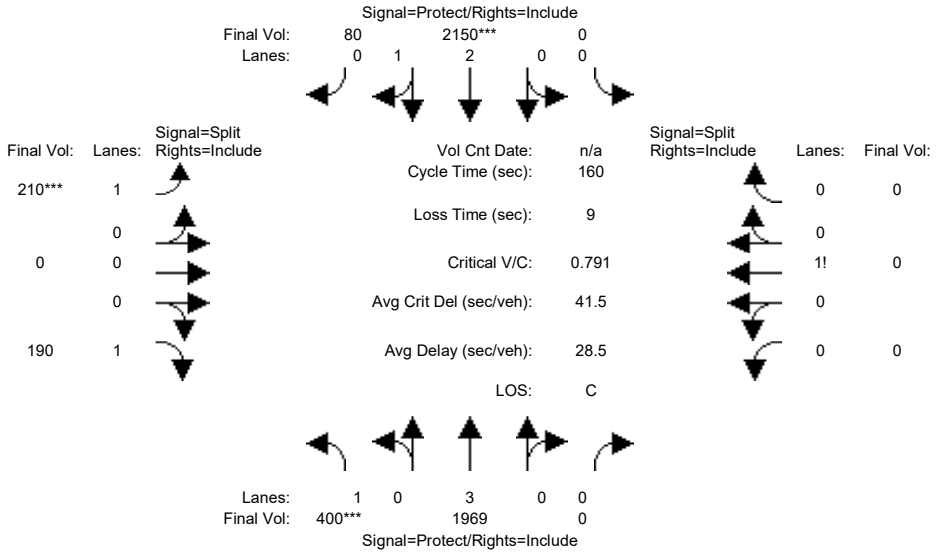
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1969	0	0	2150	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1969	0	0	2150	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5399	201	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.00	0.00	0.40	0.40	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	46.2	127	0.0	0.0	80.5	80.5	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	0.79	0.44	0.00	0.00	0.79	0.79	0.79	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	10	0	0	30	30	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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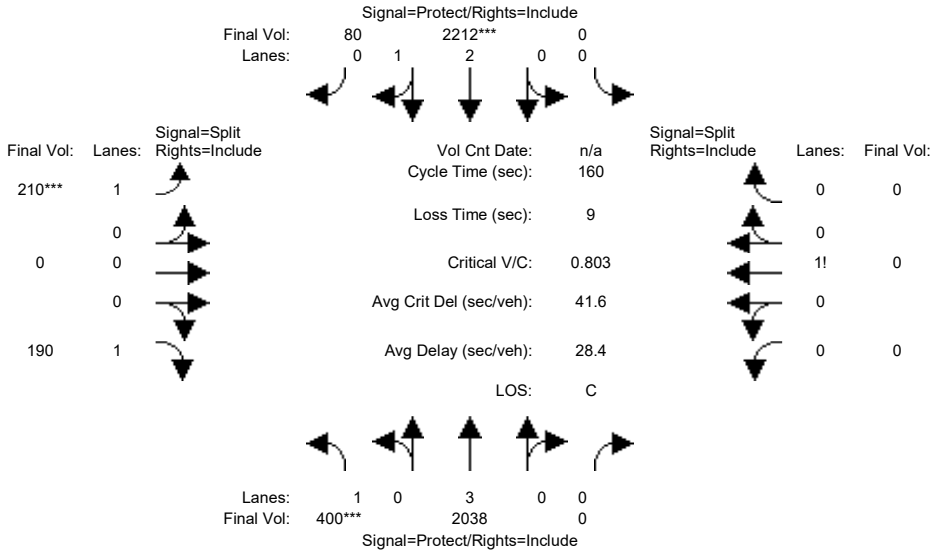
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	88	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2038	0	0	2212	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2038	0	0	2212	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2038	0	0	2212	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	2038	0	0	2212	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5404	195	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.00	0.00	0.41	0.41	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	45.5	127	0.0	0.0	81.6	81.6	23.9	0.0	23.9	0.0	0.0	0.0
Volume/Cap:	0.80	0.45	0.00	0.00	0.80	0.80	0.80	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	62.2	5.3	0.0	0.0	34.3	34.3	82.0	0.0	74.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	5.3	0.0	0.0	34.3	34.3	82.0	0.0	74.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	11	0	0	32	32	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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2035 PM Full-Offset Alternative

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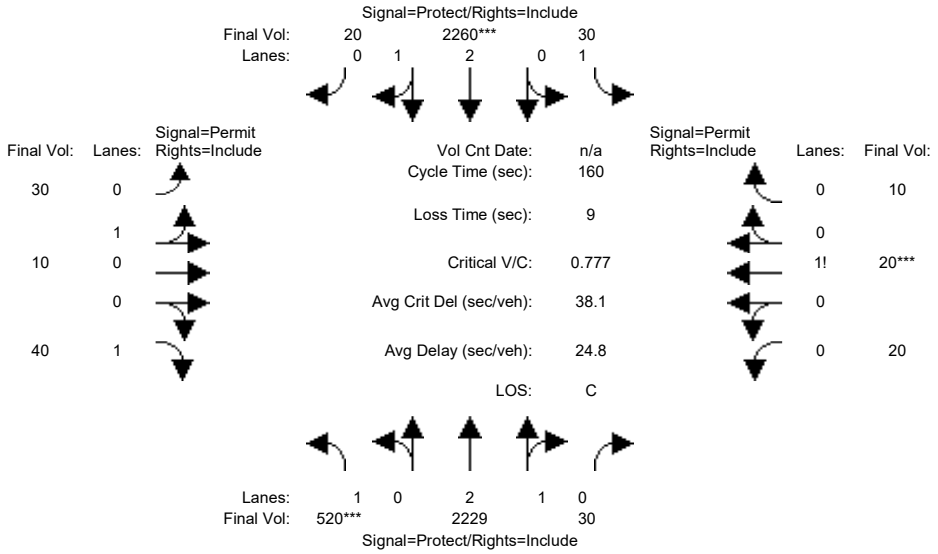
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2229	30	30	2260	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2229	30	30	2260	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5551	49	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.40	0.40	0.02	0.41	0.41	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	59.5	127	127.2	13.8	81.5	81.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.51	0.51	0.20	0.80	0.80	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	12	12	1	30	30	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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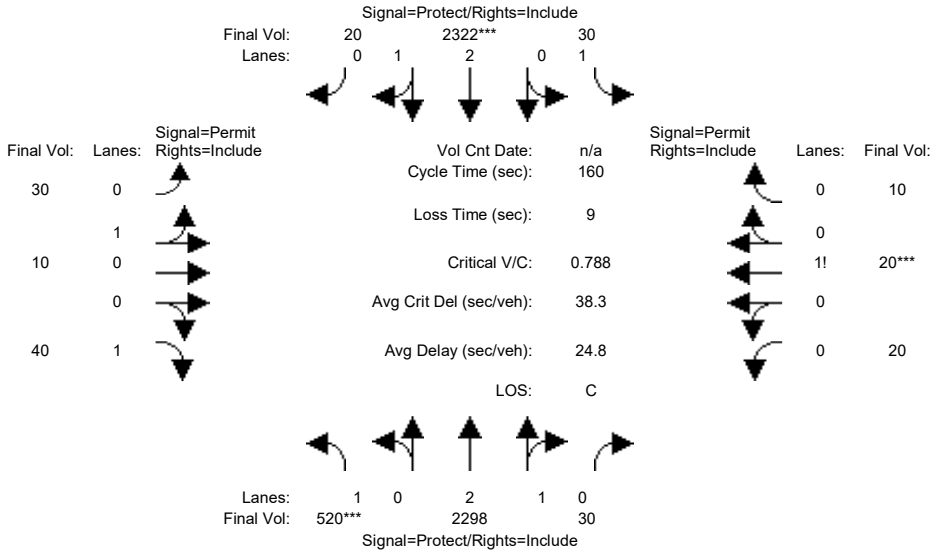
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	88	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2298	30	30	2322	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2298	30	30	2322	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2298	30	30	2322	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2298	30	30	2322	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5528	72	1750	5552	48	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.42	0.02	0.42	0.42	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	58.6	128	127.6	13.4	82.4	82.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.52	0.52	0.20	0.81	0.81	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	53.5	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	13	13	1	31	31	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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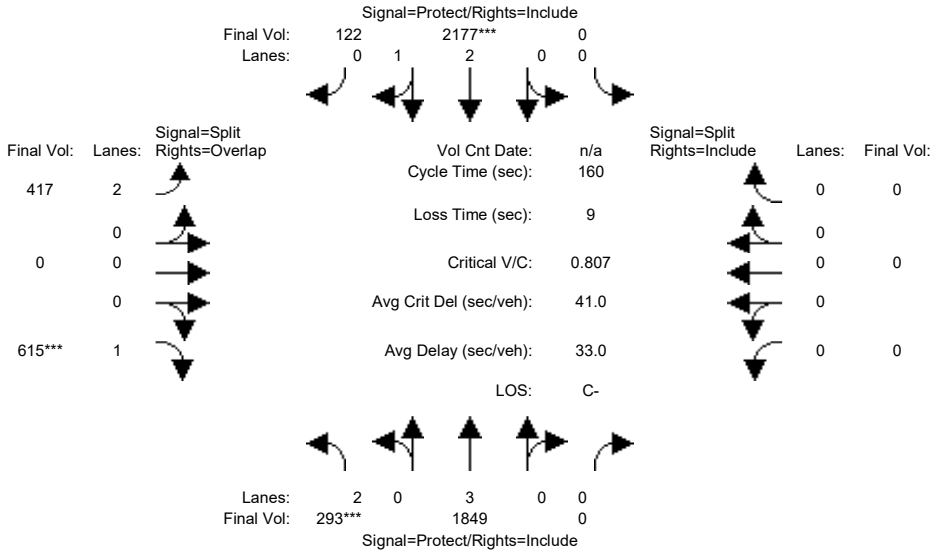
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	3	9	0	0	7	2	7	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1849	0	0	2177	122	417	0	615	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1849	0	0	2177	122	417	0	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5302	297	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.00	0.41	0.41	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.4	99.8	0.0	0.0	81.4	81.4	51.2	0.0	69.6	0.0	0.0	0.0
Volume/Cap:	0.81	0.52	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	C-	D	A	D	A	A	A
HCM2kAvgQ:	8	16	0	0	31	31	9	0	29	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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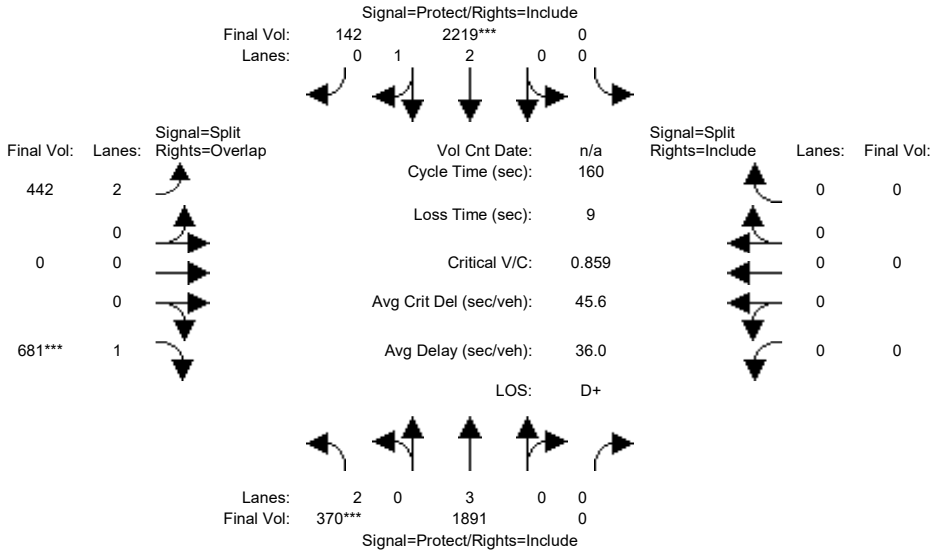
Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	80	51	0	0	49	22	32	0	71	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1891	0	0	2219	142	442	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1891	0	0	2219	142	442	0	681	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1891	0	0	2219	142	442	0	681	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1891	0	0	2219	142	442	0	681	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.81	0.19	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5263	337	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.00	0.00	0.42	0.42	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.9	100	0.0	0.0	78.5	78.5	50.6	0.0	72.5	0.0	0.0	0.0
Volume/Cap:	0.86	0.53	0.00	0.00	0.86	0.86	0.44	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	83.4	16.8	0.0	0.0	38.8	38.8	43.8	0.0	48.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	16.8	0.0	0.0	38.8	38.8	43.8	0.0	48.5	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	D+	D	A	D	A	A	A
HCM2kAvgQ:	11	16	0	0	34	34	10	0	34	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2035 PM Full-Offset Alternative

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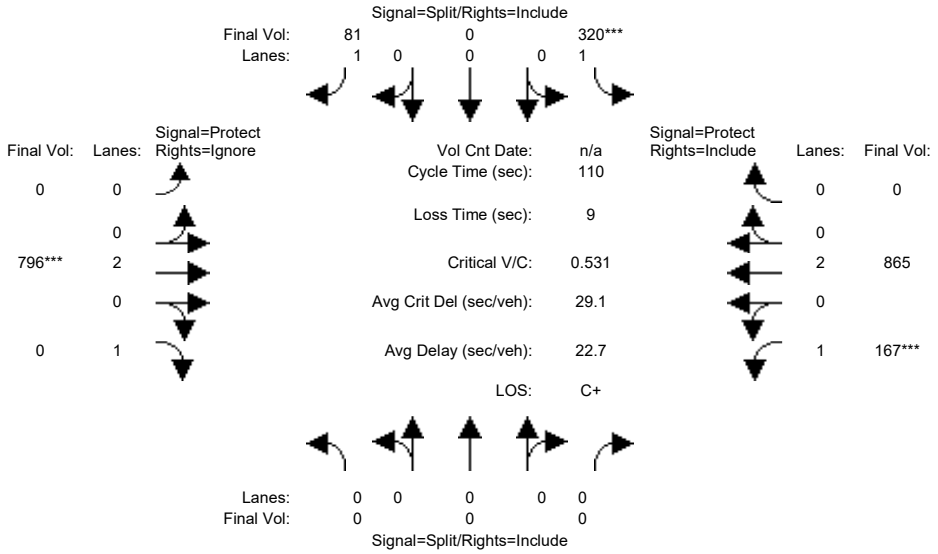
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	0	0	1	0	16	4	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	81	0	796	274	167	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	81	0	796	0	167	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	81	0	796	0	167	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	81	0	796	0	167	865	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.21	0.00	0.10	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	43.4	0.0	19.8	63.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.13	0.00	0.53	0.00	0.53	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	10	0	5	8	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

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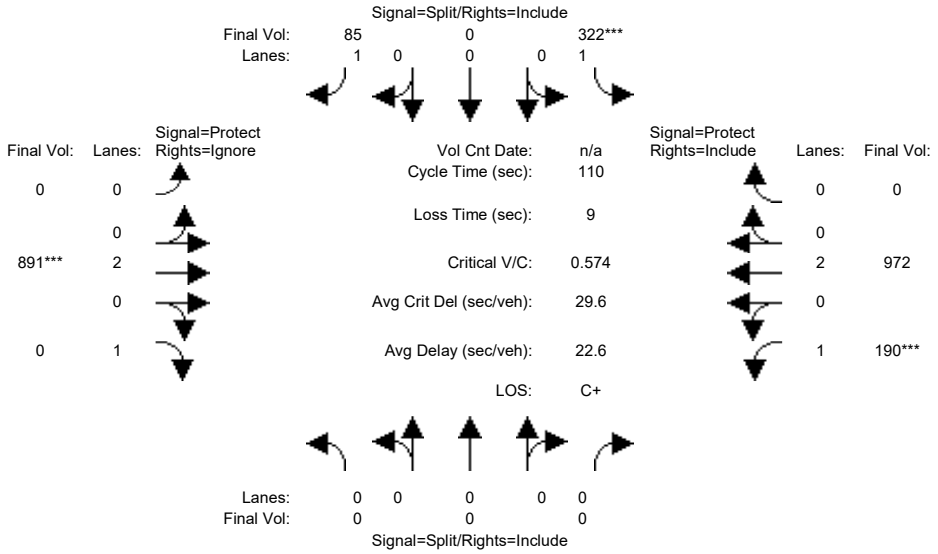
2035 with Full-Offset PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	2	0	5	0	111	24	30	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	85	0	891	294	190	972	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	322	0	85	0	891	0	190	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	85	0	891	0	190	972	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	85	0	891	0	190	972	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.23	0.00	0.11	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.3	0.0	35.3	0.0	44.9	0.0	20.8	65.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.15	0.00	0.57	0.00	0.57	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	26.8	0.0	25.7	0.0	43.0	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	26.8	0.0	25.7	0.0	43.0	12.1	0.0
LOS by Move:	A	A	A	C-	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	11	0	6	8	0

Note: Queue reported is the number of cars per lane.

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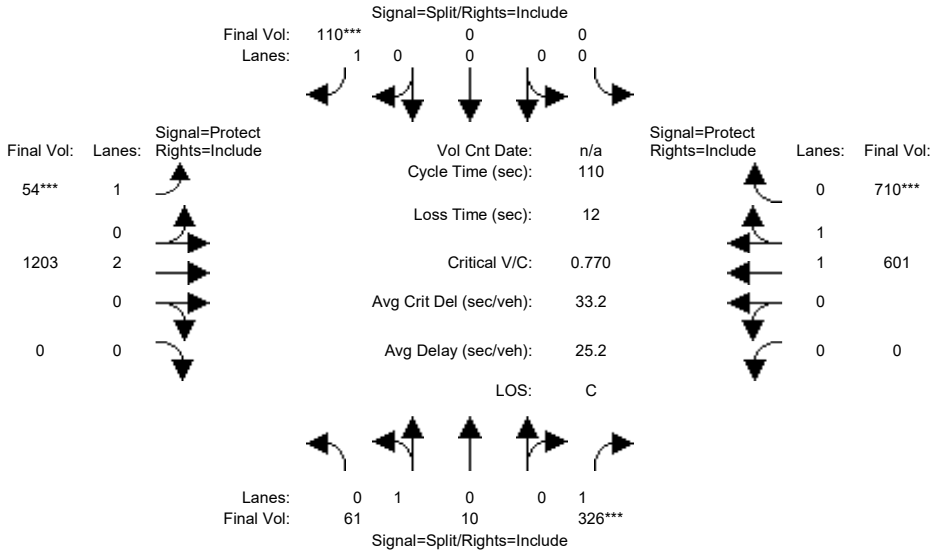
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	1	0	6	0	0	0	4	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	10	326	0	0	110	54	1203	0	0	601	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	10	326	0	0	110	54	1203	0	0	601	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	10	326	0	0	110	54	1203	0	0	601	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	10	326	0	0	110	54	1203	0	0	601	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1546	254	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.19	0.00	0.00	0.06	0.03	0.32	0.00	0.00	0.32	0.41
Crit Moves:			****			****	****					****
Green Time:	25.5	25.5	25.5	0.0	0.0	10.0	7.0	62.5	0.0	0.0	55.5	55.5
Volume/Cap:	0.17	0.17	0.80	0.00	0.00	0.69	0.48	0.56	0.00	0.00	0.63	0.80
Delay/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
LOS by Move:	C-	C-	D	A	A	E	D-	B	A	A	C+	C
HCM2kAvgQ:	2	2	13	0	0	5	2	12	0	0	14	22

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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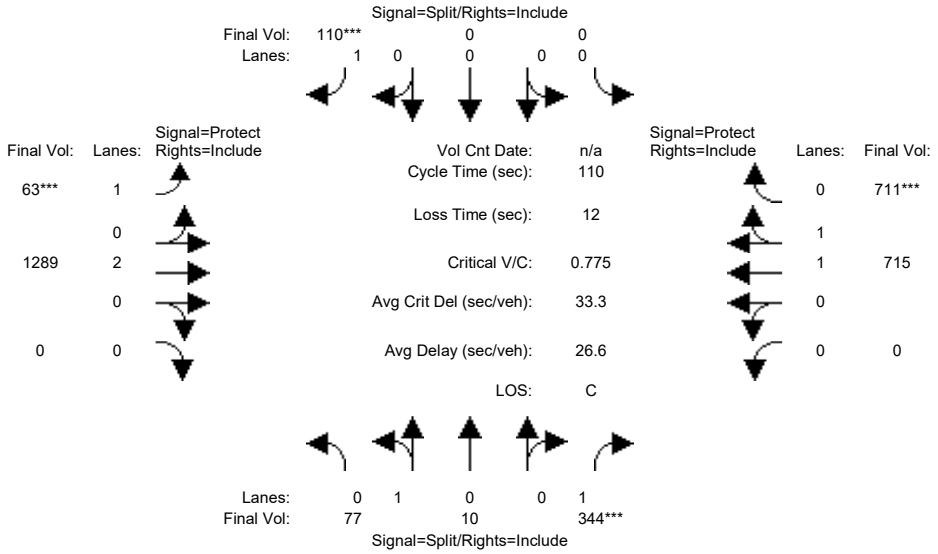
Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	17	0	24	0	0	0	13	99	0	0	125	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	10	344	0	0	110	63	1289	0	0	715	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	10	344	0	0	110	63	1289	0	0	715	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	10	344	0	0	110	63	1289	0	0	715	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	10	344	0	0	110	63	1289	0	0	715	711
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1593	207	1750	0	0	1750	1750	3800	0	0	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.20	0.00	0.00	0.06	0.04	0.34	0.00	0.00	0.38	0.40
Crit Moves:			****			****	****					****
Green Time:	26.9	26.9	26.9	0.0	0.0	10.0	7.0	61.1	0.0	0.0	54.1	54.1
Volume/Cap:	0.20	0.20	0.80	0.00	0.00	0.69	0.57	0.61	0.00	0.00	0.77	0.80
Delay/Veh:	33.2	33.2	49.6	0.0	0.0	60.8	56.6	17.0	0.0	0.0	24.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	49.6	0.0	0.0	60.8	56.6	17.0	0.0	0.0	24.7	26.2
LOS by Move:	C-	C-	D	A	A	E	E+	B	A	A	C	C
HCM2kAvgQ:	2	2	14	0	0	5	2	14	0	0	20	22

Note: Queue reported is the number of cars per lane.

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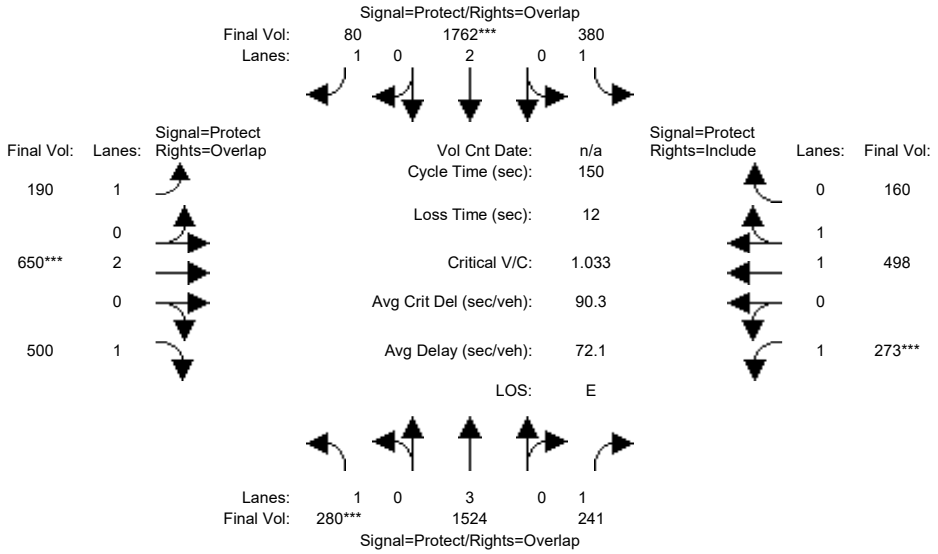
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	0	14	11	0	22	0	0	20	0	13	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1524	241	380	1762	80	190	650	500	273	498	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1524	241	380	1762	80	190	650	500	273	498	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.14	0.22	0.46	0.05	0.11	0.17	0.29	0.16	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	23.2	50.0	72.6	40.6	67.3	85.3	18.0	24.8	48.1	22.6	29.5	29.5
Volume/Cap:	1.03	0.80	0.28	0.80	1.03	0.08	0.91	1.03	0.89	1.03	0.91	0.91
Delay/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
LOS by Move:	F	D	C	E	E	B	F	F	E	F	E	E
HCM2kAvgQ:	17	21	7	17	45	2	11	19	25	17	16	16

Note: Queue reported is the number of cars per lane.

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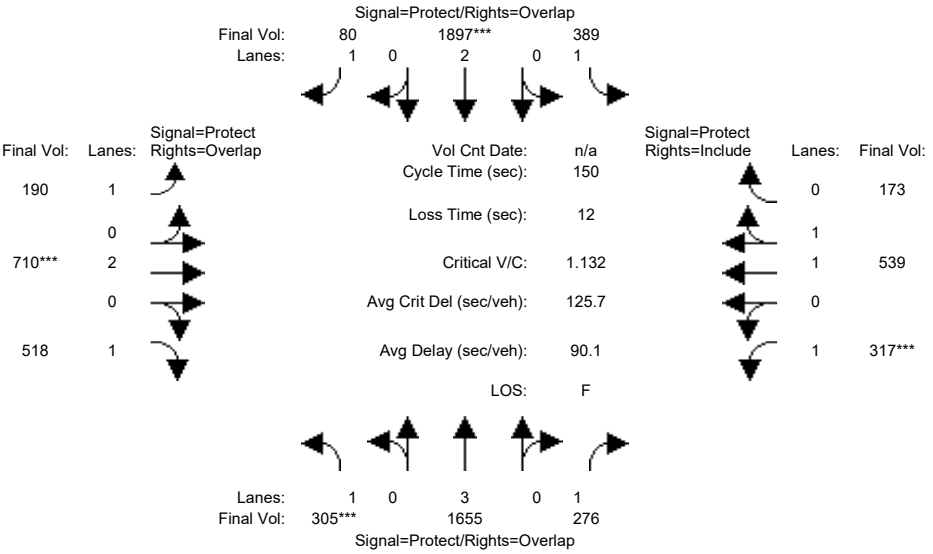
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	25	145	46	9	157	0	0	80	18	57	49	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1655	276	389	1897	80	190	710	518	317	539	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1655	276	389	1897	80	190	710	518	317	539	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1655	276	389	1897	80	190	710	518	317	539	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1655	276	389	1897	80	190	710	518	317	539	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.16	0.22	0.50	0.05	0.11	0.19	0.30	0.18	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	23.1	50.5	74.5	38.7	66.1	83.7	17.6	24.8	47.9	24.0	31.2	31.2
Volume/Cap:	1.13	0.86	0.32	0.86	1.13	0.08	0.93	1.13	0.93	1.13	0.93	0.93
Delay/Veh:	158.6	50.7	22.7	68.6	109	15.4	108.1	141	71.3	157.2	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.6	50.7	22.7	68.6	109	15.4	108.1	141	71.3	157.2	75.4	75.4
LOS by Move:	F	D	C+	E	F	B	F	F	E	F	E-	E-
HCM2kAvgQ:	20	24	8	18	56	2	11	23	27	21	18	18

Note: Queue reported is the number of cars per lane.

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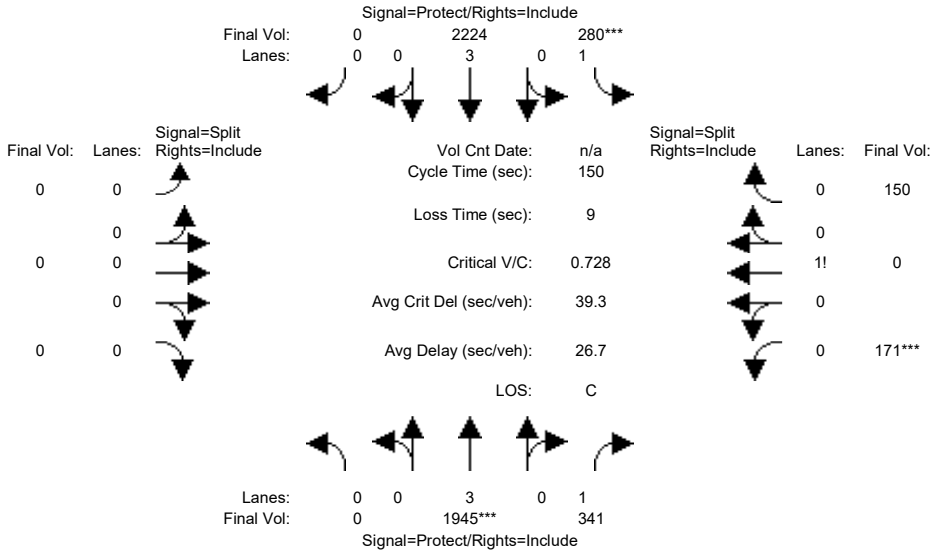
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	25	1	0	34	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	341	280	2224	0	0	0	0	171	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	341	280	2224	0	0	0	0	171	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	932	0	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.19	0.16	0.39	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	70.3	70.3	33.0	103	0.0	0.0	0.0	0.0	37.8	0.0	37.8
Volume/Cap:	0.00	0.73	0.42	0.73	0.57	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	24	11	12	16	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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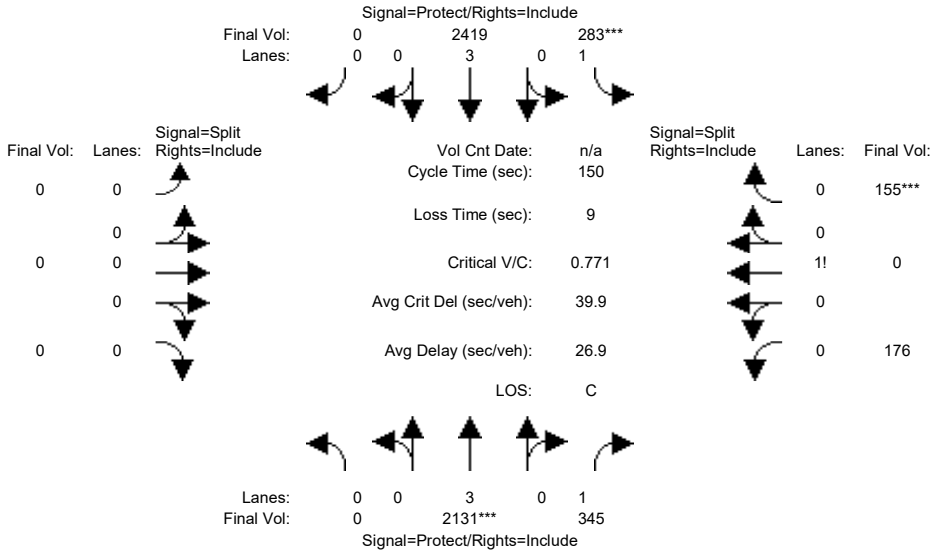
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	211	5	3	229	0	0	0	0	6	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2131	345	283	2419	0	0	0	0	176	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2131	345	283	2419	0	0	0	0	176	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2131	345	283	2419	0	0	0	0	176	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2131	345	283	2419	0	0	0	0	176	0	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	931	0	819
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.20	0.16	0.42	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****								****
Green Time:	0.0	72.7	72.7	31.5	104	0.0	0.0	0.0	0.0	36.8	0.0	36.8
Volume/Cap:	0.00	0.77	0.41	0.77	0.61	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	33.2	25.1	65.5	12.4	0.0	0.0	0.0	0.0	61.0	0.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	25.1	65.5	12.4	0.0	0.0	0.0	0.0	61.0	0.0	61.0
LOS by Move:	A	C-	C	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	0	26	10	12	18	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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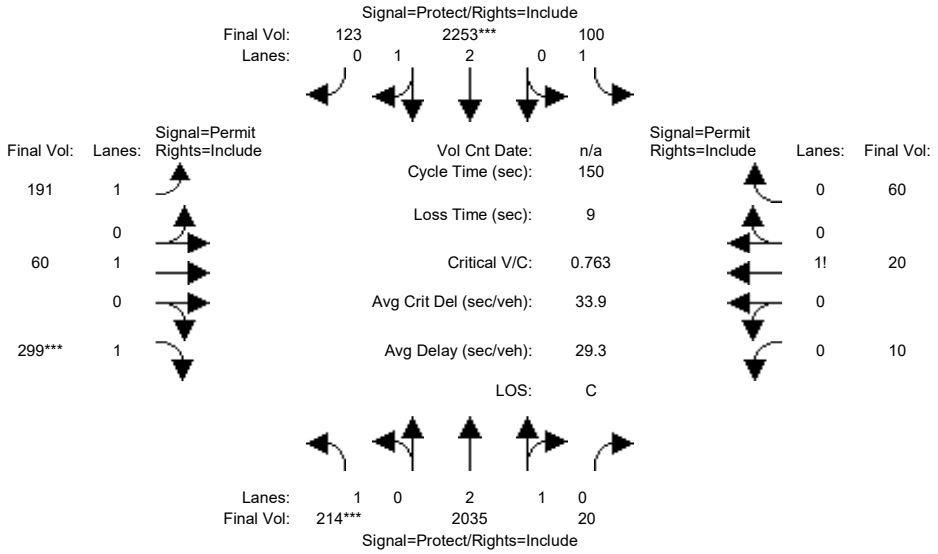
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	34	15	0	0	23	13	11	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	2035	20	100	2253	123	191	60	299	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2035	20	100	2253	123	191	60	299	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5545	55	1750	5310	290	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.06	0.42	0.42	0.11	0.03	0.17	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	24.0	92.9	92.9	14.5	83.4	83.4	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.76	0.59	0.59	0.59	0.76	0.76	0.49	0.14	0.76	0.23	0.23	0.23
Delay/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
LOS by Move:	E	B	B	E	C	C	D-	D	E	D	D	D
HCM2kAvgQ:	10	19	19	5	28	28	8	2	14	4	4	4

Note: Queue reported is the number of cars per lane.

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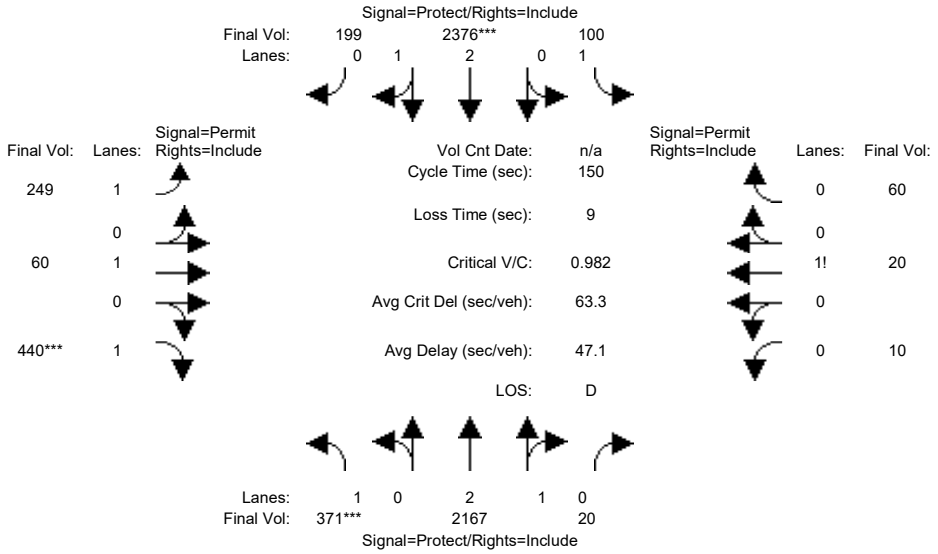
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	191	147	0	0	146	89	69	0	180	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	2167	20	100	2376	199	249	60	440	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	2167	20	100	2376	199	249	60	440	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	2167	20	100	2376	199	249	60	440	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	2167	20	100	2376	199	249	60	440	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.76	0.24	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5549	51	1750	5167	433	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.21	0.39	0.39	0.06	0.46	0.46	0.14	0.03	0.25	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	32.4	89.5	89.5	13.1	70.2	70.2	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.98	0.65	0.65	0.65	0.98	0.98	0.56	0.12	0.98	0.20	0.20	0.20
Delay/Veh:	99.9	20.5	20.5	76.1	52.9	52.9	49.9	43.0	93.2	44.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	20.5	20.5	76.1	52.9	52.9	49.9	43.0	93.2	44.0	44.0	44.0
LOS by Move:	F	C+	C+	E-	D-	D-	D	D	F	D	D	D
HCM2kAvgQ:	21	22	22	5	43	43	10	2	25	3	3	3

Note: Queue reported is the number of cars per lane.

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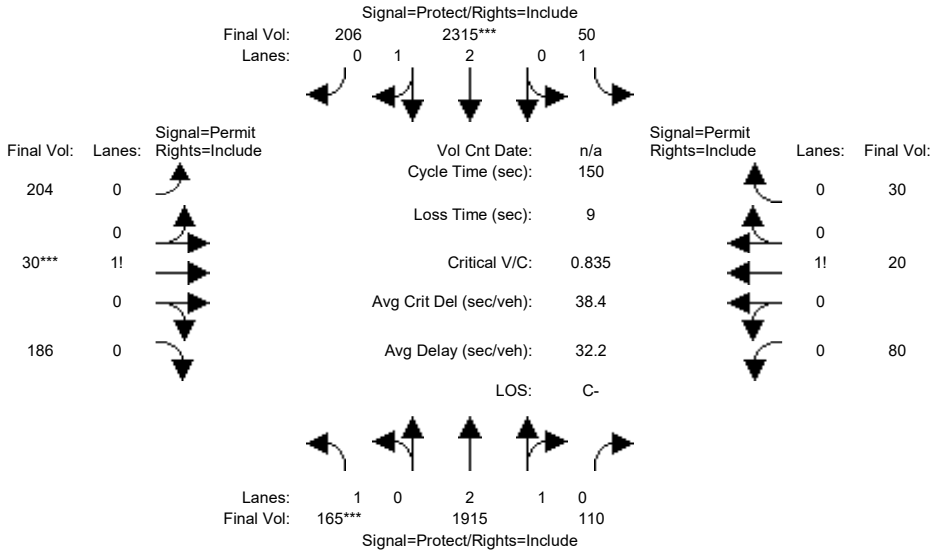
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	5	35	0	0	45	16	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1915	110	50	2315	206	204	30	186	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1915	110	50	2315	206	204	30	186	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.75	0.25	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5295	304	1750	5142	458	850	125	775	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.45	0.45	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.9	86.7	86.7	11.2	80.9	80.9	43.1	43.1	43.1	43.1	43.1	43.1
Volume/Cap:	0.83	0.63	0.63	0.38	0.83	0.83	0.83	0.83	0.83	0.26	0.26	0.26
Delay/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
LOS by Move:	F	C+	C+	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	8	20	20	2	32	32	22	22	22	5	5	5

Note: Queue reported is the number of cars per lane.

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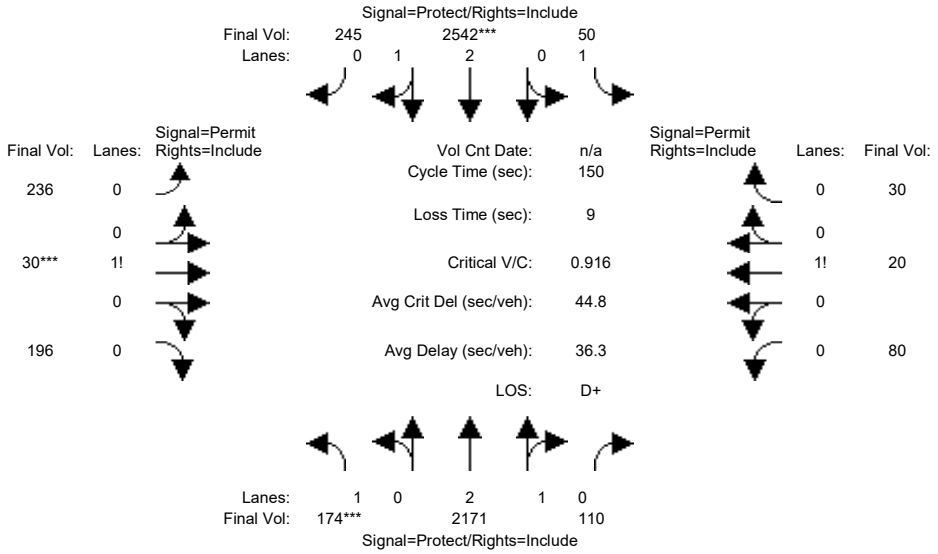
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	14	291	0	0	272	55	46	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	2171	110	50	2542	245	236	30	196	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	2171	110	50	2542	245	236	30	196	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2171	110	50	2542	245	236	30	196	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	2171	110	50	2542	245	236	30	196	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.73	0.27	0.52	0.06	0.42	0.62	0.15	0.23
Final Sat.:	1750	5330	270	1750	5107	492	894	114	742	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.03	0.50	0.50	0.26	0.26	0.26	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.3	87.7	87.7	10.0	81.5	81.5	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.92	0.70	0.70	0.43	0.92	0.92	0.92	0.92	0.92	0.26	0.26	0.26
Delay/Veh:	108.5	22.5	22.5	69.7	36.1	36.1	73.1	73.1	73.1	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.5	22.5	22.5	69.7	36.1	36.1	73.1	73.1	73.1	41.3	41.3	41.3
LOS by Move:	F	C+	C+	E	D+	D+	E	E	E	D	D	D
HCM2kAvgQ:	9	24	24	2	37	37	26	26	26	5	5	5

Note: Queue reported is the number of cars per lane.

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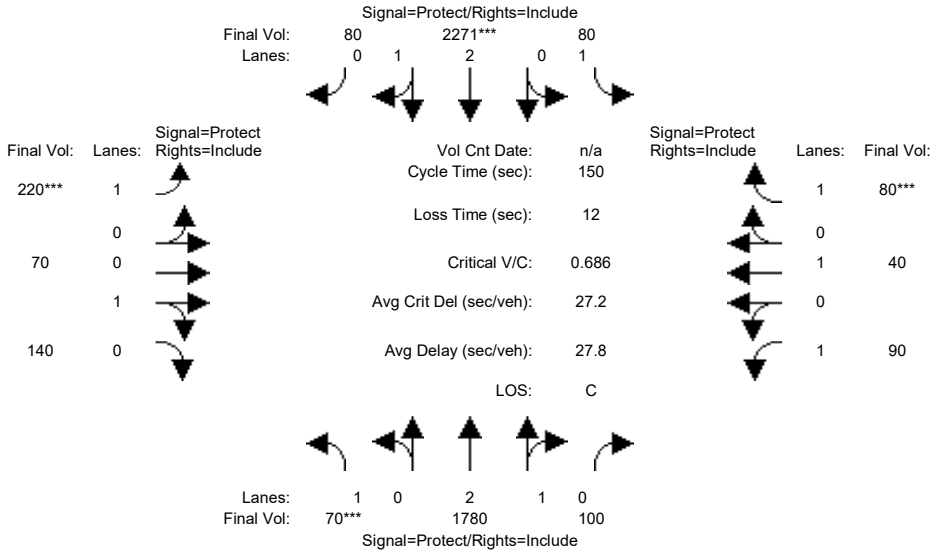
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	40	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1780	100	80	2271	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1780	100	80	2271	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.89	0.11	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5302	298	1750	5409	191	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.42	0.42	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.7	88.3	88.3	12.3	91.8	91.8	27.5	26.0	26.0	11.5	10.0	10.0
Volume/Cap:	0.69	0.57	0.57	0.56	0.69	0.69	0.69	0.67	0.67	0.67	0.32	0.69
Delay/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	17	17	4	23	23	11	10	10	6	2	5

Note: Queue reported is the number of cars per lane.

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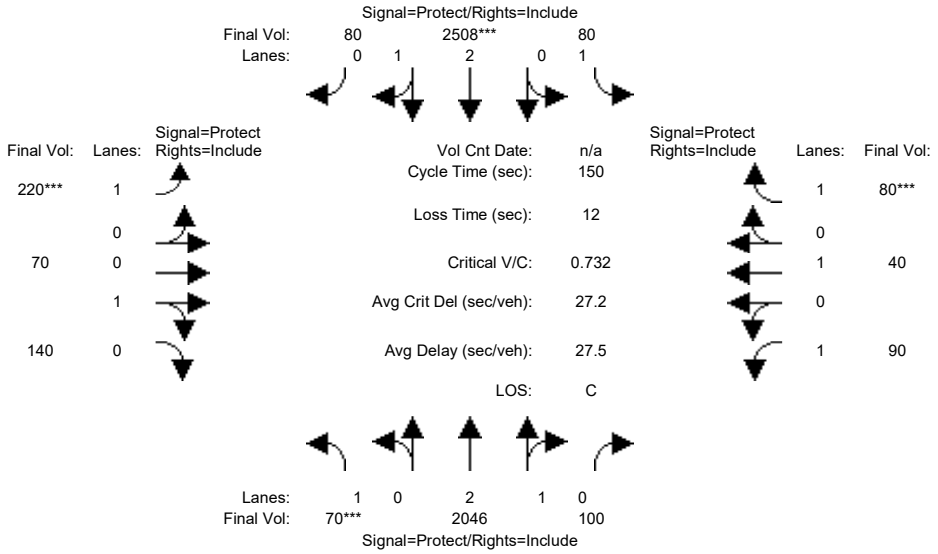
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	306	0	0	288	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2046	100	80	2508	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2046	100	80	2508	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2046	100	80	2508	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2046	100	80	2508	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5339	261	1750	5427	173	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.05	0.46	0.46	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.2	91.3	91.3	11.1	94.2	94.2	25.6	24.7	24.7	10.9	10.0	10.0
Volume/Cap:	0.74	0.63	0.63	0.62	0.74	0.74	0.74	0.71	0.71	0.71	0.32	0.69
Delay/Veh:	95.4	19.0	19.0	76.1	20.1	20.1	68.2	66.9	66.9	84.7	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	19.0	19.0	76.1	20.1	20.1	68.2	66.9	66.9	84.7	68.2	84.1
LOS by Move:	F	B-	B-	E-	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	19	19	4	26	26	12	11	11	6	2	5

Note: Queue reported is the number of cars per lane.

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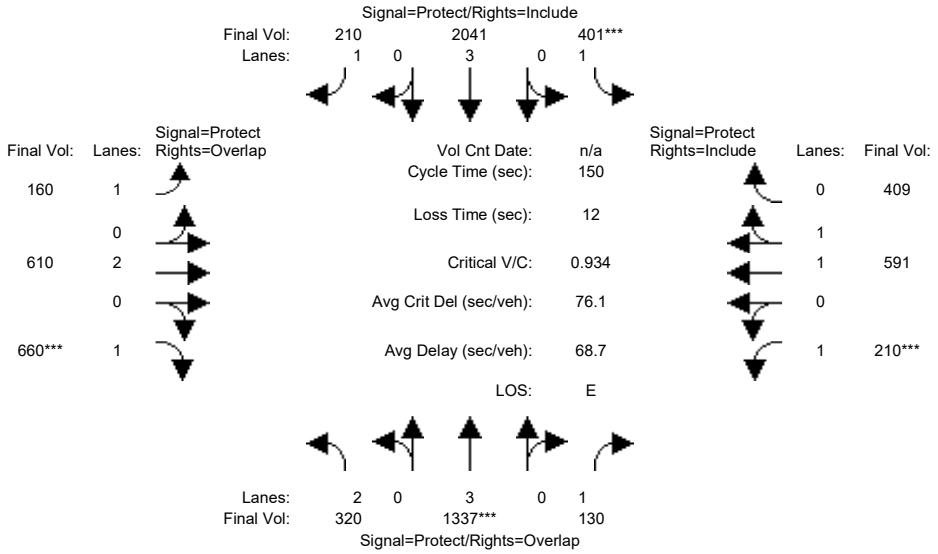
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	0	7	0	11	11	0	0	0	0	0	1	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1337	130	401	2041	210	160	610	660	210	591	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1337	130	401	2041	210	160	610	660	210	591	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2186	1513
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.07	0.23	0.36	0.12	0.09	0.16	0.38	0.12	0.27	0.27
Crit Moves:		****		****					****	****		
Green Time:	16.5	37.7	56.9	36.8	58.0	58.0	16.1	44.3	60.7	19.3	47.5	47.5
Volume/Cap:	0.93	0.93	0.20	0.93	0.93	0.31	0.85	0.54	0.93	0.93	0.85	0.85
Delay/Veh:	96.3	66.4	31.3	82.9	51.3	32.3	95.6	45.0	61.7	106.7	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	66.4	31.3	116.1	71.8	45.2	95.6	45.0	61.7	106.7	54.3	54.3
LOS by Move:	F	E	C	F	E	D	F	D	E	F	D-	D-
HCM2kAvgQ:	9	21	4	23	34	7	8	11	34	10	20	20

Note: Queue reported is the number of cars per lane.

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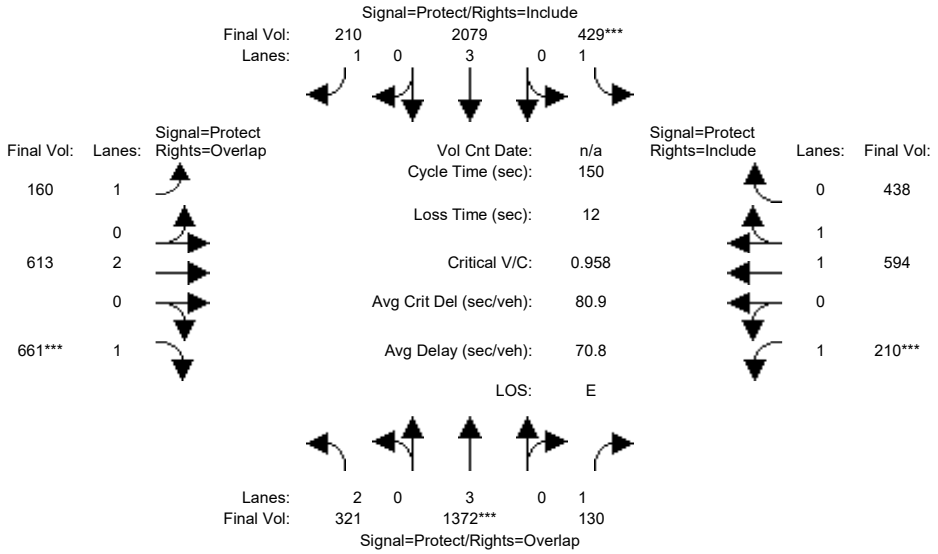
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	1	42	0	39	49	0	0	3	1	0	4	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	1372	130	429	2079	210	160	613	661	210	594	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1372	130	429	2079	210	160	613	661	210	594	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1372	130	429	2079	210	160	613	661	210	594	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	1372	130	429	2079	210	160	613	661	210	594	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.13	0.87
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2128	1569
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.07	0.25	0.36	0.12	0.09	0.16	0.38	0.12	0.28	0.28
Crit Moves:		****		****					****	****		
Green Time:	16.6	37.7	56.5	38.4	59.4	59.4	15.3	43.2	59.8	18.8	46.7	46.7
Volume/Cap:	0.92	0.96	0.20	0.96	0.92	0.30	0.90	0.56	0.95	0.96	0.90	0.90
Delay/Veh:	94.9	70.4	31.7	87.0	49.8	31.3	106.2	46.0	65.7	114.1	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	70.4	31.7	121.7	69.7	43.8	106.2	46.0	65.7	114.1	58.8	58.8
LOS by Move:	F	E	C	F	E	D	F	D	E	F	E+	E+
HCM2kAvgQ:	9	22	4	26	34	7	9	12	35	10	22	22

Note: Queue reported is the number of cars per lane.

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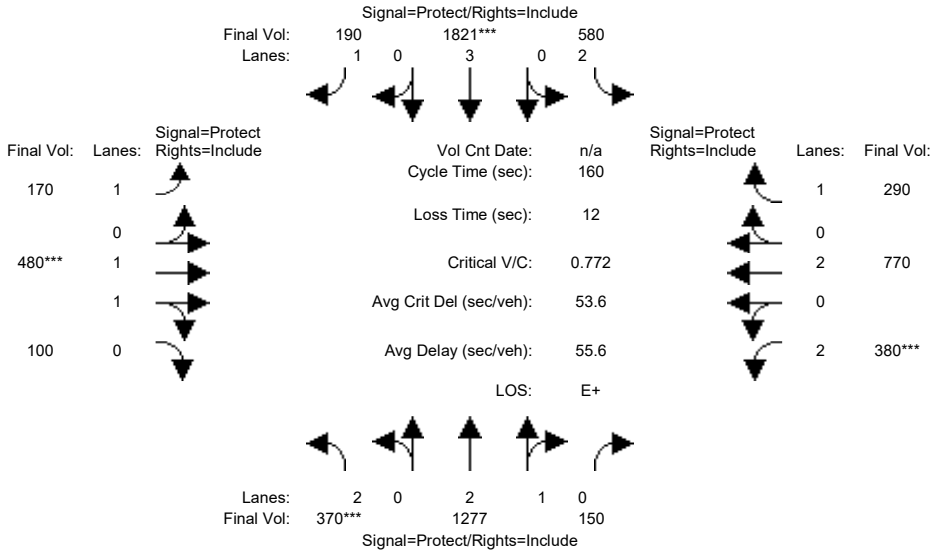
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	7	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1277	150	580	1821	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1277	150	580	1821	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5011	589	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.18	0.32	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****			****	
Green Time:	24.3	52.6	52.6	38.0	66.2	66.2	18.6	32.5	32.5	25.0	38.9	38.9
Volume/Cap:	0.77	0.78	0.78	0.78	0.77	0.26	0.83	0.77	0.77	0.77	0.83	0.68
Delay/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E+
HCM2kAvgQ:	12	22	22	15	24	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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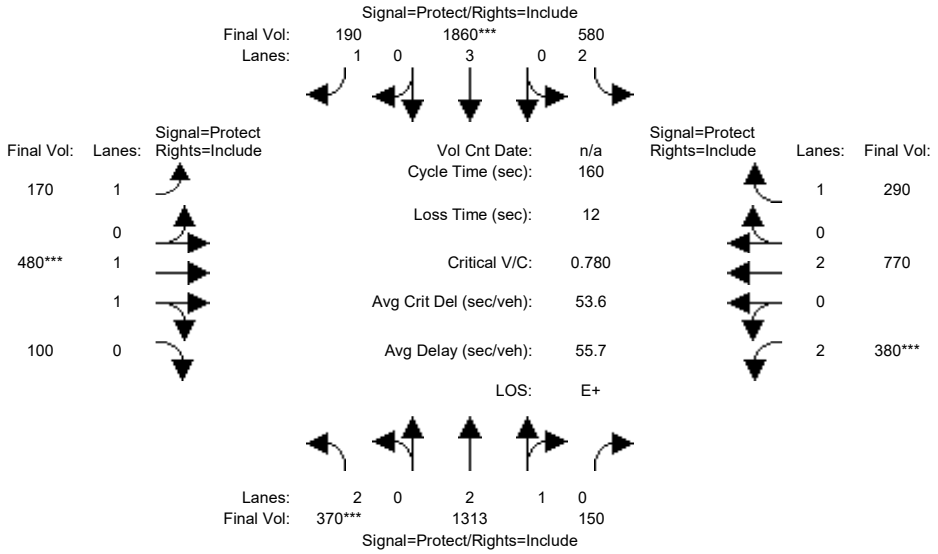
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	43	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1313	150	580	1860	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1313	150	580	1860	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1313	150	580	1860	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1313	150	580	1860	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5025	574	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.18	0.33	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****		****		
Green Time:	24.1	53.4	53.4	37.6	67.0	67.0	18.4	32.2	32.2	24.8	38.5	38.5
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.26	0.84	0.78	0.78	0.78	0.84	0.69
Delay/Veh:	73.5	50.3	50.3	62.8	41.9	30.5	95.4	65.9	65.9	72.9	65.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	50.3	50.3	62.8	41.9	30.5	95.4	65.9	65.9	72.9	65.0	60.1
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E
HCM2kAvgQ:	12	23	23	15	25	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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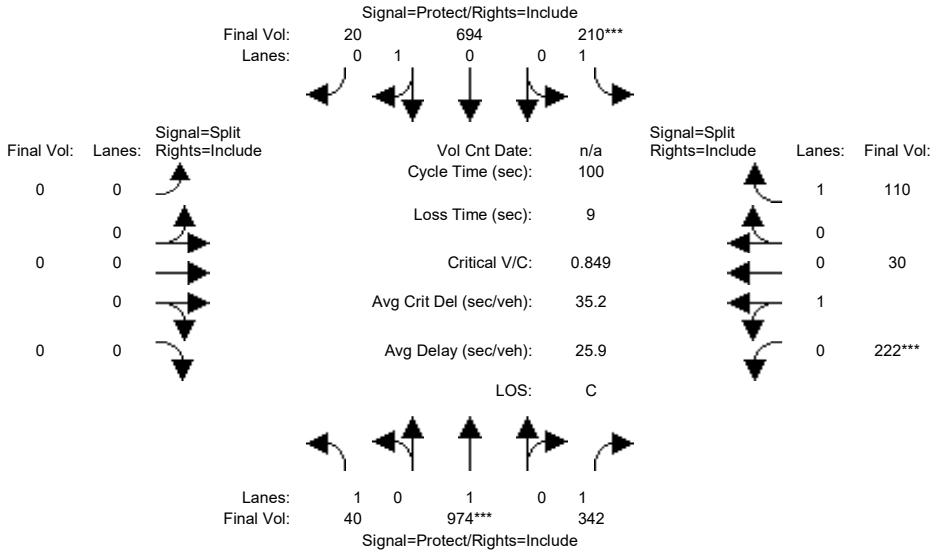
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	4	2	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	974	342	210	694	20	0	0	0	222	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	974	342	210	694	20	0	0	0	222	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	974	342	210	694	20	0	0	0	222	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	974	342	210	694	20	0	0	0	222	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1586	214	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.14	0.14	0.06
Crit Moves:		****		****						****		
Green Time:	11.2	60.4	60.4	14.1	63.3	63.3	0.0	0.0	0.0	16.5	16.5	16.5
Volume/Cap:	0.20	0.85	0.32	0.85	0.63	0.63	0.00	0.00	0.00	0.85	0.85	0.38
Delay/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
LOS by Move:	D	C+	A	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	27	6	10	14	14	0	0	0	8	8	3

Note: Queue reported is the number of cars per lane.

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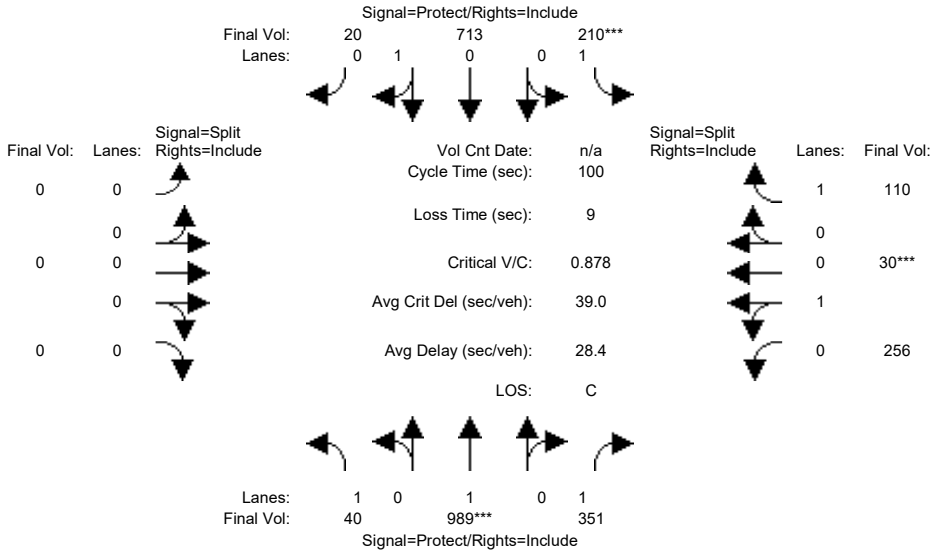
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	19	11	0	23	0	0	0	0	36	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	989	351	210	713	20	0	0	0	256	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	989	351	210	713	20	0	0	0	256	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	989	351	210	713	20	0	0	0	256	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	989	351	210	713	20	0	0	0	256	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	1750	1900	1750	1750	1751	49	0	0	0	1611	189	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.20	0.12	0.41	0.41	0.00	0.00	0.00	0.16	0.16	0.06
Crit Moves:		****		****							****	
Green Time:	10.7	59.3	59.3	13.7	62.2	62.2	0.0	0.0	0.0	18.1	18.1	18.1
Volume/Cap:	0.21	0.88	0.34	0.88	0.65	0.65	0.00	0.00	0.00	0.88	0.88	0.35
Delay/Veh:	41.4	25.4	10.6	71.1	13.5	13.5	0.0	0.0	0.0	62.6	62.6	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	25.4	10.6	71.1	13.5	13.5	0.0	0.0	0.0	62.6	62.6	36.5
LOS by Move:	D	C	B+	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	29	6	10	16	16	0	0	0	9	9	3

Note: Queue reported is the number of cars per lane.

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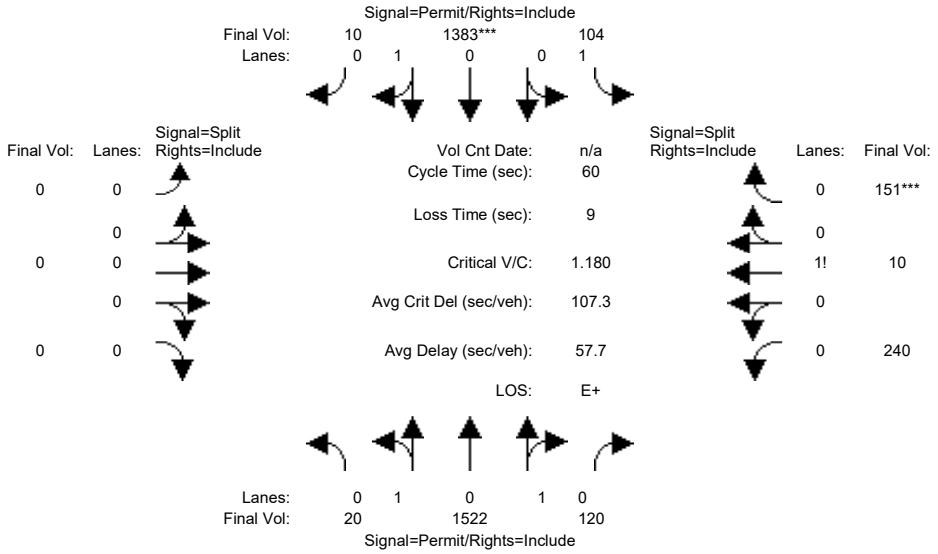
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	2	0	4	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1522	120	104	1383	10	0	0	0	240	10	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1522	120	104	1383	10	0	0	0	240	10	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	43	3297	260	1750	1787	13	0	0	0	1047	44	659
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.06	0.77	0.77	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****							****
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	0.0	0.0	0.0	11.7	11.7	11.7
Volume/Cap:	0.70	0.70	0.70	0.09	1.18	1.18	0.00	0.00	0.00	1.18	1.18	1.18
Delay/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	58	58	0	0	0	17	17	17

Note: Queue reported is the number of cars per lane.

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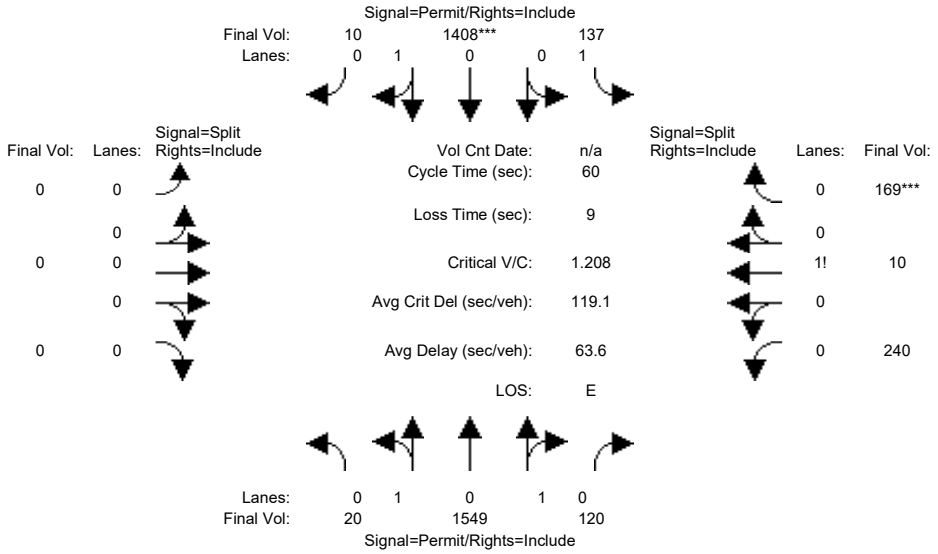
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	29	0	37	28	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1549	120	137	1408	10	0	0	0	240	10	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1549	120	137	1408	10	0	0	0	240	10	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1549	120	137	1408	10	0	0	0	240	10	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1549	120	137	1408	10	0	0	0	240	10	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.58	0.02	0.40
Final Sat.:	43	3302	256	1750	1787	13	0	0	0	1002	42	706
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.08	0.79	0.79	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:					****							****
Green Time:	39.1	39.1	39.1	39.1	39.1	39.1	0.0	0.0	0.0	11.9	11.9	11.9
Volume/Cap:	0.72	0.72	0.72	0.12	1.21	1.21	0.00	0.00	0.00	1.21	1.21	1.21
Delay/Veh:	8.0	8.0	8.0	4.0	112	112.4	0.0	0.0	0.0	141.8	142	141.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	4.0	112	112.4	0.0	0.0	0.0	141.8	142	141.8
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	62	62	0	0	0	19	19	19

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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2035 PM Full-Offset Alternative

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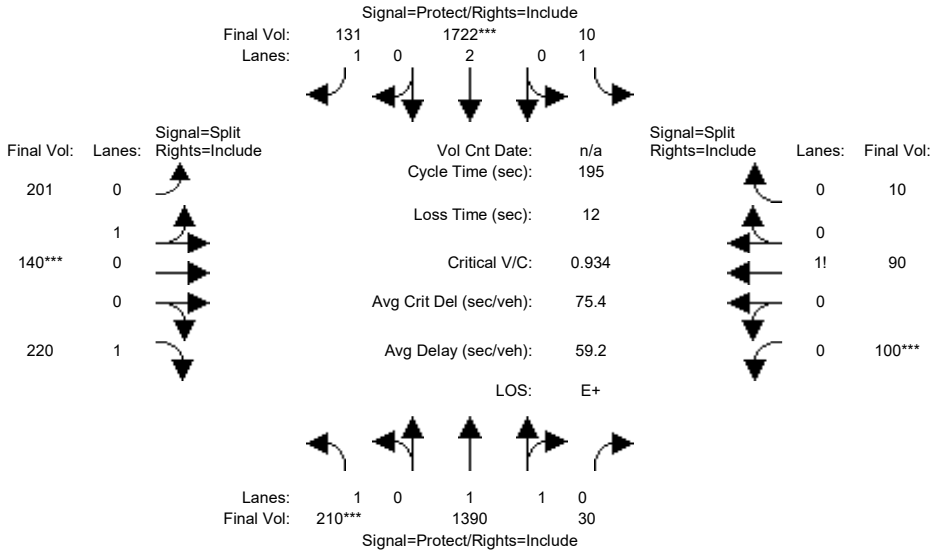
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	0	0	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1390	30	10	1722	131	201	140	220	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1390	30	10	1722	131	201	140	220	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1061	739	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.45	0.07	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.0	109	109.4	10.2	94.6	94.6	39.5	39.5	39.5	23.9	23.9	23.9
Volume/Cap:	0.93	0.68	0.68	0.11	0.93	0.15	0.93	0.93	0.62	0.93	0.93	0.93
Delay/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	15	30	30	1	51	4	23	23	13	16	16	16

Note: Queue reported is the number of cars per lane.

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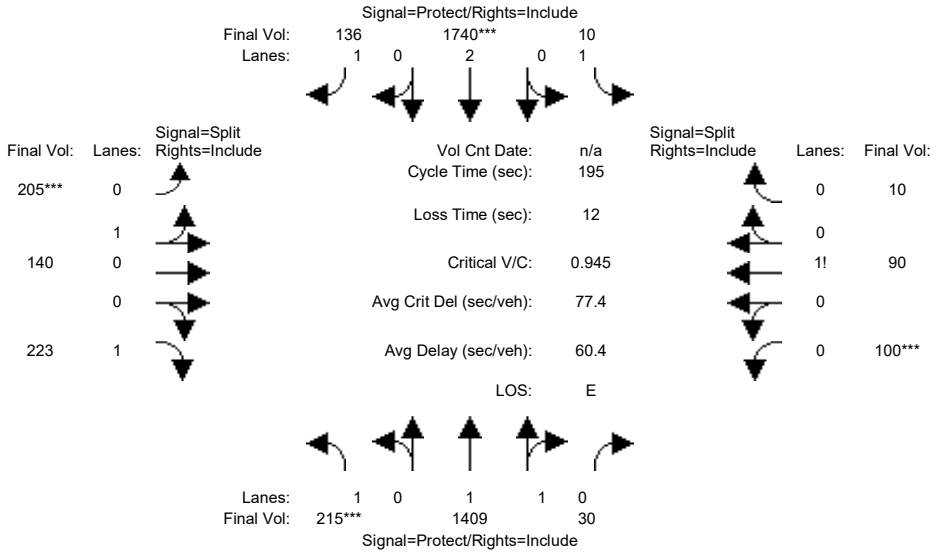
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	5	19	0	0	20	6	5	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1409	30	10	1740	136	205	140	223	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1409	30	10	1740	136	205	140	223	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1409	30	10	1740	136	205	140	223	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1409	30	10	1740	136	205	140	223	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3623	77	1750	3800	1750	1070	730	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.39	0.01	0.46	0.08	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****		****			****		
Green Time:	25.4	110	109.7	10.1	94.5	94.5	39.6	39.6	39.6	23.6	23.6	23.6
Volume/Cap:	0.94	0.69	0.69	0.11	0.94	0.16	0.94	0.94	0.63	0.94	0.94	0.94
Delay/Veh:	128.5	31.5	31.5	88.7	58.4	28.2	109.7	110	74.6	131.4	131	131.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.5	31.5	31.5	88.7	58.4	28.2	109.7	110	74.6	131.4	131	131.4
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	16	31	31	1	53	5	24	24	13	16	16	16

Note: Queue reported is the number of cars per lane.

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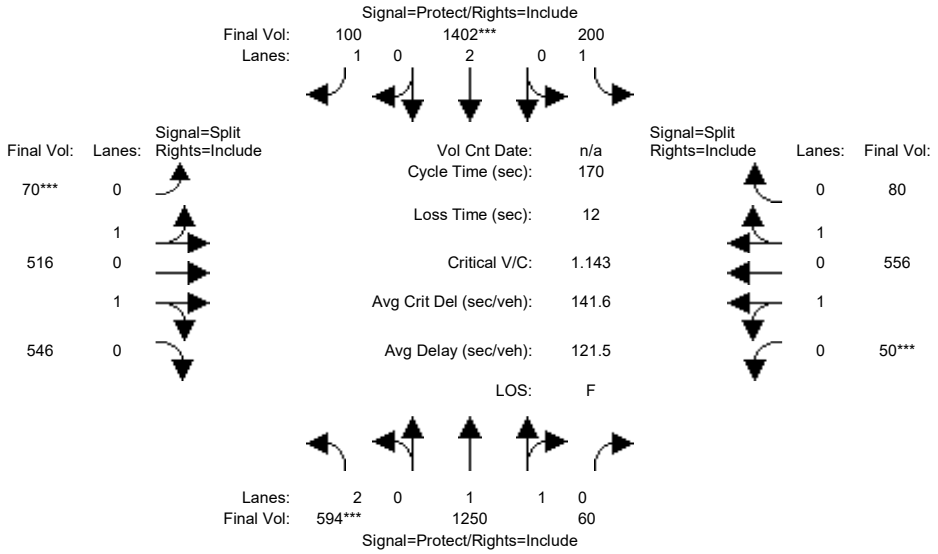
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	4	0	0	0	2	0	0	6	6	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	1250	60	200	1402	100	70	516	546	50	556	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1250	60	200	1402	100	70	516	546	50	556	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.15	1.62	0.23
Final Sat.:	3150	3530	169	1750	3800	1750	223	1641	1736	262	2918	420
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.11	0.37	0.06	0.31	0.31	0.31	0.19	0.19	0.19
Crit Moves:	****				****		****			****		
Green Time:	28.0	62.7	62.7	20.2	54.9	54.9	46.8	46.8	46.8	28.3	28.3	28.3
Volume/Cap:	1.14	0.96	0.96	0.96	1.14	0.18	1.14	1.14	1.14	1.14	1.14	1.14
Delay/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	23	32	32	15	49	4	41	41	41	24	24	24

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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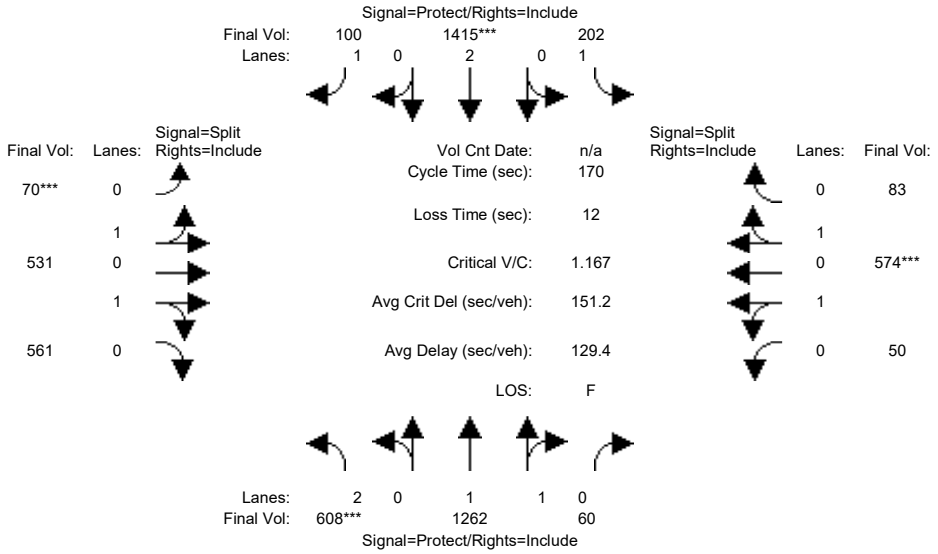
Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	18	12	0	2	15	0	0	21	21	0	24	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	608	1262	60	202	1415	100	70	531	561	50	574	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	608	1262	60	202	1415	100	70	531	561	50	574	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	1262	60	202	1415	100	70	531	561	50	574	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	608	1262	60	202	1415	100	70	531	561	50	574	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3532	168	1750	3800	1750	217	1645	1738	255	2923	423
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.12	0.37	0.06	0.32	0.32	0.32	0.20	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	28.1	62.3	62.3	20.1	54.2	54.2	47.0	47.0	47.0	28.6	28.6	28.6
Volume/Cap:	1.17	0.98	0.98	0.98	1.17	0.18	1.17	1.17	1.17	1.17	1.17	1.17
Delay/Veh:	165.3	72.0	72.0	130.1	142	42.0	147.6	148	147.6	162.8	163	162.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.3	72.0	72.0	130.1	142	42.0	147.6	148	147.6	162.8	163	162.8
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	24	33	33	15	51	4	43	43	43	26	26	26

Note: Queue reported is the number of cars per lane.

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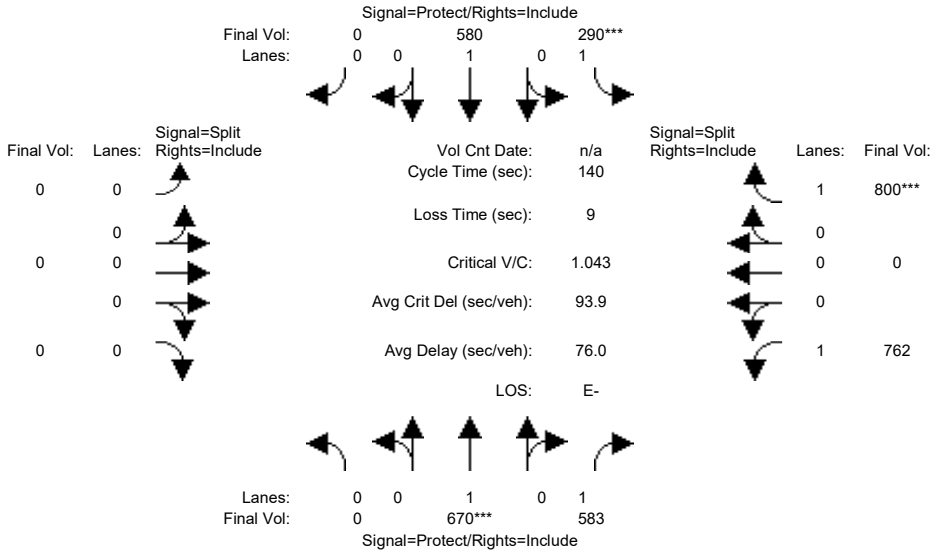
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	583	290	580	0	0	0	0	762	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	583	290	580	0	0	0	0	762	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	583	290	580	0	0	0	0	762	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	583	290	580	0	0	0	0	762	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	0.98	1.04	0.61	0.00	0.00	0.00	0.00	0.99	0.00	1.04
Delay/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
LOS by Move:	A	F	E-	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	30	19	18	0	0	0	0	41	0	46

Note: Queue reported is the number of cars per lane.

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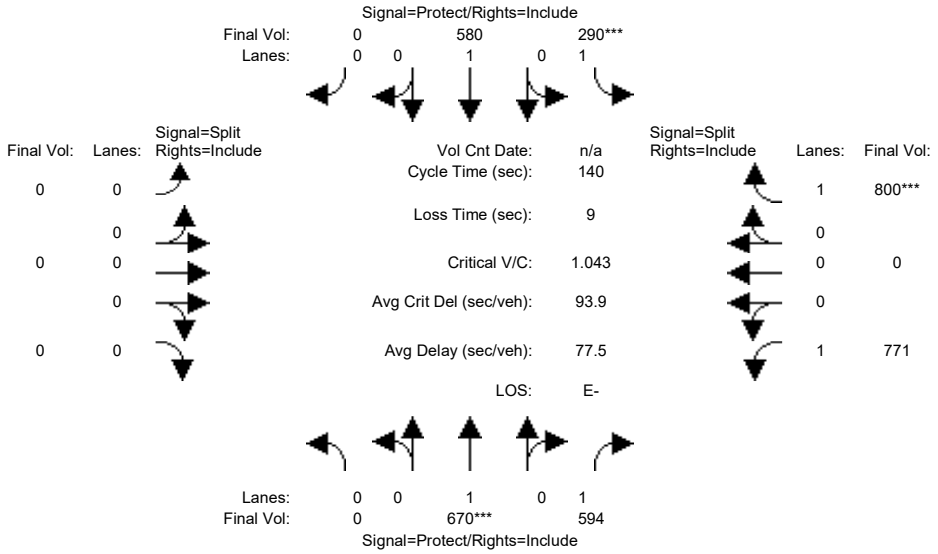
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	14	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	594	290	580	0	0	0	0	771	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	594	290	580	0	0	0	0	771	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	594	290	580	0	0	0	0	771	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	594	290	580	0	0	0	0	771	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.00	1.04	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.04
Delay/Veh:	0.0	93.4	84.2	124.4	26.7	0.0	0.0	0.0	0.0	72.9	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.2	124.4	26.7	0.0	0.0	0.0	0.0	72.9	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	42	0	46

Note: Queue reported is the number of cars per lane.

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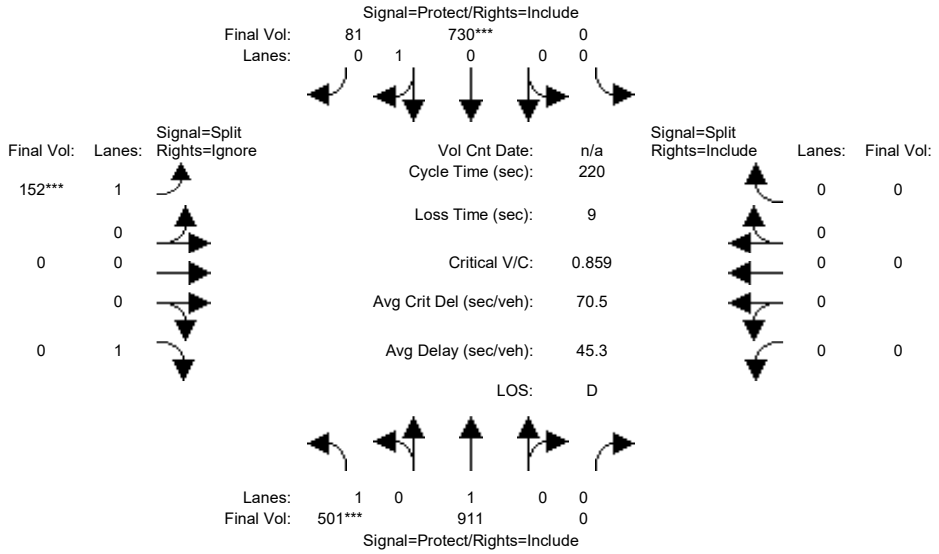
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	1	1	0	0	0	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	911	0	0	730	81	152	0	821	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	501	911	0	0	730	81	152	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	911	0	0	730	81	152	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	501	911	0	0	730	81	152	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1620	180	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.45	0.45	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.3	189	0.0	0.0	115	115.4	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.86	0.56	0.00	0.00	0.86	0.86	0.86	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2kAvgQ:	34	16	0	0	50	50	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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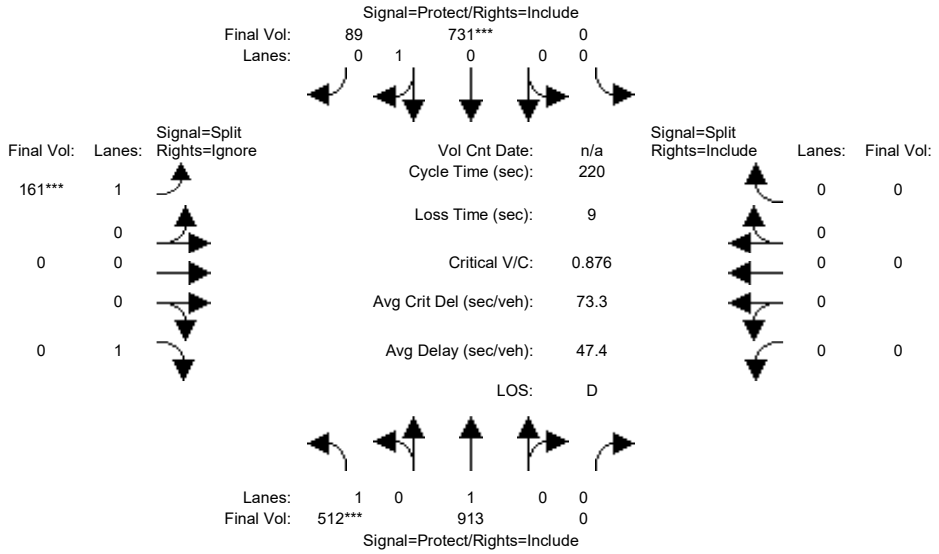
Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	12	3	0	0	1	9	11	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	913	0	0	731	89	161	0	830	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	512	913	0	0	731	89	161	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	913	0	0	731	89	161	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	512	913	0	0	731	89	161	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1605	195	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.46	0.46	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.5	188	0.0	0.0	114	114.4	23.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.88	0.56	0.00	0.00	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	82.9	5.0	0.0	0.0	55.9	55.9	131.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	5.0	0.0	0.0	55.9	55.9	131.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	35	17	0	0	51	51	11	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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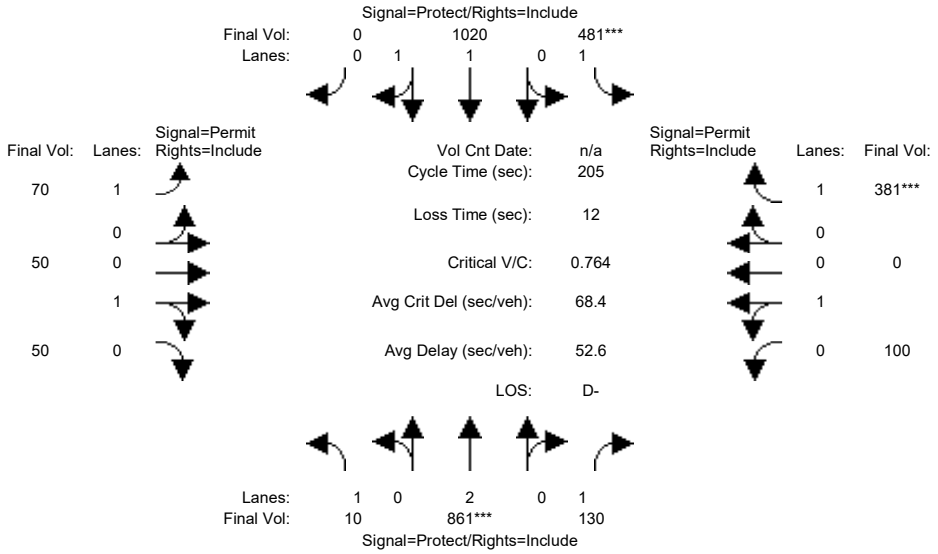
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	861	130	481	1020	0	70	50	50	100	0	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	861	130	481	1020	0	70	50	50	100	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	861	130	481	1020	0	70	50	50	100	0	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	861	130	481	1020	0	70	50	50	100	0	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.27	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.8	60.8	60.8	73.8	120	0.0	58.4	58.4	58.4	58.4	0.0	58.4
Volume/Cap:	0.08	0.76	0.25	0.76	0.47	0.00	0.14	0.19	0.19	0.19	0.00	0.76
Delay/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	23	6	27	18	0	3	5	5	5	0	24

Note: Queue reported is the number of cars per lane.

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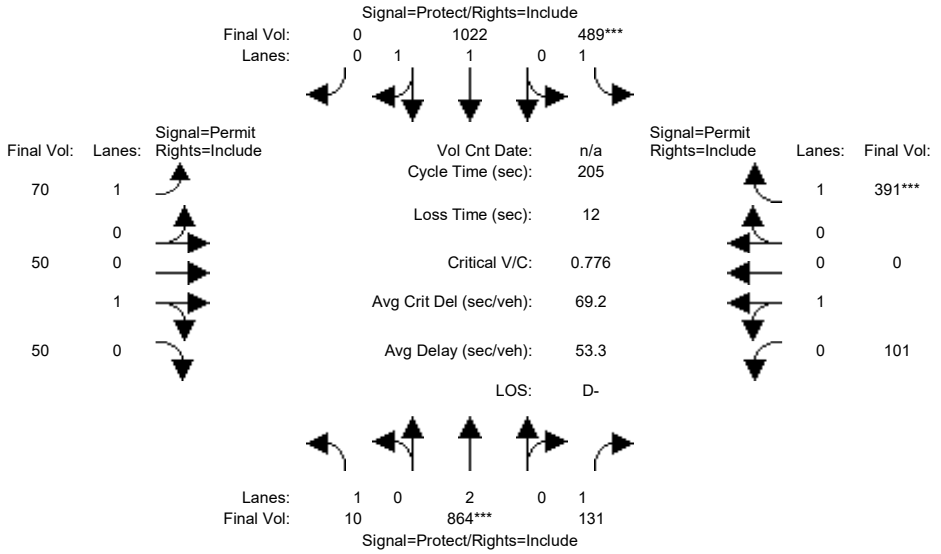
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	4	1	9	2	0	0	0	0	1	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	864	131	489	1022	0	70	50	50	101	0	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	864	131	489	1022	0	70	50	50	101	0	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	864	131	489	1022	0	70	50	50	101	0	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	864	131	489	1022	0	70	50	50	101	0	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.28	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.7	60.1	60.1	73.9	119	0.0	59.1	59.1	59.1	59.1	0.0	59.1
Volume/Cap:	0.08	0.78	0.26	0.78	0.47	0.00	0.14	0.19	0.19	0.19	0.00	0.78
Delay/Veh:	89.1	69.8	55.6	64.2	25.0	0.0	54.2	55.2	55.2	55.2	0.0	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	69.8	55.6	64.2	25.0	0.0	54.2	55.2	55.2	55.2	0.0	74.3
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	24	6	28	18	0	3	5	5	5	0	25

Note: Queue reported is the number of cars per lane.

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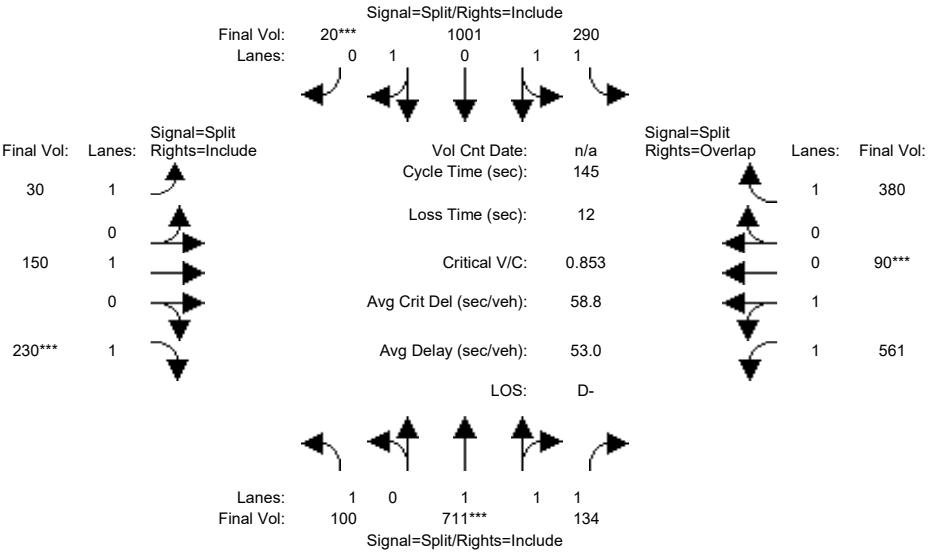
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	1	4	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	711	134	290	1001	20	30	150	230	561	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	711	134	290	1001	20	30	150	230	561	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	711	134	290	1001	20	30	150	230	561	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	711	134	290	1001	20	30	150	230	561	90	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3719	1800	1750	3627	72	1750	1900	1750	3059	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.17	0.28	0.28	0.02	0.08	0.13	0.18	0.18	0.22
Crit Moves:		****				****			****		****	
Green Time:	32.5	32.5	32.5	46.9	46.9	46.9	22.4	22.4	22.4	31.2	31.2	78.1
Volume/Cap:	0.25	0.85	0.33	0.51	0.85	0.85	0.11	0.51	0.85	0.85	0.85	0.40
Delay/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
LOS by Move:	D	E	D	D	D	D	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	5	11	23	23	1	7	13	15	15	10

Note: Queue reported is the number of cars per lane.

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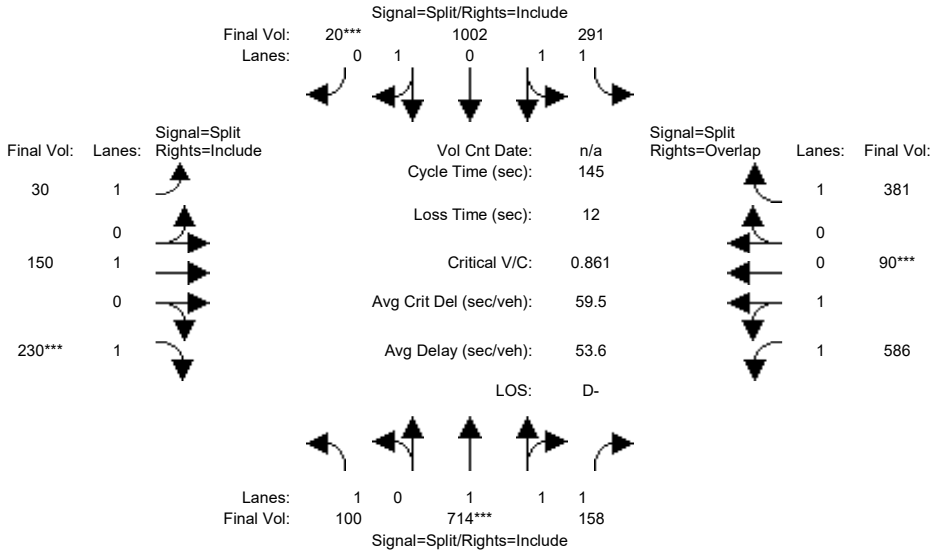
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	4	28	1	2	0	0	0	0	26	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	714	158	291	1002	20	30	150	230	586	90	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	714	158	291	1002	20	30	150	230	586	90	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	714	158	291	1002	20	30	150	230	586	90	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	714	158	291	1002	20	30	150	230	586	90	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3722	1800	1750	3628	72	1750	1900	1750	3077	473	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.09	0.17	0.28	0.28	0.02	0.08	0.13	0.19	0.19	0.22
Crit Moves:		****				****			****		****	
Green Time:	32.3	32.3	32.3	46.5	46.5	46.5	22.1	22.1	22.1	32.1	32.1	78.6
Volume/Cap:	0.26	0.86	0.39	0.52	0.86	0.86	0.11	0.52	0.86	0.86	0.86	0.40
Delay/Veh:	46.8	61.8	48.1	40.3	51.5	51.5	53.2	58.2	83.5	63.9	63.9	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	61.8	48.1	40.3	51.5	51.5	53.2	58.2	83.5	63.9	63.9	19.7
LOS by Move:	D	E	D	D	D-	D-	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	6	11	23	23	1	7	13	16	16	10

Note: Queue reported is the number of cars per lane.

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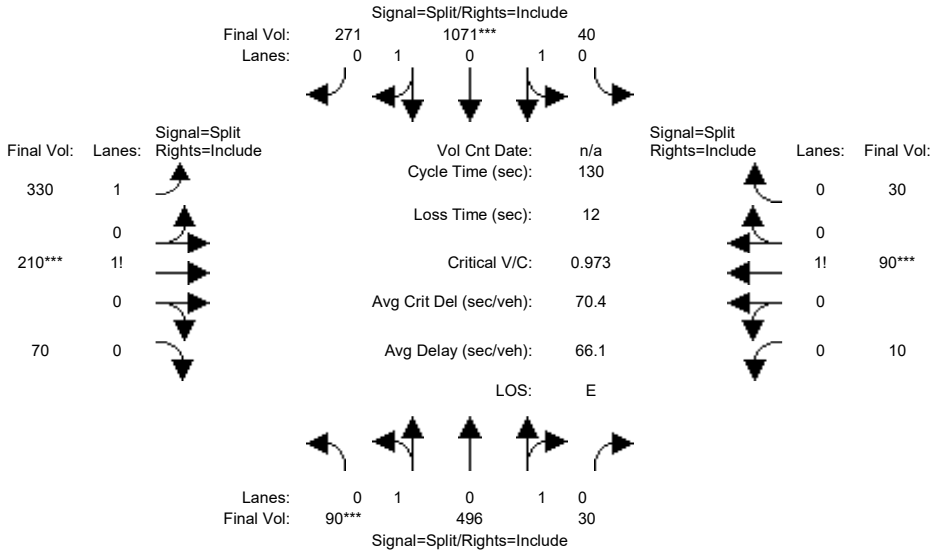
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	0	6	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	496	30	40	1071	271	330	210	70	10	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	496	30	40	1071	271	330	210	70	10	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	496	30	40	1071	271	330	210	70	10	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	496	30	40	1071	271	330	210	70	10	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.29	1.61	0.10	0.06	1.55	0.39	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	526	2899	175	104	2790	706	2399	826	275	135	1212	404
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.38	0.38	0.38	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	22.8	22.8	22.8	51.2	51.2	51.2	33.9	33.9	33.9	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.53	0.97	0.97	0.97	0.97	0.97
Delay/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
LOS by Move:	F	F	F	E+	E+	E+	D	E-	E-	F	F	F
HCM2kAvgQ:	14	14	14	30	30	30	9	22	22	9	9	9

Note: Queue reported is the number of cars per lane.

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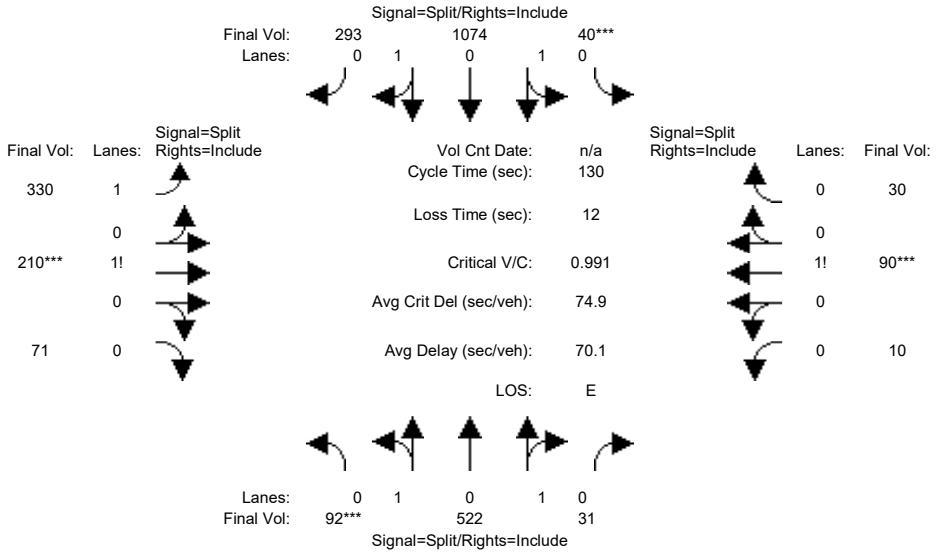
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	2	32	1	0	4	23	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	522	31	40	1074	293	330	210	71	10	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	522	31	40	1074	293	330	210	71	10	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	522	31	40	1074	293	330	210	71	10	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	522	31	40	1074	293	330	210	71	10	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.28	1.62	0.10	0.06	1.53	0.41	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	513	2913	173	102	2748	750	2397	824	279	135	1212	404
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.39	0.39	0.39	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****			****				****			****	
Green Time:	23.5	23.5	23.5	51.2	51.2	51.2	33.4	33.4	33.4	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.54	0.99	0.99	0.97	0.97	0.97
Delay/Veh:	86.6	86.6	86.6	61.4	61.4	61.4	42.2	82.6	82.6	126.6	127	126.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	86.6	86.6	61.4	61.4	61.4	42.2	82.6	82.6	126.6	127	126.6
LOS by Move:	F	F	F	E	E	E	D	F	F	F	F	F
HCM2kAvgQ:	15	15	15	31	31	31	9	23	23	9	9	9

Note: Queue reported is the number of cars per lane.

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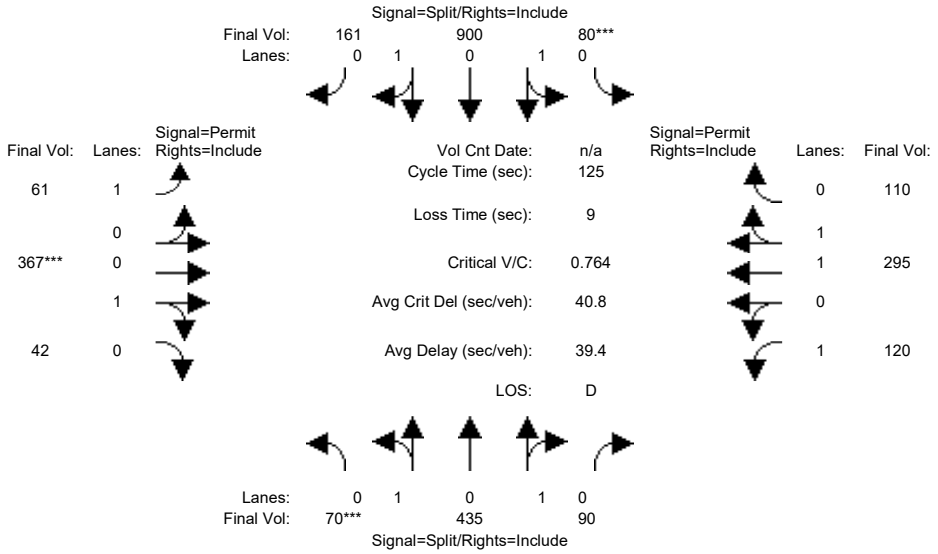
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	0	5	0	0	0	1	1	7	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	435	90	80	900	161	61	367	42	120	295	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	435	90	80	900	161	61	367	42	120	295	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	435	90	80	900	161	61	367	42	120	295	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	435	90	80	900	161	61	367	42	120	295	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.46	0.30	0.14	1.58	0.28	1.00	0.90	0.10	1.00	1.44	0.56
Final Sat.:	424	2632	545	252	2840	508	1750	1615	185	1750	2694	1005
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.32	0.32	0.32	0.03	0.23	0.23	0.07	0.11	0.11
Crit Moves:	****			****				****				
Green Time:	27.0	27.0	27.0	51.8	51.8	51.8	37.2	37.2	37.2	37.2	37.2	37.2
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.76	0.76	0.23	0.37	0.37
Delay/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
LOS by Move:	D	D	D	C-	C-	C-	C-	D	D	C-	C-	C-
HCM2kAvgQ:	12	12	12	18	18	18	2	15	15	4	6	6

Note: Queue reported is the number of cars per lane.

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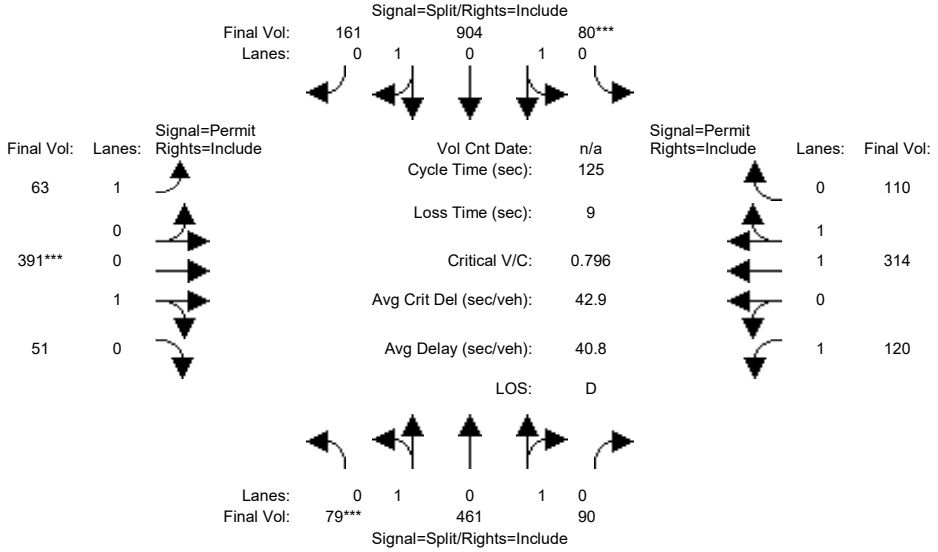
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	9	31	0	0	4	1	3	31	11	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	461	90	80	904	161	63	391	51	120	314	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	461	90	80	904	161	63	391	51	120	314	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	461	90	80	904	161	63	391	51	120	314	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	461	90	80	904	161	63	391	51	120	314	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.25	1.46	0.29	0.14	1.58	0.28	1.00	0.88	0.12	1.00	1.47	0.53
Final Sat.:	451	2634	514	252	2842	506	1750	1592	208	1750	2739	960
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.04	0.25	0.25	0.07	0.11	0.11
Crit Moves:	****			****				****				
Green Time:	27.5	27.5	27.5	50.0	50.0	50.0	38.6	38.6	38.6	38.6	38.6	38.6
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.80	0.80	0.22	0.37	0.37
Delay/Veh:	51.7	51.7	51.7	36.2	36.2	36.2	31.1	47.5	47.5	32.3	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	51.7	36.2	36.2	36.2	31.1	47.5	47.5	32.3	34.0	34.0
LOS by Move:	D-	D-	D-	D+	D+	D+	C	D	D	C-	C-	C-
HCM2kAvgQ:	13	13	13	19	19	19	2	16	16	3	6	6

Note: Queue reported is the number of cars per lane.

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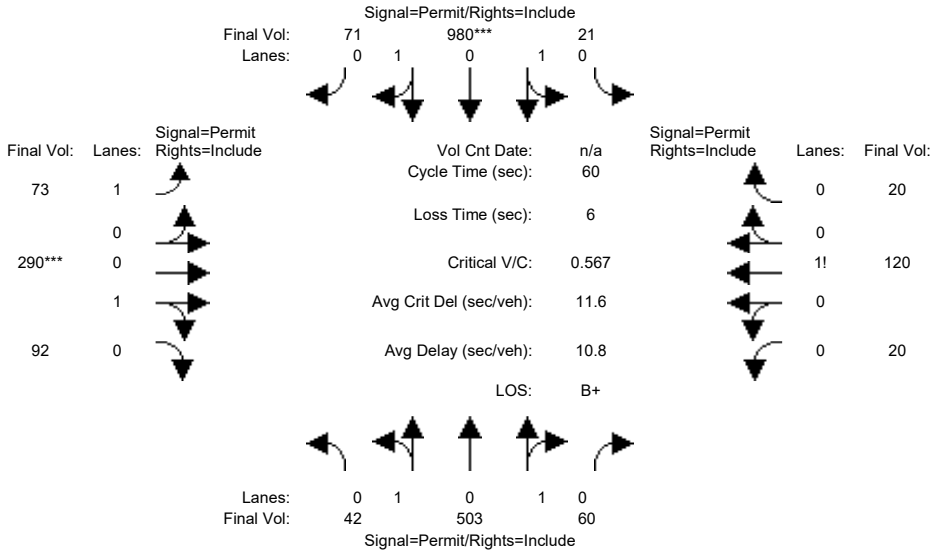
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	2	3	0	1	0	1	3	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	503	60	21	980	71	73	290	92	20	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	503	60	21	980	71	73	290	92	20	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	503	60	21	980	71	73	290	92	20	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	503	60	21	980	71	73	290	92	20	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.66	0.20	0.04	1.83	0.13	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	250	2993	357	71	3291	238	1750	1366	434	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.32	0.32	0.32	0.57	0.57	0.57	0.11	0.57	0.57	0.24	0.24	0.24
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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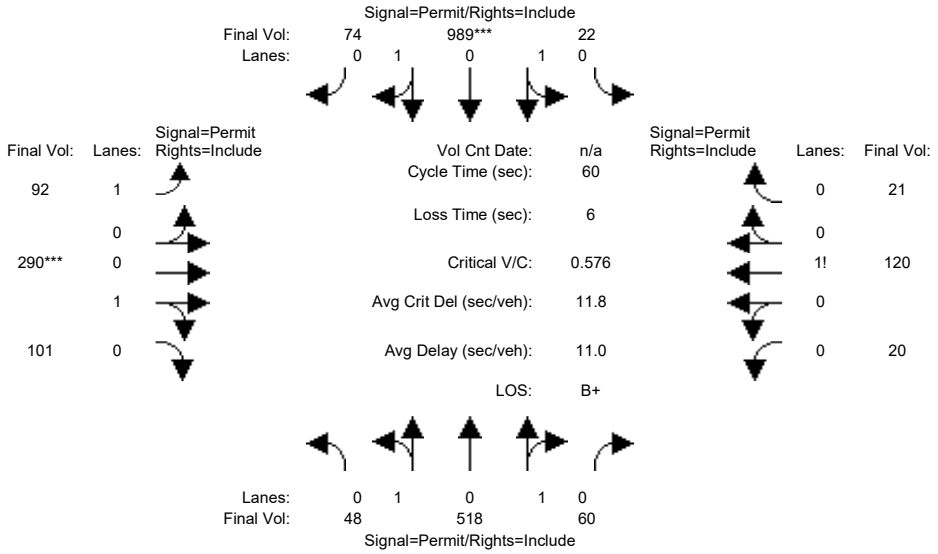
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	8	18	0	2	9	4	22	0	11	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	518	60	22	989	74	92	290	101	20	120	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	518	60	22	989	74	92	290	101	20	120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	518	60	22	989	74	92	290	101	20	120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	518	60	22	989	74	92	290	101	20	120	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.15	1.66	0.19	0.04	1.82	0.14	1.00	0.74	0.26	0.12	0.75	0.13
Final Sat.:	276	2979	345	73	3281	246	1750	1335	465	217	1304	228
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.05	0.22	0.22	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.33	0.33	0.33	0.58	0.58	0.58	0.14	0.58	0.58	0.24	0.24	0.24
Delay/Veh:	8.4	8.4	8.4	10.2	10.2	10.2	12.4	16.1	16.1	13.0	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	10.2	10.2	10.2	12.4	16.1	16.1	13.0	13.0	13.0
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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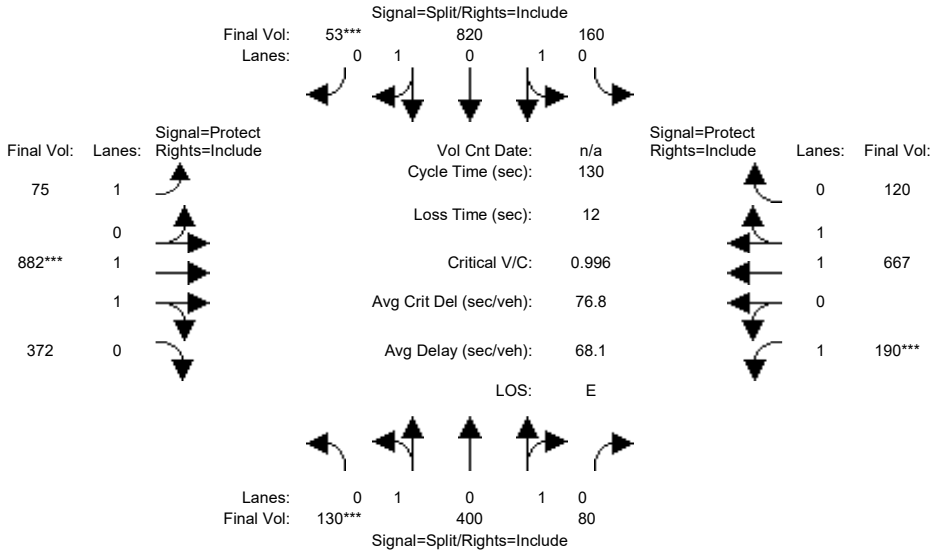
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	0	0	0	0	0	3	5	12	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	400	80	160	820	53	75	882	372	190	667	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	400	80	160	820	53	75	882	372	190	667	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	400	80	160	820	53	75	882	372	190	667	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	400	80	160	820	53	75	882	372	190	667	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	1.31	0.26	0.31	1.59	0.10	1.00	1.39	0.61	1.00	1.69	0.31
Final Sat.:	767	2361	472	558	2858	185	1750	2602	1097	1750	3135	564
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.04	0.34	0.34	0.11	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	22.1	22.1	22.1	37.5	37.5	37.5	11.8	44.3	44.3	14.2	46.6	46.6
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.59	0.59
Delay/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
LOS by Move:	F	F	F	E	E	E	E+	E	E	F	C-	C-
HCM2kAvgQ:	13	13	13	25	25	25	3	30	30	10	13	13

Note: Queue reported is the number of cars per lane.

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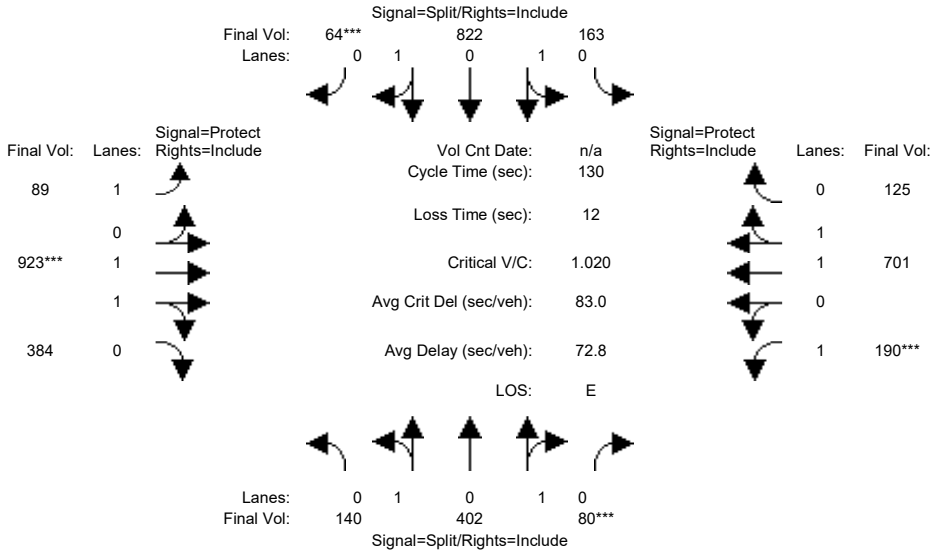
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	10	2	0	3	2	14	19	53	14	0	41	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	402	80	163	822	64	89	923	384	190	701	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	402	80	163	822	64	89	923	384	190	701	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	402	80	163	822	64	89	923	384	190	701	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	402	80	163	822	64	89	923	384	190	701	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	1.29	0.26	0.31	1.57	0.12	1.00	1.40	0.60	1.00	1.69	0.31
Final Sat.:	810	2327	463	559	2821	220	1750	2612	1087	1750	3140	560
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.05	0.35	0.35	0.11	0.22	0.22
Crit Moves:			****			****		****		****		
Green Time:	22.0	22.0	22.0	37.1	37.1	37.1	11.4	45.0	45.0	13.8	47.4	47.4
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.58	1.02	1.02	1.02	0.61	0.61
Delay/Veh:	95.7	95.7	95.7	79.7	79.7	79.7	62.3	72.9	72.9	129.4	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	95.7	95.7	79.7	79.7	79.7	62.3	72.9	72.9	129.4	34.6	34.6
LOS by Move:	F	F	F	E-	E-	E-	E	E	E	F	C-	C-
HCM2kAvgQ:	14	14	14	26	26	26	4	32	32	11	14	14

Note: Queue reported is the number of cars per lane.

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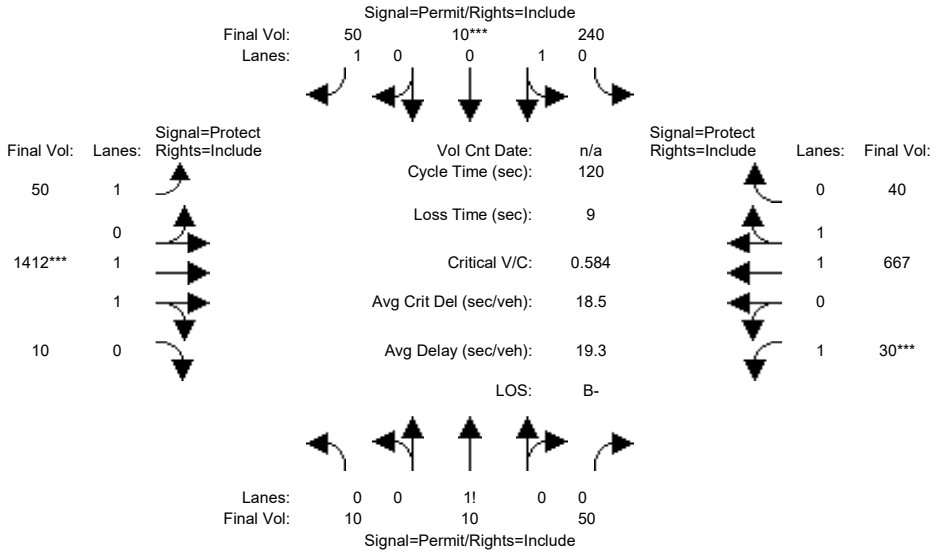
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1412	10	30	667	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1412	10	30	667	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1412	10	30	667	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1412	10	30	667	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	250	250	1250	1728	72	1750	1750	3674	26	1750	3491	209
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	19.5	76.4	76.4	7.0	63.9	63.9
Volume/Cap:	0.17	0.17	0.17	0.60	0.60	0.12	0.18	0.60	0.60	0.29	0.36	0.36
Delay/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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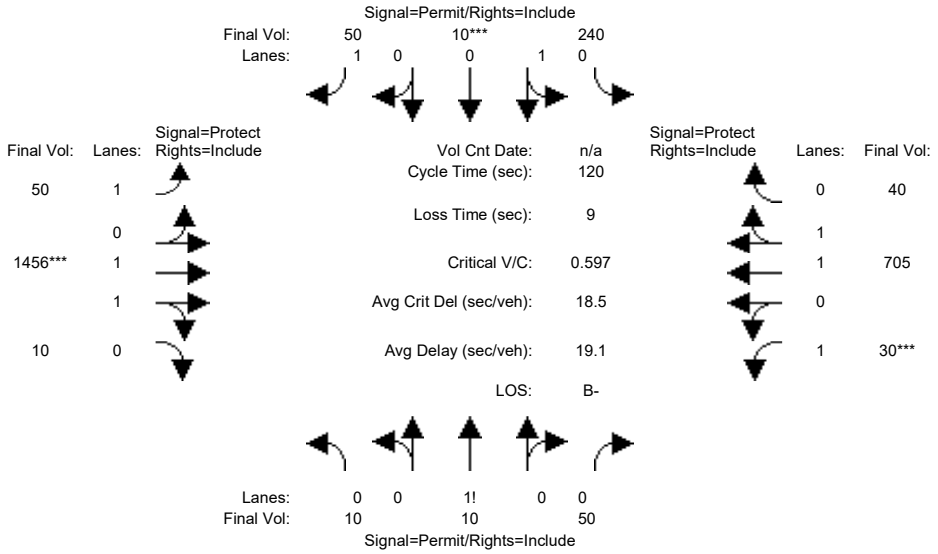
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	56	0	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1456	10	30	705	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1456	10	30	705	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1456	10	30	705	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1456	10	30	705	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1728	72	1750	1750	3675	25	1750	3501	199
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.40	0.40	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	27.0	27.0	27.0	27.0	27.0	27.0	18.9	77.0	77.0	7.0	65.1	65.1
Volume/Cap:	0.18	0.18	0.18	0.62	0.62	0.13	0.18	0.62	0.62	0.29	0.37	0.37
Delay/Veh:	37.8	37.8	37.8	44.7	44.7	37.2	44.2	13.3	13.3	55.7	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	44.7	44.7	37.2	44.2	13.3	13.3	55.7	15.8	15.8
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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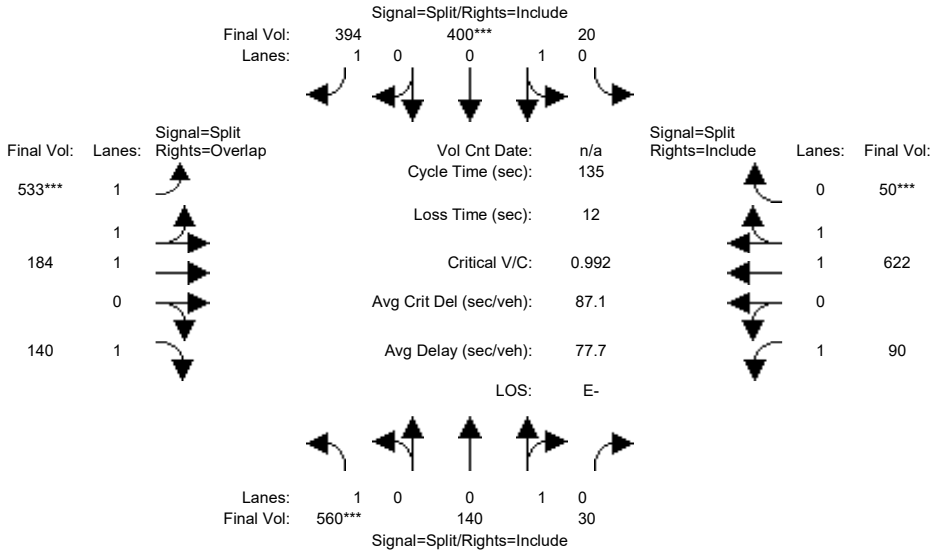
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	4	3	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	394	533	184	140	90	622	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	394	533	184	140	90	622	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	394	533	184	140	90	622	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	394	533	184	140	90	622	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3424	275
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****					****
Green Time:	43.5	43.5	43.5	31.7	31.7	31.7	23.0	23.0	66.5	24.7	24.7	24.7
Volume/Cap:	0.99	0.29	0.29	0.99	0.99	0.96	0.99	0.57	0.16	0.28	0.99	0.99
Delay/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	22	18	8	3	4	19	19

Note: Queue reported is the number of cars per lane.

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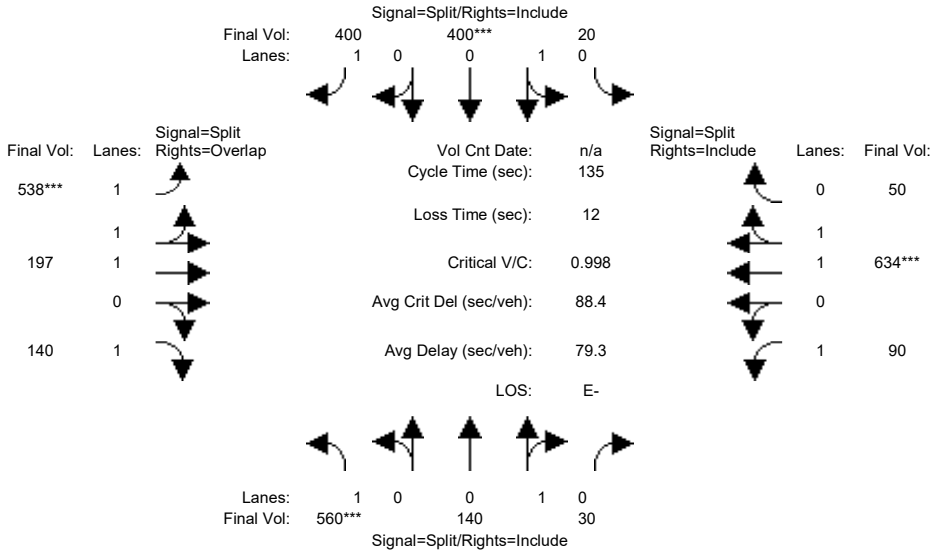
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	10	8	17	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	400	538	197	140	90	634	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	400	538	197	140	90	634	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	400	538	197	140	90	634	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	400	538	197	140	90	634	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3429	270
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	43.3	43.3	43.3	31.6	31.6	31.6	23.1	23.1	66.4	25.0	25.0	25.0
Volume/Cap:	1.00	0.29	0.29	1.00	1.00	0.98	1.00	0.61	0.16	0.28	1.00	1.00
Delay/Veh:	83.2	34.7	34.7	94.9	94.9	89.7	88.5	52.6	19.0	47.7	88.7	88.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	34.7	34.7	94.9	94.9	89.7	88.5	52.6	19.0	47.7	88.7	88.7
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	23	18	8	3	4	20	20

Note: Queue reported is the number of cars per lane.

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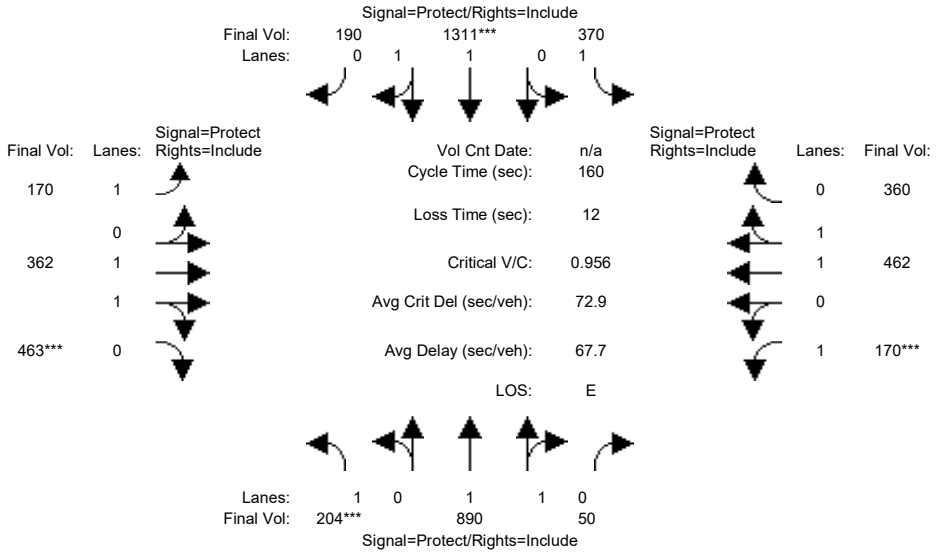
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	4	0	0	0	1	0	0	2	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	890	50	370	1311	190	170	362	463	170	462	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	890	50	370	1311	190	170	362	463	170	462	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	890	50	370	1311	190	170	362	463	170	462	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	890	50	370	1311	190	170	362	463	170	462	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3503	197	1750	3231	468	1750	1900	1750	1750	2078	1620
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.21	0.41	0.41	0.10	0.19	0.26	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	19.5	47.7	47.7	39.7	67.9	67.9	18.4	44.3	44.3	16.3	42.1	42.1
Volume/Cap:	0.96	0.85	0.85	0.85	0.96	0.96	0.84	0.69	0.96	0.96	0.84	0.84
Delay/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
LOS by Move:	F	E+	E+	E	E+	E+	F	D-	E-	F	E	E
HCM2kAvgQ:	14	24	24	21	41	41	8	15	23	10	20	20

Note: Queue reported is the number of cars per lane.

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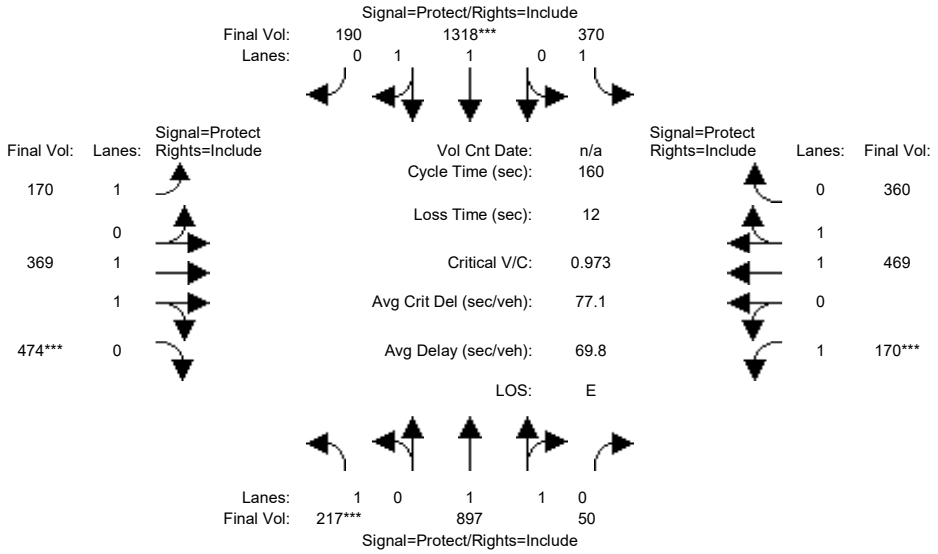
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	17	7	0	0	8	0	0	9	14	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	897	50	370	1318	190	170	369	474	170	469	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	897	50	370	1318	190	170	369	474	170	469	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	897	50	370	1318	190	170	369	474	170	469	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	897	50	370	1318	190	170	369	474	170	469	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.11	0.89
Final Sat.:	1750	3504	195	1750	3233	466	1750	1900	1750	1750	2092	1606
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.41	0.41	0.10	0.19	0.27	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	20.4	47.9	47.9	39.6	67.1	67.1	18.3	44.6	44.6	16.0	42.2	42.2
Volume/Cap:	0.97	0.86	0.86	0.86	0.97	0.97	0.85	0.70	0.97	0.97	0.85	0.85
Delay/Veh:	121.8	59.5	59.5	72.8	62.3	62.3	96.9	53.5	81.1	131.5	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.8	59.5	59.5	72.8	62.3	62.3	96.9	53.5	81.1	131.5	63.0	63.0
LOS by Move:	F	E+	E+	E	E	E	F	D-	F	F	E	E
HCM2kAvgQ:	15	25	25	21	42	42	8	15	24	10	20	20

Note: Queue reported is the number of cars per lane.

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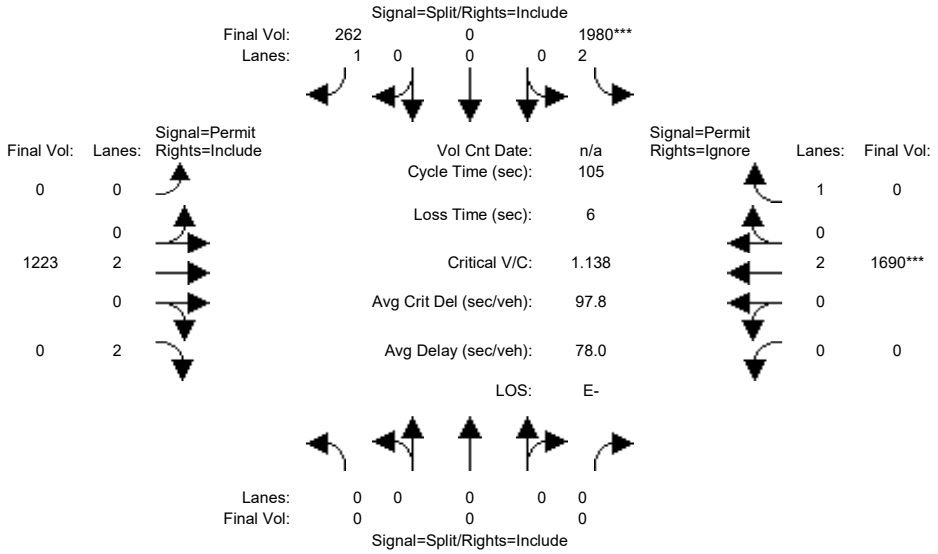
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	2	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	262	0	1223	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	262	0	1223	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.32	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.27	0.00	0.82	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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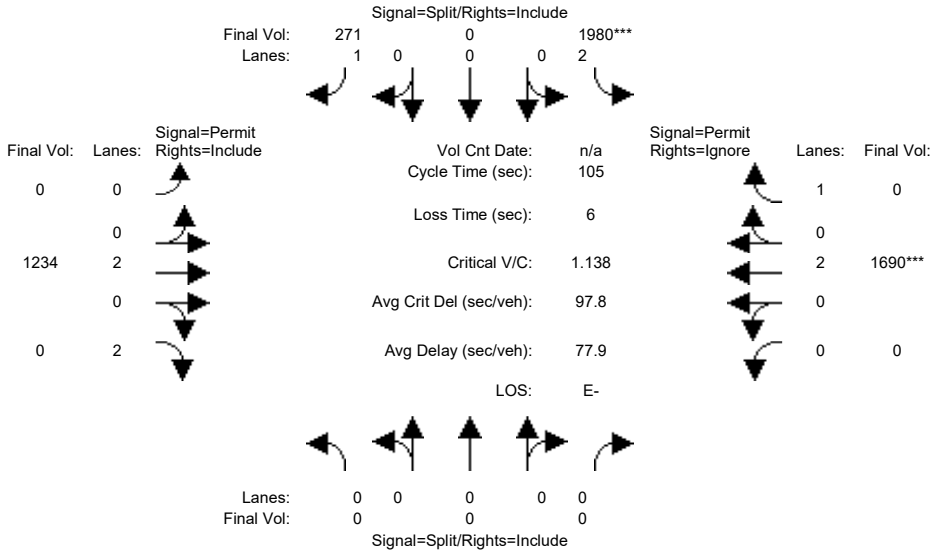
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	11	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	271	0	1234	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	271	0	1234	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	271	0	1234	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	271	0	1234	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.32	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.28	0.00	0.83	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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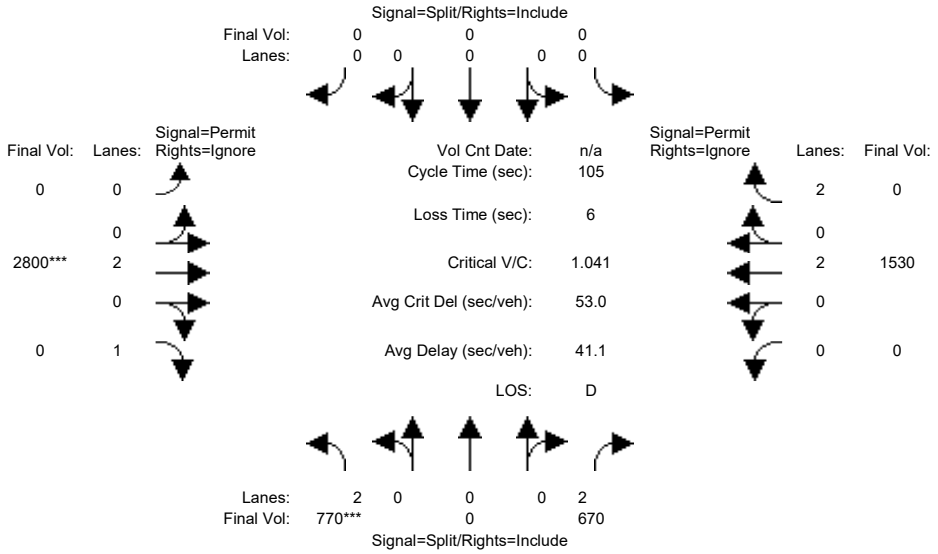
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	303	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	22	0	16	0	0	0	0	53	0	0	12	0

Note: Queue reported is the number of cars per lane.

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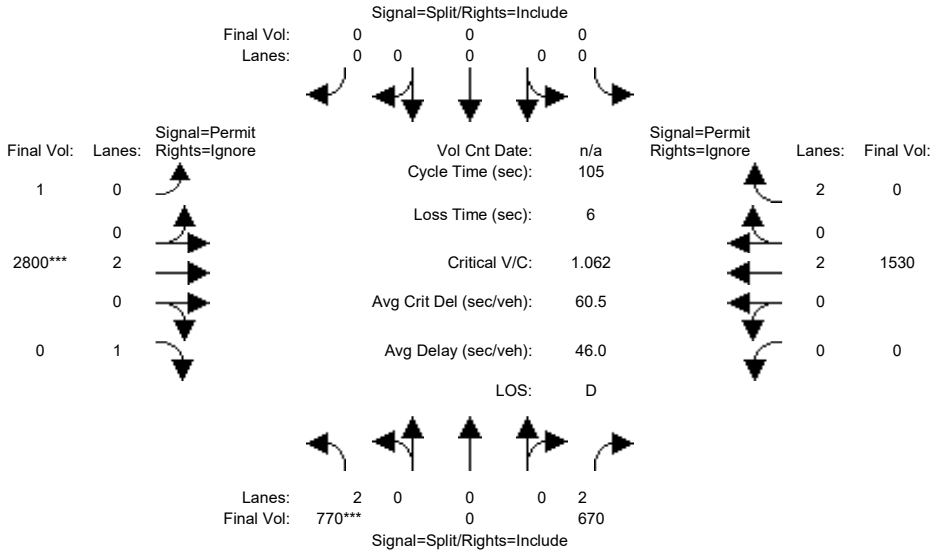
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	1	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	1	2800	313	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	1	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	1	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	1	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	1.99	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	1	3699	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.76	0.76	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	74.8	74.8	0.0	0.0	74.8	0.0
Volume/Cap:	1.06	0.00	0.92	0.00	0.00	0.00	1.06	1.06	0.00	0.00	0.56	0.00
Delay/Veh:	91.6	0.0	57.1	0.0	0.0	0.0	51.9	51.9	0.0	0.0	7.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	0.0	57.1	0.0	0.0	0.0	51.9	51.9	0.0	0.0	7.5	0.0
LOS by Move:	F	A	E+	A	A	A	D-	D-	A	A	A	A
HCM2kAvgQ:	23	0	17	0	0	0	57	57	0	0	12	0

Note: Queue reported is the number of cars per lane.

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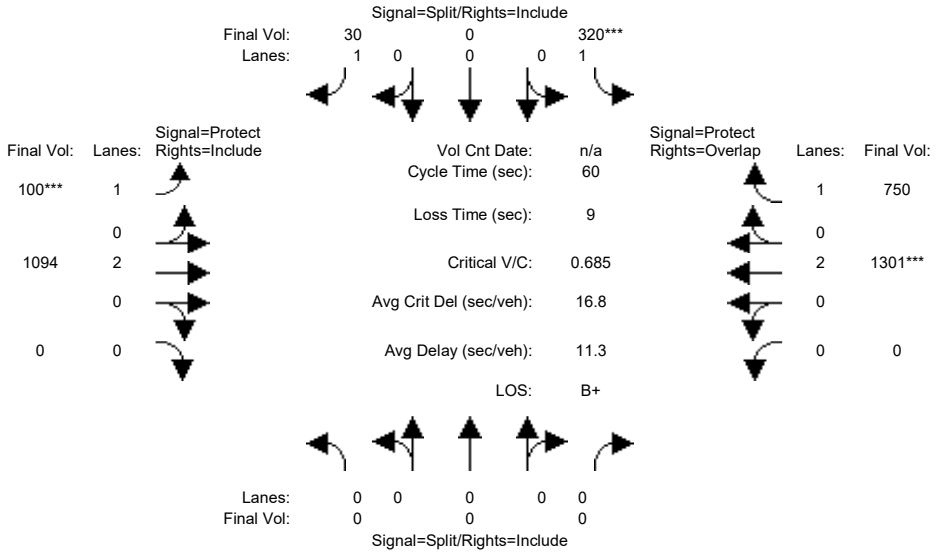
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road									Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	30	100	1094	0	0	1301	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	30	100	1094	0	0	1301	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.34	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.3	0.0	15.3	7.0	35.7	0.0	0.0	28.7	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.49	0.48	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	0	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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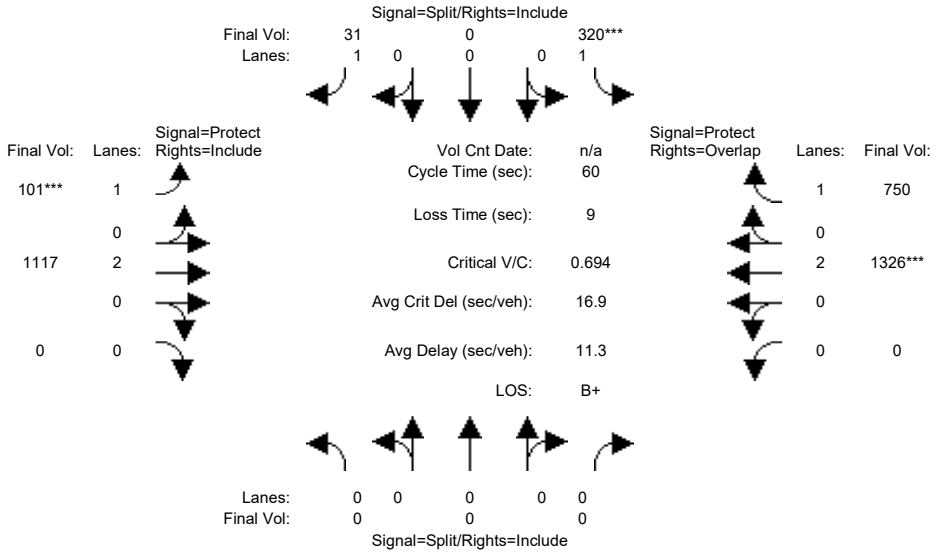
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	1	1	27	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	31	101	1117	0	0	1326	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	31	101	1117	0	0	1326	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	31	101	1117	0	0	1326	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	31	101	1117	0	0	1326	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.35	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.1	0.0	15.1	7.0	35.9	0.0	0.0	28.9	44.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.07	0.49	0.49	0.00	0.00	0.73	0.58
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	17.1	26.7	7.0	0.0	0.0	13.9	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	17.1	26.7	7.0	0.0	0.0	13.9	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	1	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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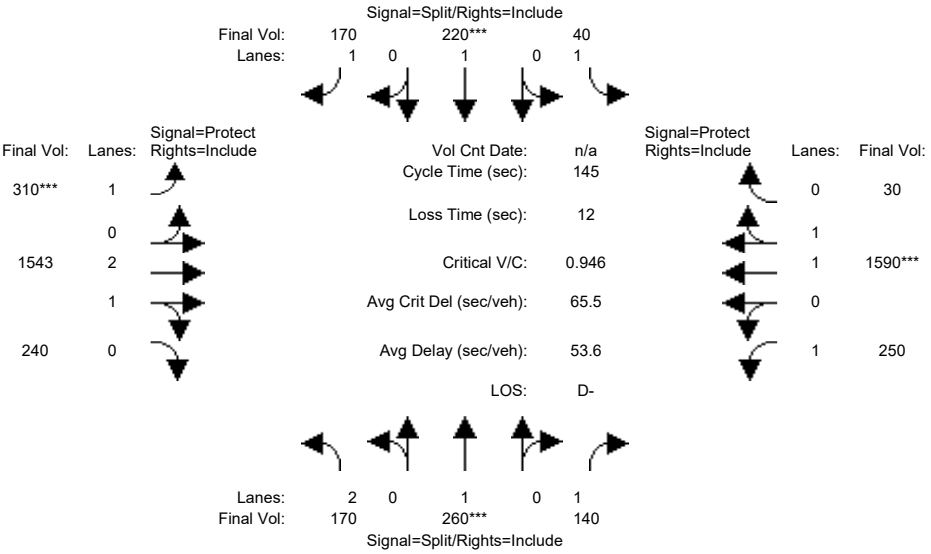
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1543	240	250	1590	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1543	240	250	1590	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4845	754	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	21.0	21.0	21.0	17.7	17.7	17.7	27.2	65.1	65.1	29.2	67.1	67.1
Volume/Cap:	0.37	0.95	0.55	0.19	0.95	0.79	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
LOS by Move:	E+	F	E	E+	F	E-	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	38	38

Note: Queue reported is the number of cars per lane.

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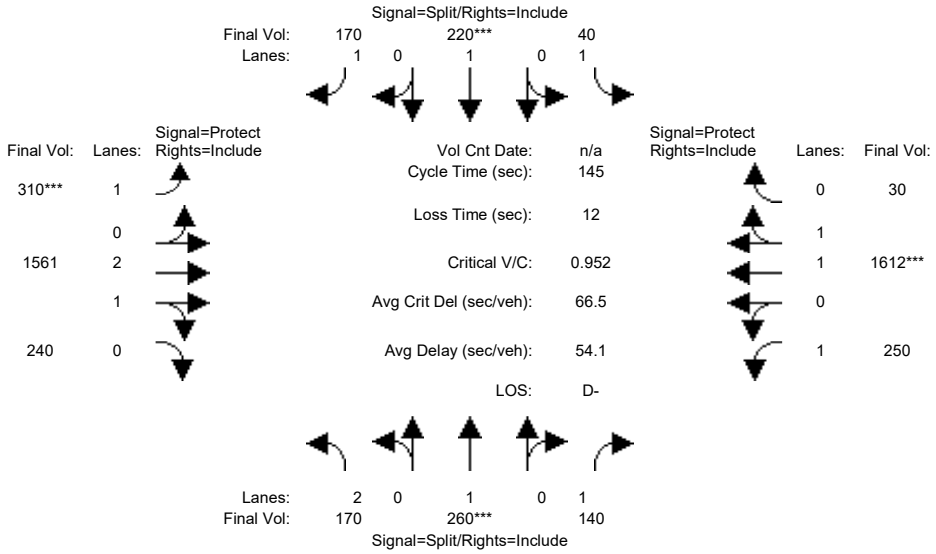
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	21	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1561	240	250	1612	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1561	240	250	1612	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1561	240	250	1612	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1561	240	250	1612	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4853	746	1750	3632	68
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	20.8	20.8	20.8	17.6	17.6	17.6	27.0	65.5	65.5	29.1	67.6	67.6
Volume/Cap:	0.38	0.95	0.56	0.19	0.95	0.80	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.7	103	60.5	57.7	109	80.8	95.7	33.1	33.1	60.8	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	103	60.5	57.7	109	80.8	95.7	33.1	33.1	60.8	49.4	49.4
LOS by Move:	E+	F	E	E+	F	F	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	39	39

Note: Queue reported is the number of cars per lane.

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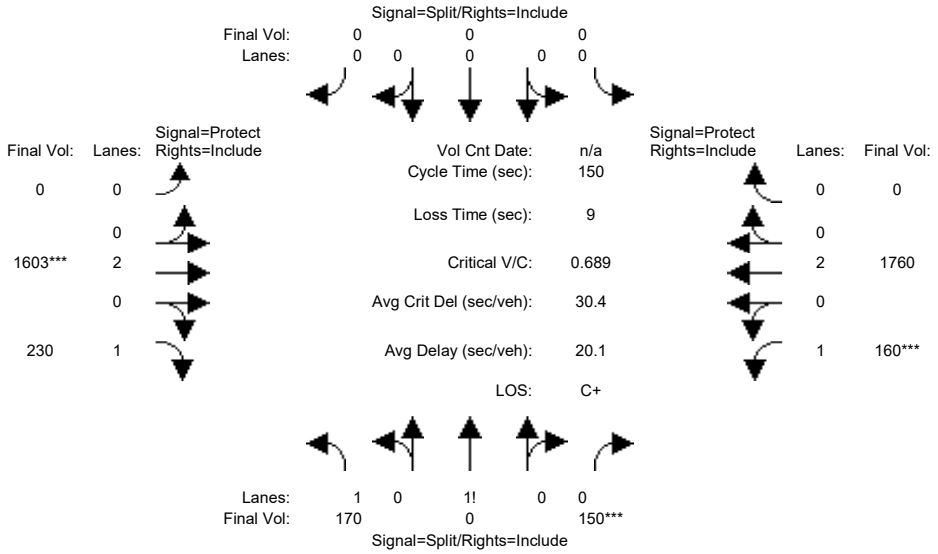
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1603	230	160	1760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1603	230	160	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.13	0.09	0.46	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	91.9	91.9	19.9	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.62	0.00
Delay/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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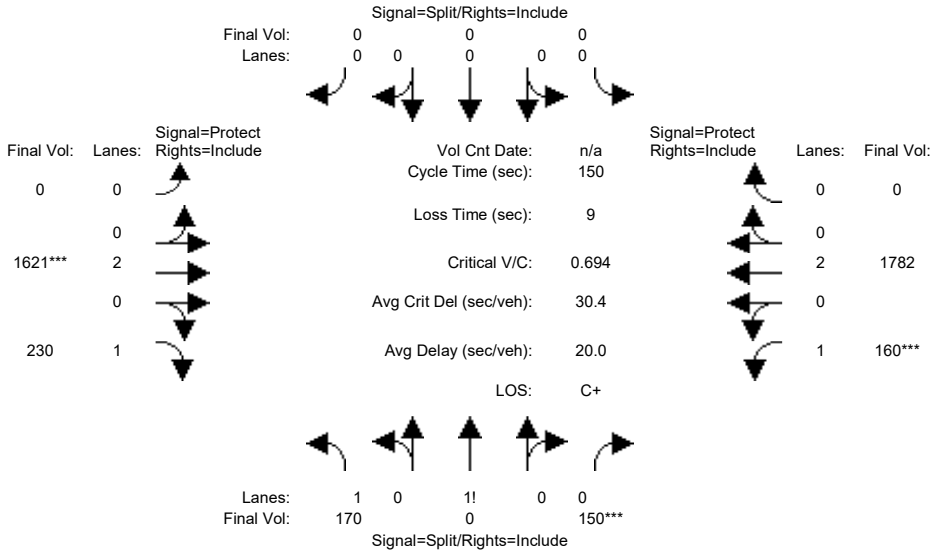
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	21	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1621	230	160	1782	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1621	230	160	1782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1621	230	160	1782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1621	230	160	1782	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.43	0.13	0.09	0.47	0.00
Crit Moves:			****					****		****		
Green Time:	29.0	0.0	29.0	0.0	0.0	0.0	0.0	92.2	92.2	19.8	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.63	0.00
Delay/Veh:	52.8	0.0	60.9	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	60.9	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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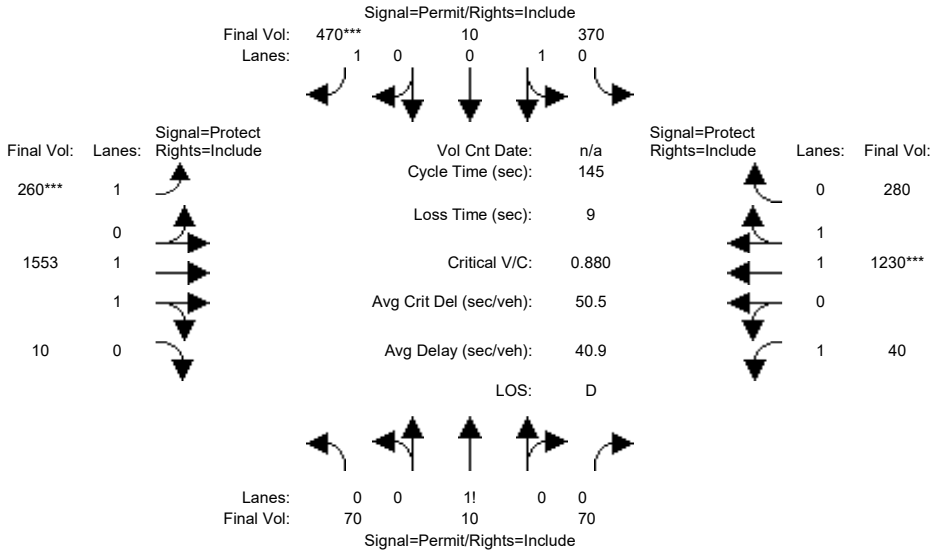
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1553	10	40	1230	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1553	10	40	1230	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3676	24	1750	3013	686
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.42	0.42	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.3	44.3	44.3	44.3	44.3	44.3	24.5	82.3	82.3	9.4	67.3	67.3
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.74	0.74	0.35	0.88	0.88
Delay/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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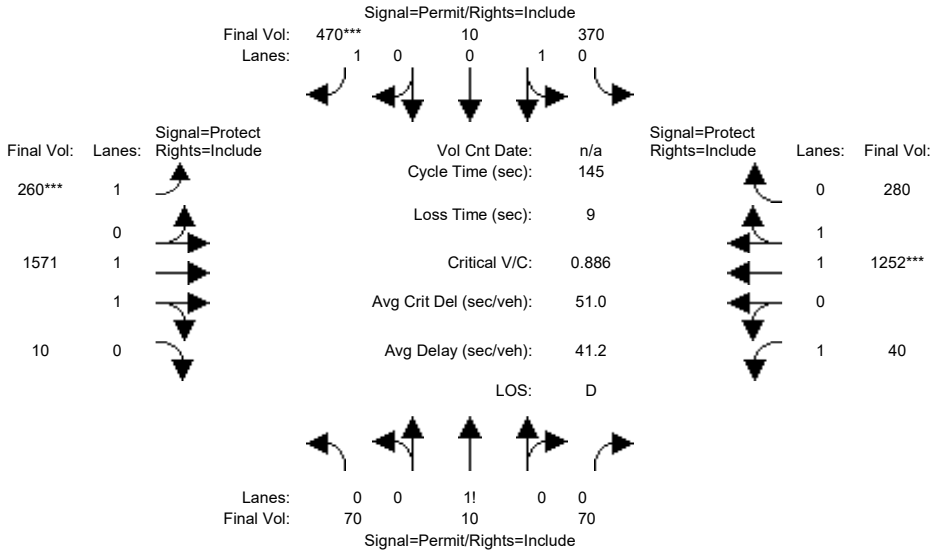
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	21	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1571	10	40	1252	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1571	10	40	1252	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1571	10	40	1252	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1571	10	40	1252	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3677	23	1750	3023	676
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.43	0.43	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	43.9	43.9	43.9	43.9	43.9	43.9	24.3	82.7	82.7	9.3	67.8	67.8
Volume/Cap:	0.28	0.28	0.28	0.70	0.70	0.89	0.89	0.75	0.75	0.35	0.89	0.89
Delay/Veh:	38.8	38.8	38.8	48.6	48.6	64.5	84.9	24.9	24.9	66.9	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.8	48.6	48.6	64.5	84.9	24.9	24.9	66.9	41.1	41.1
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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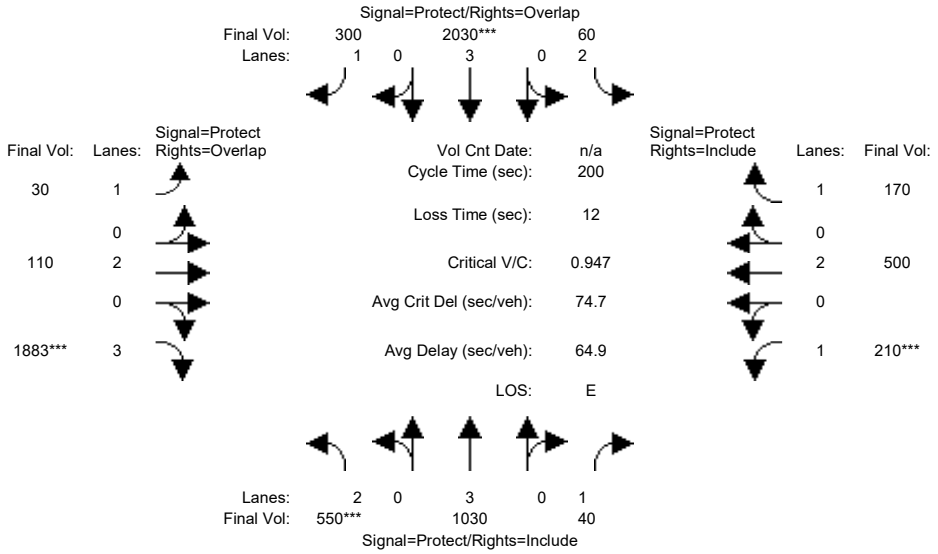
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1030	40	60	2030	300	30	110	1883	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1030	40	60	2030	300	30	110	1883	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.41	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	36.9	93.9	93.9	18.2	75.2	91.2	15.9	50.5	87.4	25.4	59.9	59.9
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.11	0.95	0.95	0.44	0.32
Delay/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	D-
HCM2kAvgQ:	22	13	1	2	44	12	2	2	47	17	12	8

Note: Queue reported is the number of cars per lane.

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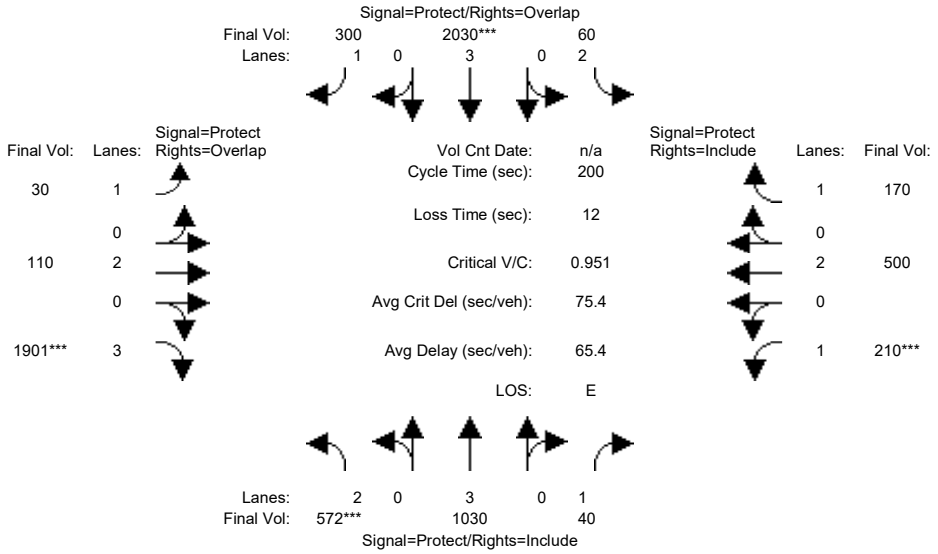
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	22	0	0	0	0	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	572	1030	40	60	2030	300	30	110	1901	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	572	1030	40	60	2030	300	30	110	1901	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	572	1030	40	60	2030	300	30	110	1901	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	572	1030	40	60	2030	300	30	110	1901	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.42	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	38.2	94.7	94.7	18.4	74.9	90.6	15.7	49.7	87.9	25.2	59.2	59.2
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.12	0.95	0.95	0.44	0.33
Delay/Veh:	105.0	33.9	28.4	84.5	71.0	36.4	87.2	58.2	64.8	133.5	57.4	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.0	33.9	28.4	84.5	71.0	36.4	87.2	58.2	64.8	133.5	57.4	55.3
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	E+
HCM2kAvgQ:	23	13	1	2	44	13	2	2	48	17	12	8

Note: Queue reported is the number of cars per lane.

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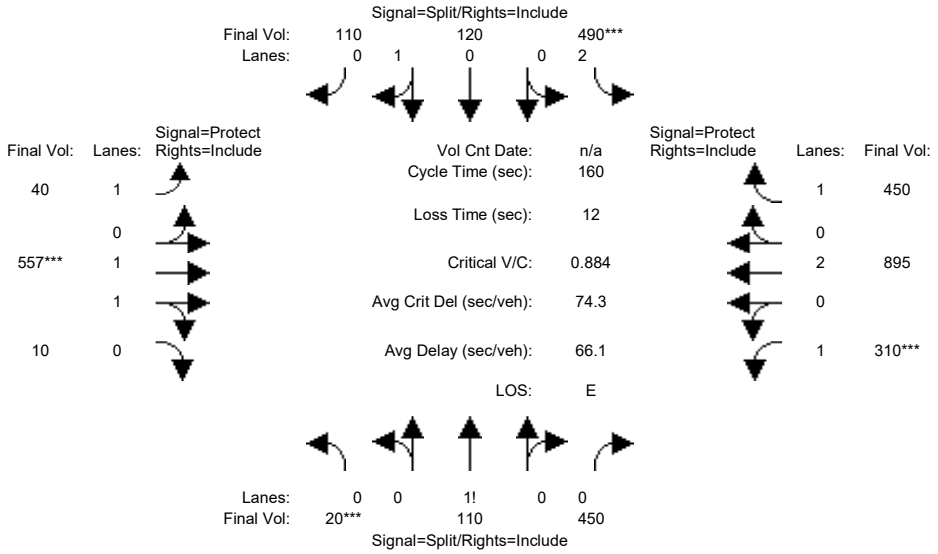
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	557	10	310	895	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	557	10	310	895	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	557	10	310	895	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	557	10	310	895	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3635	65	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.15	0.15	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	60.0	60.0	60.0	28.2	28.2	28.2	8.7	27.7	27.7	32.1	51.1	51.1
Volume/Cap:	0.88	0.88	0.88	0.88	0.73	0.73	0.42	0.88	0.88	0.88	0.74	0.80
Delay/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
LOS by Move:	E	E	E	E-	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	31	31	31	17	12	12	2	14	14	17	19	22

Note: Queue reported is the number of cars per lane.

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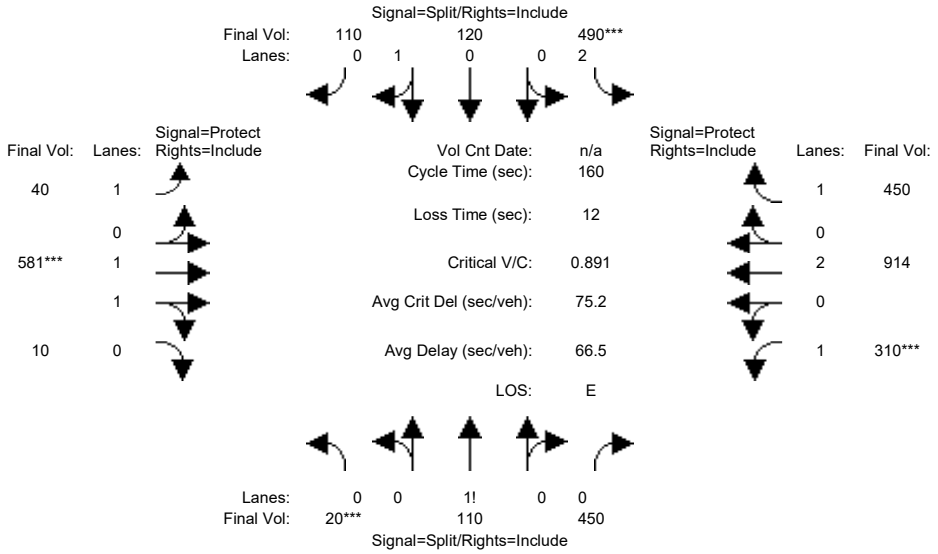
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	31	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	581	10	310	914	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	581	10	310	914	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	581	10	310	914	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	581	10	310	914	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3637	63	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.16	0.16	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	59.5	59.5	59.5	27.9	27.9	27.9	8.8	28.7	28.7	31.8	51.7	51.7
Volume/Cap:	0.89	0.89	0.89	0.89	0.73	0.73	0.42	0.89	0.89	0.89	0.74	0.80
Delay/Veh:	61.5	61.5	61.5	81.0	71.0	71.0	76.0	78.3	78.3	85.9	50.8	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	61.5	61.5	81.0	71.0	71.0	76.0	78.3	78.3	85.9	50.8	57.0
LOS by Move:	E	E	E	F	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	32	32	32	17	12	12	2	15	15	17	20	22

Note: Queue reported is the number of cars per lane.

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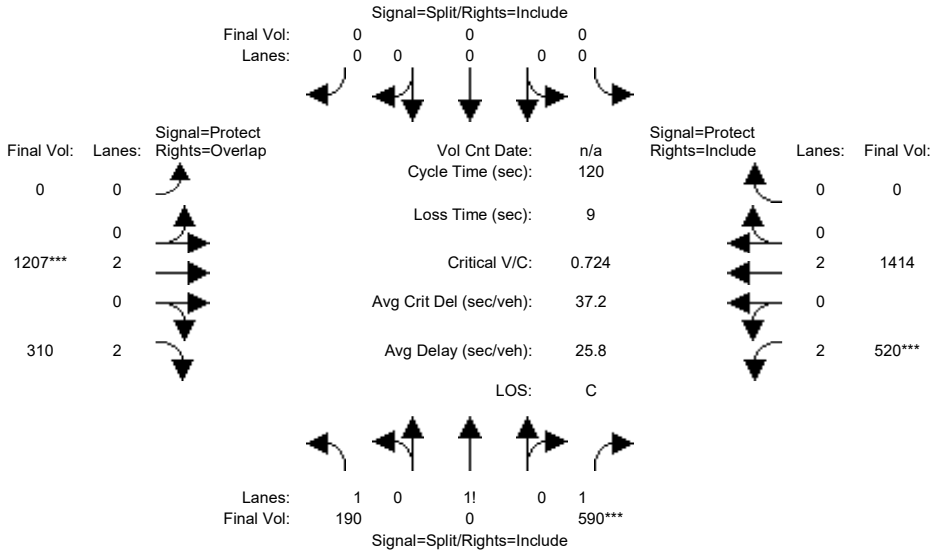
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	590	0	0	0	0	1207	310	520	1414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	590	0	0	0	0	1207	310	520	1414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2185	0	3152	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	52.6	83.6	27.4	80.0	0.0
Volume/Cap:	0.34	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.14	0.72	0.56	0.00
Delay/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	17	2	10	13	0

Note: Queue reported is the number of cars per lane.

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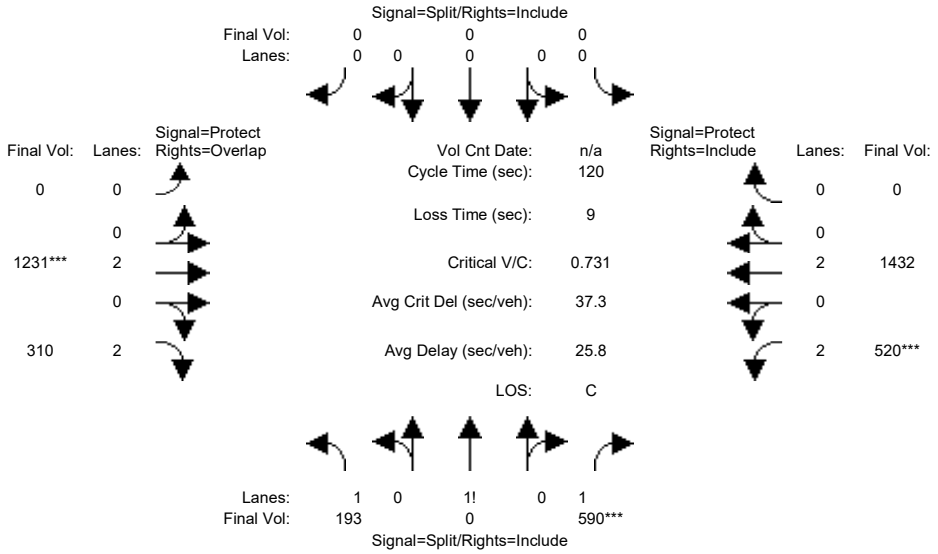
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	3	0	0	0	0	0	0	31	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	590	0	0	0	0	1231	310	520	1432	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	590	0	0	0	0	1231	310	520	1432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	590	0	0	0	0	1231	310	520	1432	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	590	0	0	0	0	1231	310	520	1432	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2191	0	3147	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	53.2	83.9	27.1	80.2	0.0
Volume/Cap:	0.34	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.14	0.73	0.56	0.00
Delay/Veh:	36.5	0.0	43.5	0.0	0.0	0.0	0.0	29.2	6.0	47.0	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	0.0	43.5	0.0	0.0	0.0	0.0	29.2	6.0	47.0	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	18	2	10	13	0

Note: Queue reported is the number of cars per lane.

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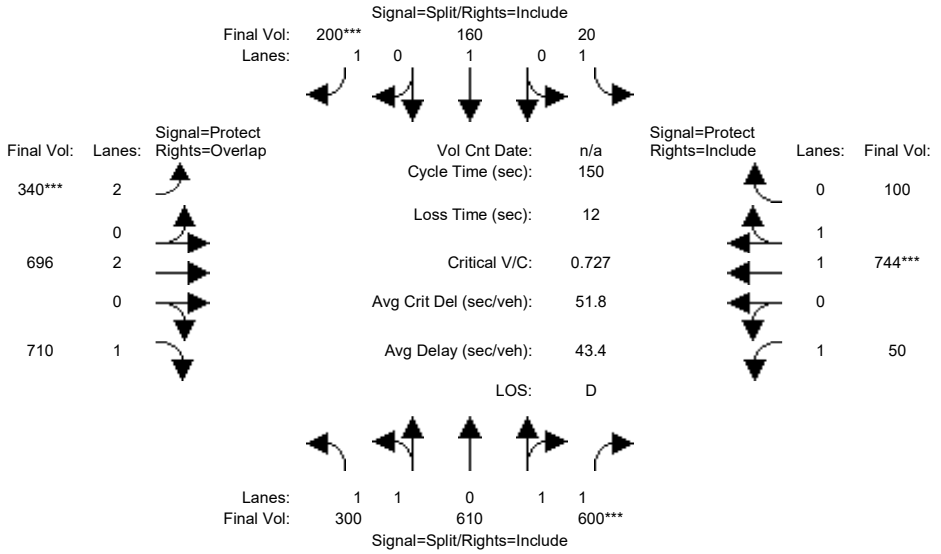
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	696	710	50	744	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	696	710	50	744	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	696	710	50	744	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	696	710	50	744	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3261	438
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.18	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	45.0	45.0	45.0	23.6	23.6	23.6	22.3	57.8	102.9	11.5	47.1	47.1
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.47	0.59	0.37	0.73	0.73
Delay/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	11	18	2	17	17

Note: Queue reported is the number of cars per lane.

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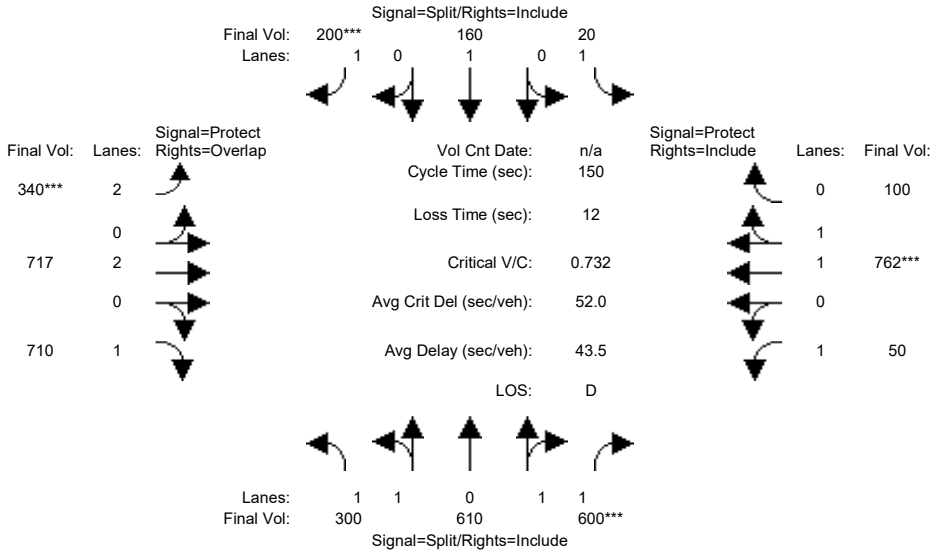
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	27	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	717	710	50	762	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	717	710	50	762	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	717	710	50	762	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	717	710	50	762	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3270	429
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.19	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	44.7	44.7	44.7	23.4	23.4	23.4	22.1	58.3	103.0	11.6	47.7	47.7
Volume/Cap:	0.58	0.73	0.73	0.07	0.54	0.73	0.73	0.49	0.59	0.37	0.73	0.73
Delay/Veh:	44.9	48.6	48.6	54.1	60.3	70.0	67.0	34.8	13.2	67.4	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	48.6	48.6	54.1	60.3	70.0	67.0	34.8	13.2	67.4	47.8	47.8
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	12	18	2	18	18

Note: Queue reported is the number of cars per lane.

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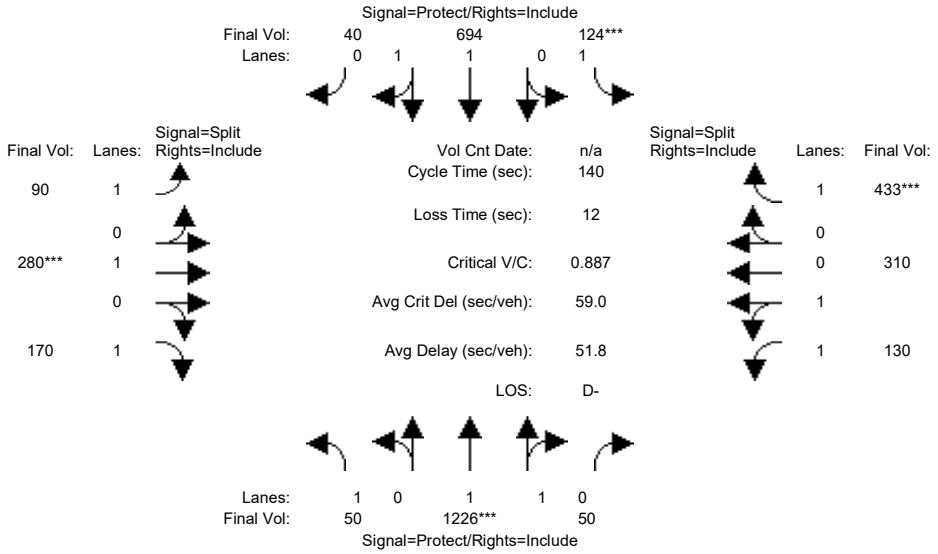
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	6	0	4	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1226	50	124	694	40	90	280	170	130	310	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1226	50	124	694	40	90	280	170	130	310	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1226	50	124	694	40	90	280	170	130	310	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1226	50	124	694	40	90	280	170	130	310	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3498	202	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.2	54.5	54.5	11.2	52.4	52.4	23.3	23.3	23.3	39.1	39.1	39.1
Volume/Cap:	0.30	0.89	0.89	0.89	0.53	0.53	0.31	0.89	0.58	0.27	0.58	0.89
Delay/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	27	27	7	12	12	4	15	8	5	12	22

Note: Queue reported is the number of cars per lane.

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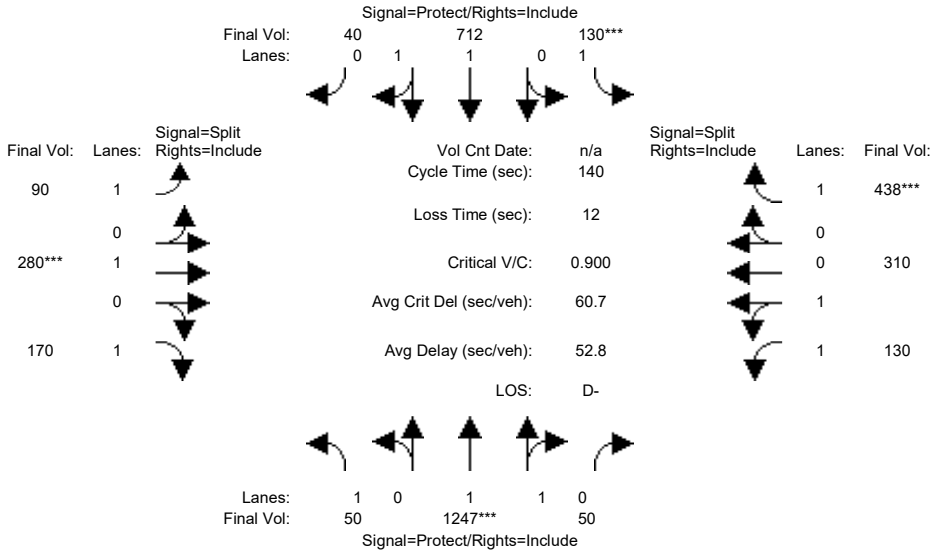
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	27	0	10	22	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1247	50	130	712	40	90	280	170	130	310	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1247	50	130	712	40	90	280	170	130	310	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1247	50	130	712	40	90	280	170	130	310	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1247	50	130	712	40	90	280	170	130	310	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	143	1750	3503	197	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.1	54.6	54.6	11.6	53.1	53.1	22.9	22.9	22.9	39.0	39.0	39.0
Volume/Cap:	0.31	0.90	0.90	0.90	0.54	0.54	0.31	0.90	0.59	0.27	0.59	0.90
Delay/Veh:	60.3	48.1	48.1	109.9	34.3	34.3	52.2	84.6	57.5	39.5	44.8	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	48.1	48.1	109.9	34.3	34.3	52.2	84.6	57.5	39.5	44.8	68.1
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	28	28	7	12	12	4	15	8	5	12	23

Note: Queue reported is the number of cars per lane.

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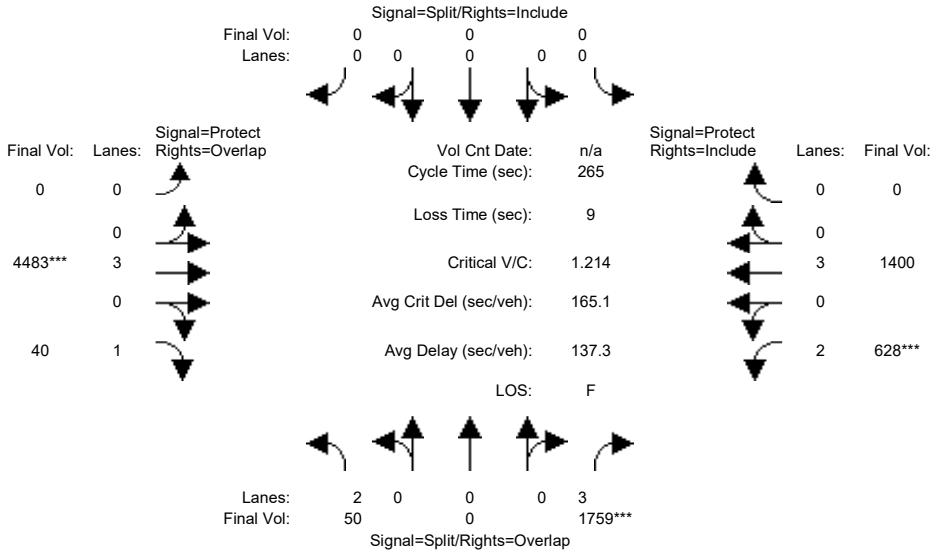
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	9	0	0	0	0	3	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1759	0	0	0	0	4483	40	628	1400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1759	0	0	0	0	4483	40	628	1400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.8	0.0	84.4	0.0	0.0	0.0	0.0	172	212.5	43.5	215	0.0
Volume/Cap:	0.10	0.00	1.21	0.00	0.00	0.00	0.00	1.21	0.03	1.21	0.30	0.00
Delay/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	74	0	0	0	0	150	1	40	9	0

Note: Queue reported is the number of cars per lane.

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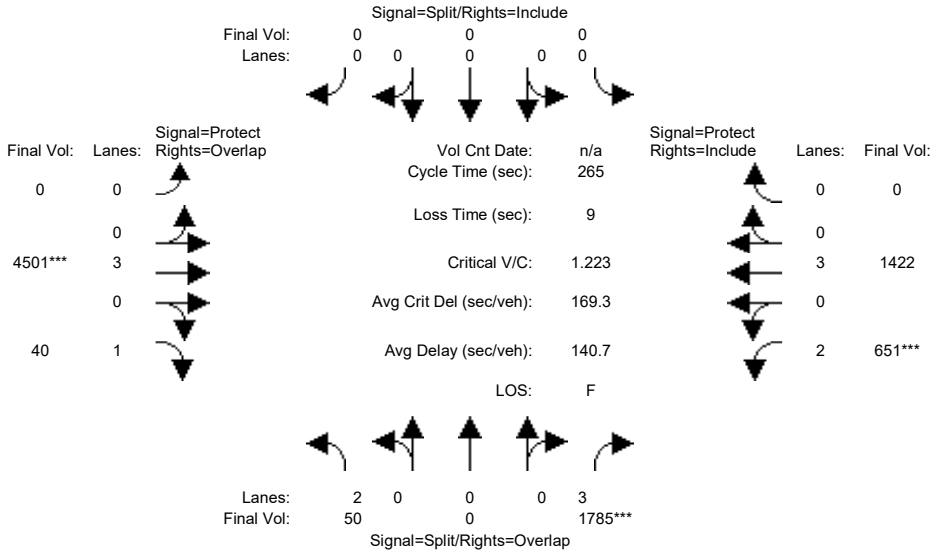
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	35	0	0	0	0	21	0	31	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1785	0	0	0	0	4501	40	651	1422	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1785	0	0	0	0	4501	40	651	1422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1785	0	0	0	0	4501	40	651	1422	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1785	0	0	0	0	4501	40	651	1422	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.21	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.2	0.0	85.0	0.0	0.0	0.0	0.0	171	211.2	44.8	216	0.0
Volume/Cap:	0.10	0.00	1.22	0.00	0.00	0.00	0.00	1.22	0.03	1.22	0.31	0.00
Delay/Veh:	97.0	0.0	196.9	0.0	0.0	0.0	0.0	150	5.6	226.6	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.0	0.0	196.9	0.0	0.0	0.0	0.0	150	5.6	226.6	6.1	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	75	0	0	0	0	151	1	42	9	0

Note: Queue reported is the number of cars per lane.

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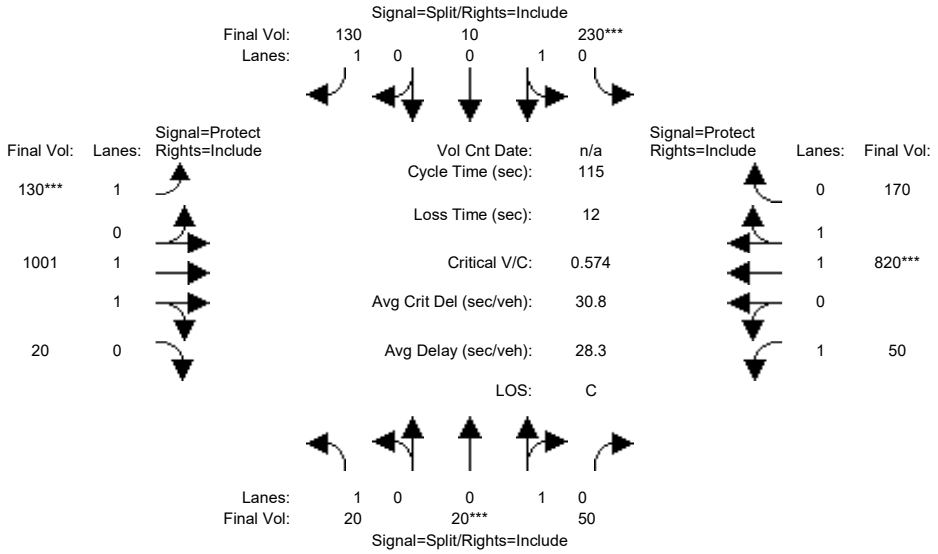
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	31	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1001	20	50	820	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1001	20	50	820	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1001	20	50	820	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1001	20	50	820	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	72	1750	3064	635
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	26.1	26.1	26.1	14.5	54.8	54.8	12.1	52.4	52.4
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.58	0.58	0.27	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	12	12	2	13	13

Note: Queue reported is the number of cars per lane.

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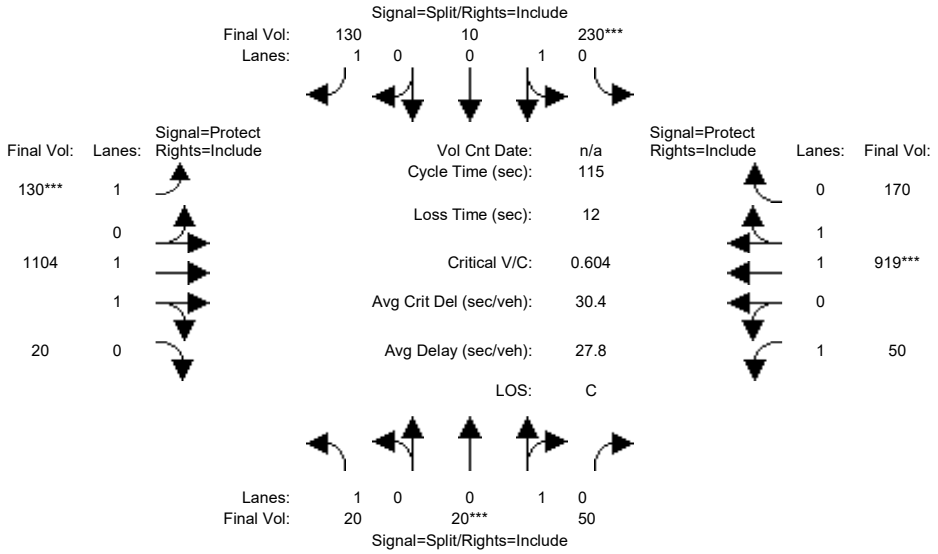
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	134	0	0	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1104	20	50	919	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1104	20	50	919	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1104	20	50	919	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1104	20	50	919	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.68	0.32
Final Sat.:	1750	514	1286	1725	75	1750	1750	3634	66	1750	3122	578
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.30	0.30	0.03	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	24.7	24.7	24.7	13.8	56.9	56.9	11.4	54.5	54.5
Volume/Cap:	0.13	0.45	0.45	0.62	0.62	0.35	0.62	0.61	0.61	0.29	0.62	0.62
Delay/Veh:	48.9	51.9	51.9	44.0	44.0	38.9	53.8	21.7	21.7	49.0	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	44.0	44.0	38.9	53.8	21.7	21.7	49.0	23.2	23.2
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	13	13	2	14	14

Note: Queue reported is the number of cars per lane.

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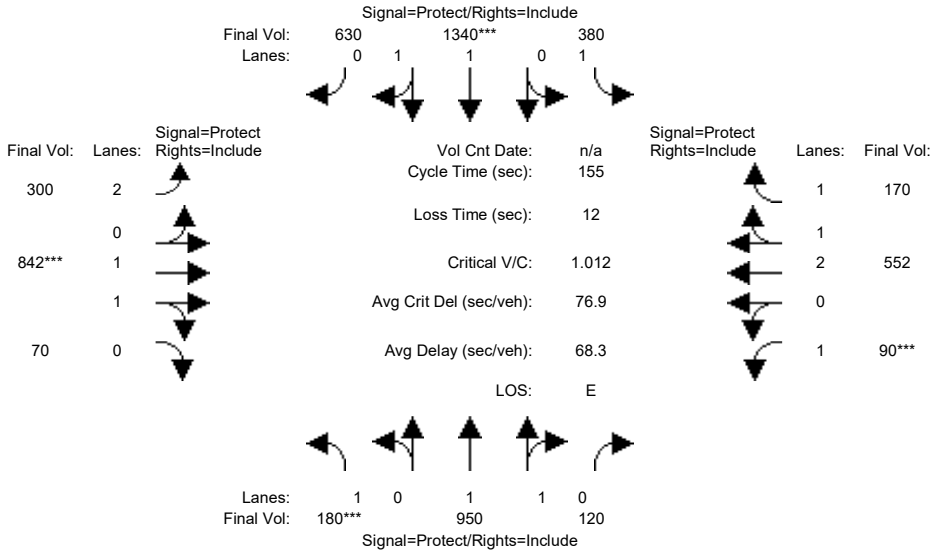
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	842	70	90	552	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	842	70	90	552	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	842	70	90	552	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	842	70	90	552	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3416	284	1750	5662	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.8	55.6	55.6	41.7	81.6	81.6	22.6	37.8	37.8	7.9	23.1	23.1
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.63
Delay/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	25	25	8	9	9

Note: Queue reported is the number of cars per lane.

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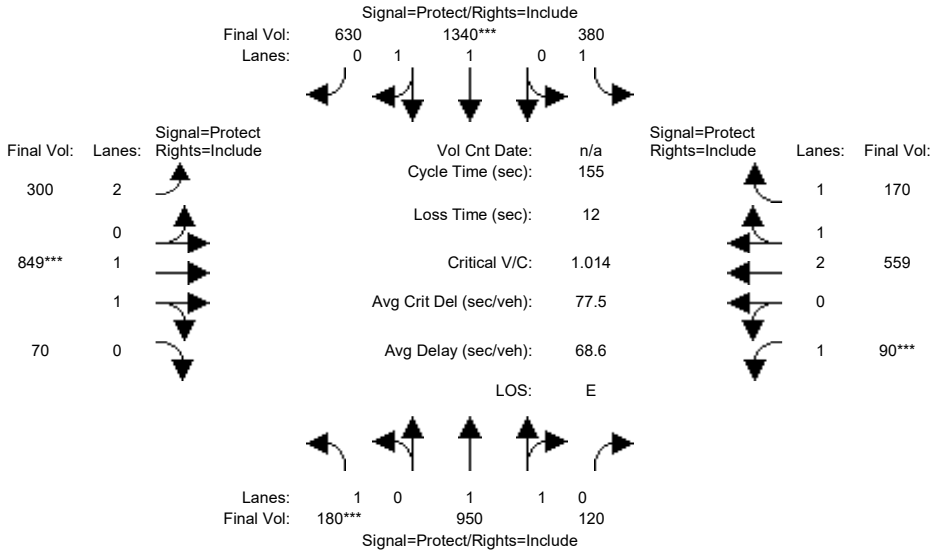
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	9	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	849	70	90	559	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	849	70	90	559	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	849	70	90	559	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	849	70	90	559	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3418	282	1750	5661	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.7	55.5	55.5	41.7	81.4	81.4	22.5	38.0	38.0	7.9	23.3	23.3
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.66	1.01	1.01	1.01	0.66	0.63
Delay/Veh:	140.8	48.7	48.7	62.9	60.7	60.7	66.0	91.9	91.9	172.9	63.5	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.8	48.7	48.7	62.9	60.7	60.7	66.0	91.9	91.9	172.9	63.5	62.9
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	26	26	8	9	9

Note: Queue reported is the number of cars per lane.

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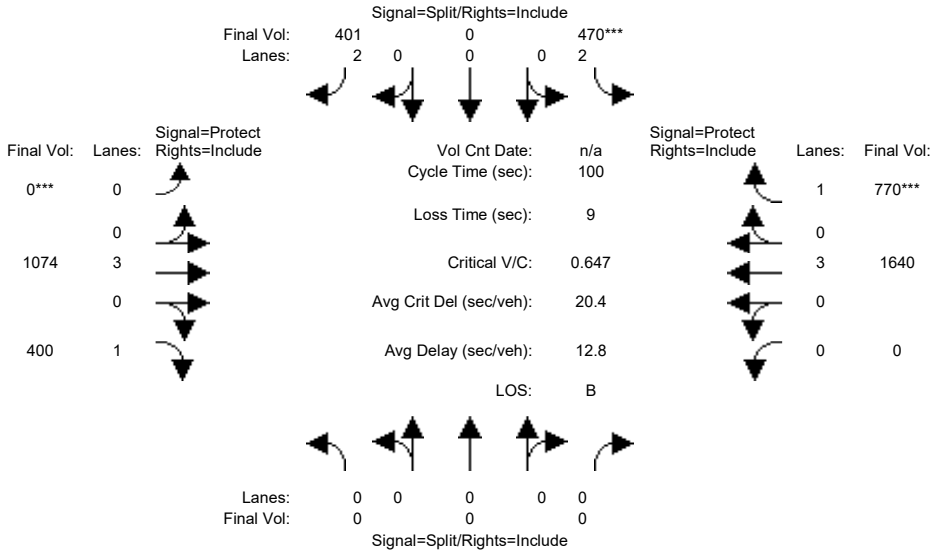
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	1	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	401	0	1074	400	0	1640	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	401	0	1074	400	0	1640	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.55	0.00	0.28	0.34	0.00	0.42	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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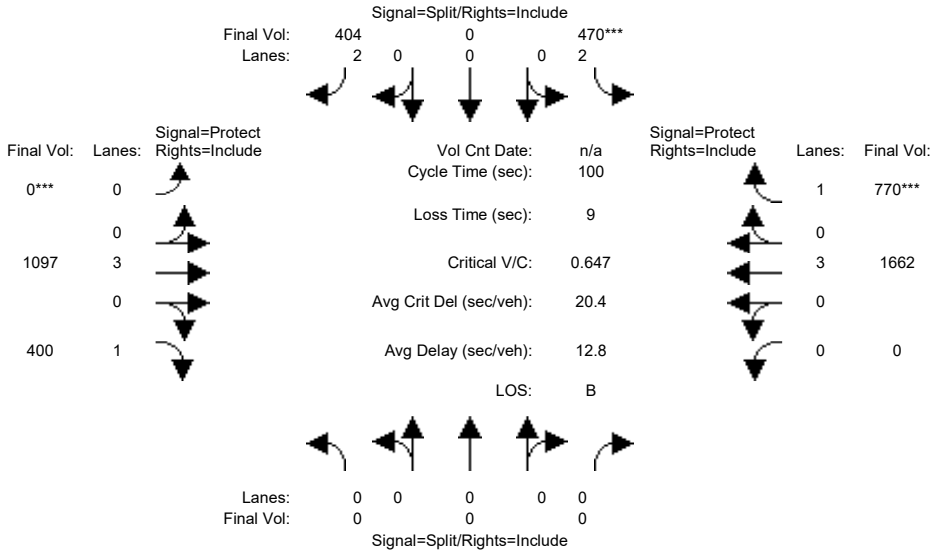
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	4	0	27	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	404	0	1097	400	0	1662	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	404	0	1097	400	0	1662	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	404	0	1097	400	0	1662	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	404	0	1097	400	0	1662	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.56	0.00	0.28	0.34	0.00	0.43	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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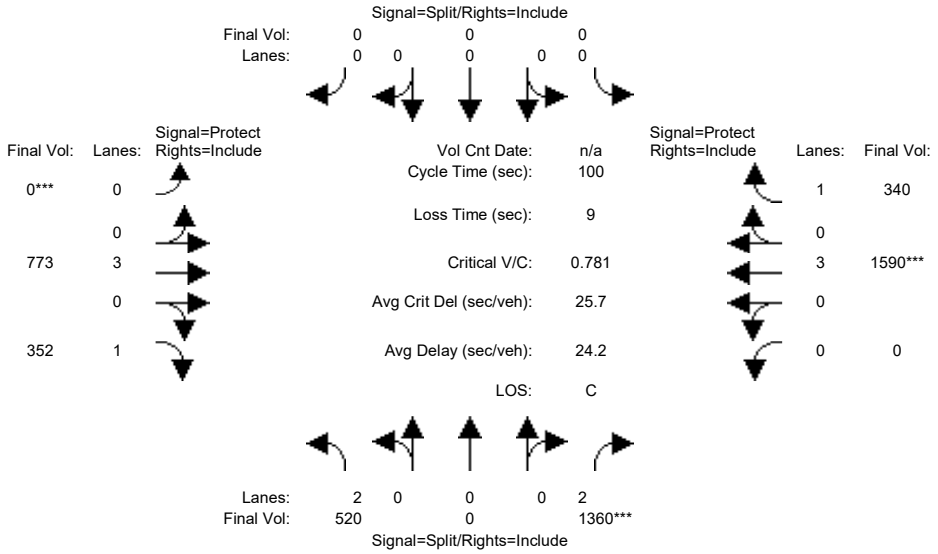
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	3	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	773	352	0	1590	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	773	352	0	1590	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	55.3	0.0	55.3	0.0	0.0	0.0	0.0	35.7	35.7	0.0	35.7	35.7
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.38	0.56	0.00	0.78	0.54
Delay/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	21	0	0	0	0	6	9	0	14	8

Note: Queue reported is the number of cars per lane.

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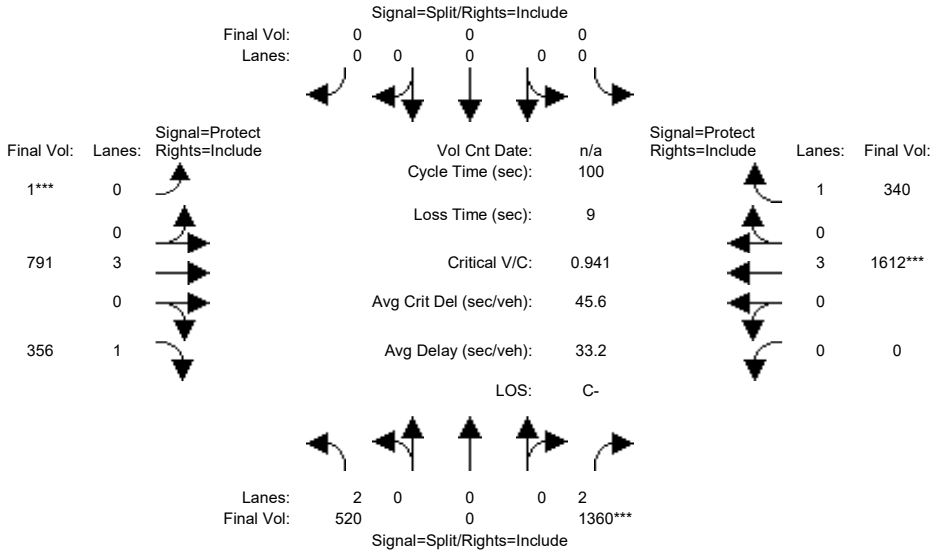
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	1	21	6	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	1	791	356	0	1612	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	1	791	356	0	1612	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	1	791	356	0	1612	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	1	791	356	0	1612	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.01	2.99	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	7	5593	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.14	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	45.9	0.0	45.9	0.0	0.0	0.0	15.0	45.1	45.1	0.0	30.1	30.1
Volume/Cap:	0.36	0.00	0.94	0.00	0.00	0.00	0.94	0.31	0.45	0.00	0.94	0.65
Delay/Veh:	17.7	0.0	38.0	0.0	0.0	0.0	60.3	17.6	19.3	0.0	44.8	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	38.0	0.0	0.0	0.0	60.3	17.6	19.3	0.0	44.8	33.1
LOS by Move:	B	A	D+	A	A	A	E	B	B-	A	D	C-
HCM2kAvgQ:	6	0	29	0	0	0	10	5	8	0	16	9

Note: Queue reported is the number of cars per lane.

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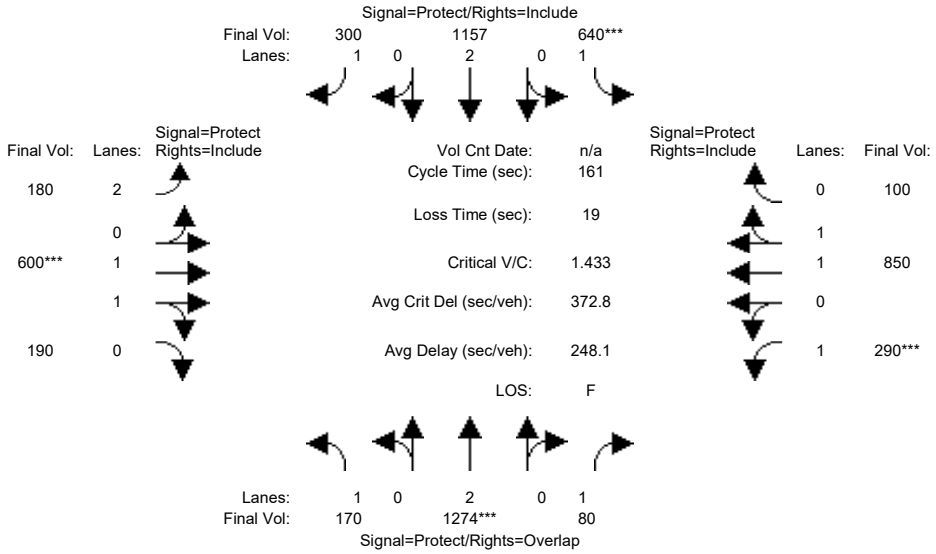
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1274	80	640	1157	300	180	600	190	290	850	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1274	80	640	1157	300	180	600	190	290	850	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2814	331
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.05	0.43	0.36	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.10	0.12	3.44	1.02	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	41	4	94	30	14	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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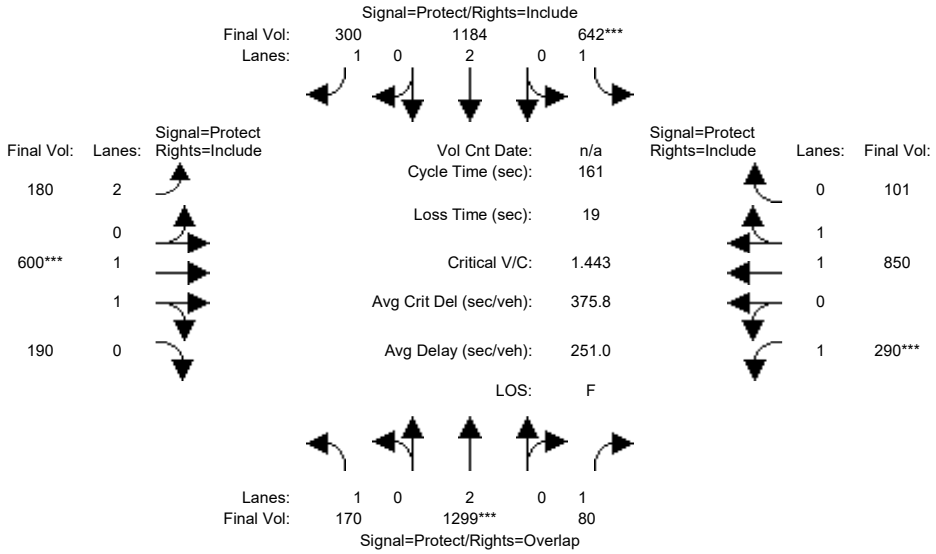
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	29	0	2	34	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1299	80	642	1184	300	180	600	190	290	850	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1299	80	642	1184	300	180	600	190	290	850	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1299	80	642	1184	300	180	600	190	290	850	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1299	80	642	1184	300	180	600	190	290	850	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2811	334
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.43	0.37	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.13	0.12	3.45	1.04	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	122	26.7	1191	93.4	45.9	63.1	58.7	58.7	570.8	196	196.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	122	26.7	1191	93.4	45.9	63.1	58.7	58.7	570.8	196	196.0
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	43	4	94	32	14	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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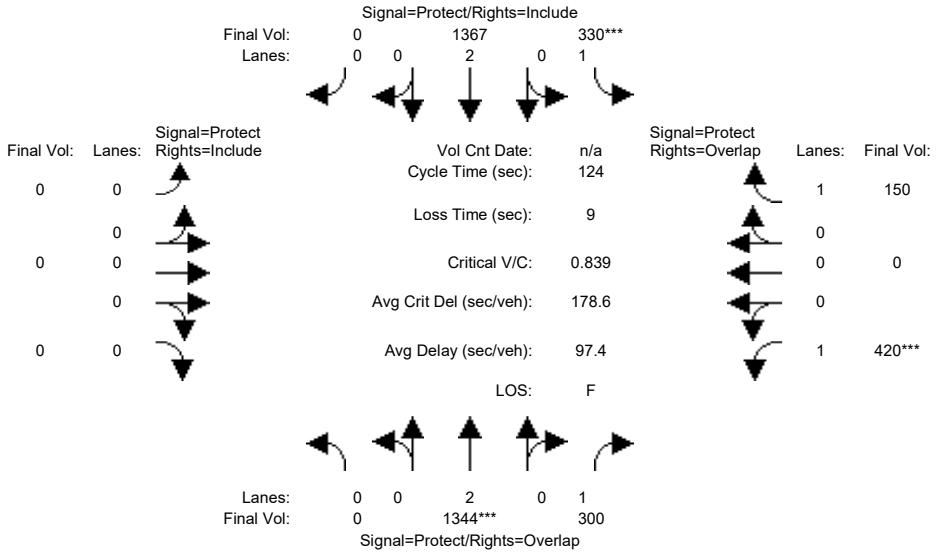
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1344	300	330	1367	0	0	0	0	420	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1344	300	330	1367	0	0	0	0	420	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.17	0.19	0.36	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.11	0.45	0.00	0.00	0.00	0.00	1.79	0.00	0.38
Delay/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	3	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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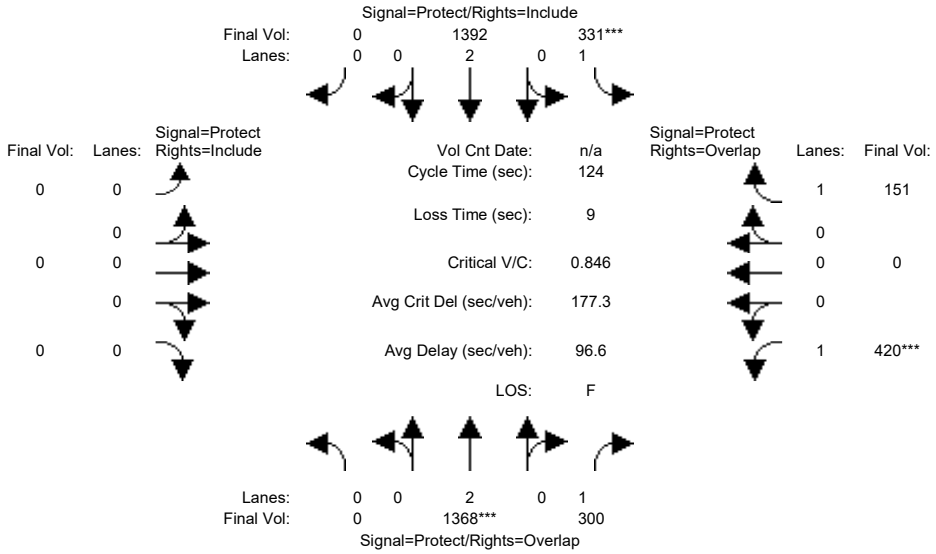
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	28	0	1	32	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1368	300	331	1392	0	0	0	0	420	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1368	300	331	1392	0	0	0	0	420	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1368	300	331	1392	0	0	0	0	420	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1368	300	331	1392	0	0	0	0	420	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.17	0.19	0.37	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.51	0.20	2.11	0.46	0.00	0.00	0.00	0.00	1.79	0.00	0.39
Delay/Veh:	0.0	2.1	0.1	582.4	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	0.1	582.4	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	4	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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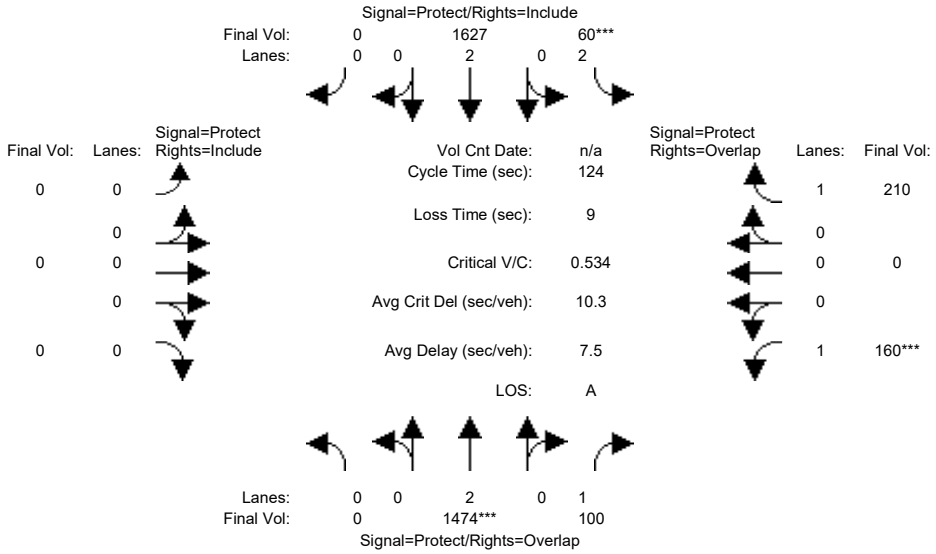
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1474	100	60	1627	0	0	0	0	160	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	100	60	1627	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.56	0.07	0.23	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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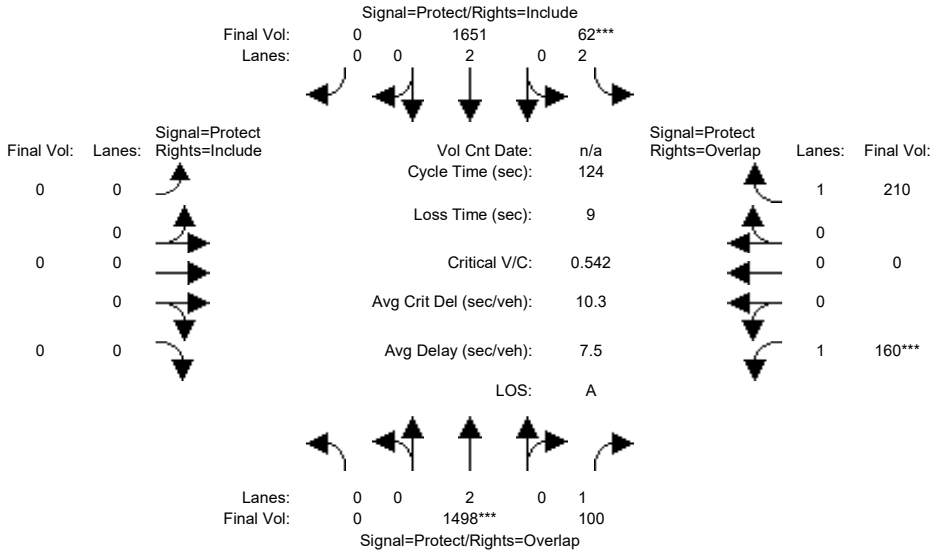
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	28	0	2	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1498	100	62	1651	0	0	0	0	160	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1498	100	62	1651	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1498	100	62	1651	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1498	100	62	1651	0	0	0	0	160	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.57	0.07	0.24	0.57	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.1
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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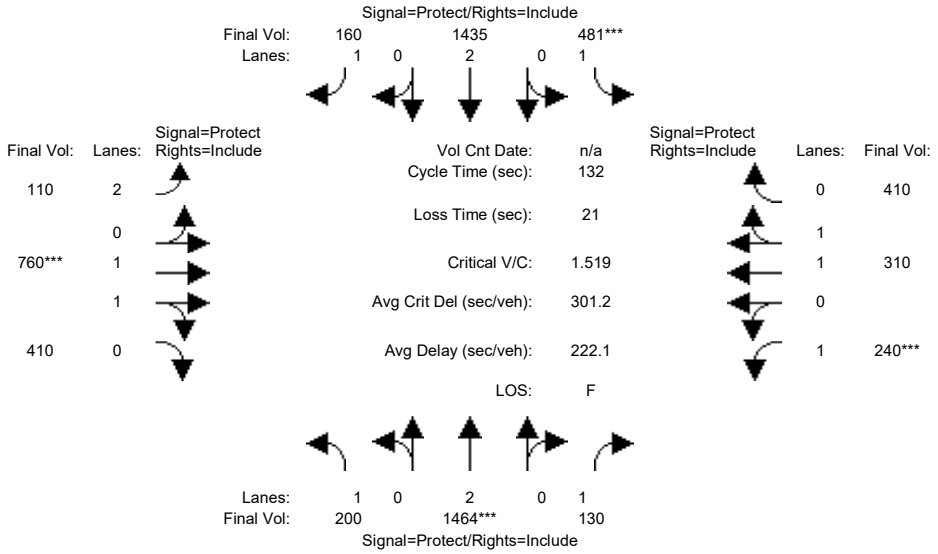
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	4	0	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1464	130	481	1435	160	110	760	410	240	310	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1464	130	481	1435	160	110	760	410	240	310	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.09	0.32	0.44	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.2	50.0	50.0	15.5	50.3	50.3	20.1	39.7	39.7	8.6	28.2	28.2
Volume/Cap:	1.17	1.20	0.23	2.75	1.17	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	51	6	64	46	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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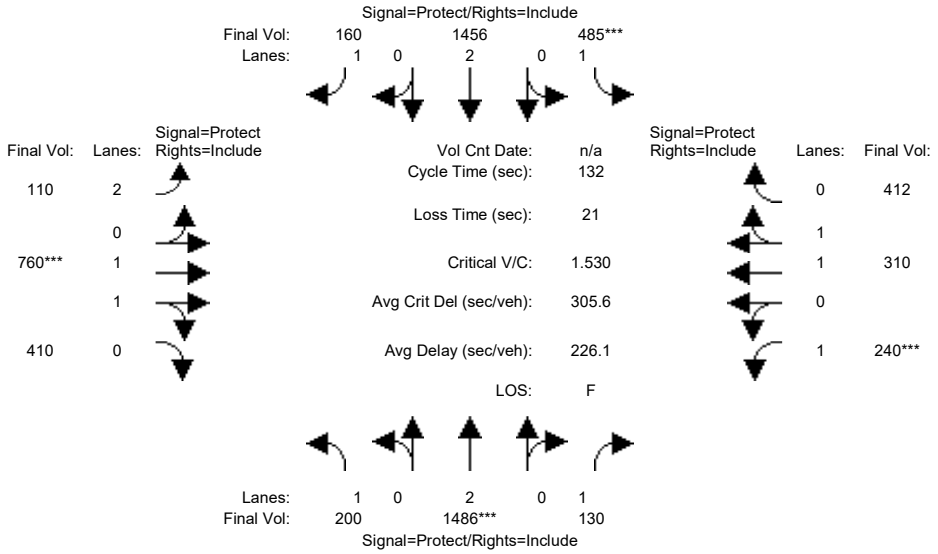
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	26	0	5	26	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1486	130	485	1456	160	110	760	410	240	310	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1486	130	485	1456	160	110	760	410	240	310	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1486	130	485	1456	160	110	760	410	240	310	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1486	130	485	1456	160	110	760	410	240	310	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.09	0.33	0.45	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.1	50.0	50.0	15.5	50.5	50.5	20.0	39.7	39.7	8.6	28.3	28.3
Volume/Cap:	1.18	1.21	0.23	2.77	1.18	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	192.9	151	32.5	880.4	136	32.9	57.8	170	169.7	762.1	71.0	204.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.9	151	32.5	880.4	136	32.9	57.8	170	169.7	762.1	71.0	204.7
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	52	6	65	48	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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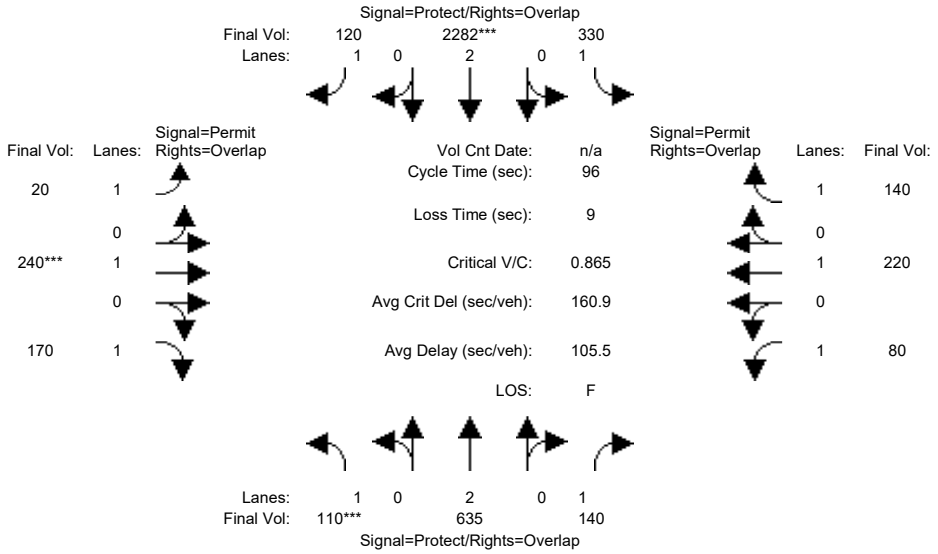
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	635	140	330	2282	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	635	140	330	2282	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	635	140	330	2282	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	635	140	330	2282	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.08	0.19	0.60	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.46	0.22	0.78	1.33	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	7	3	10	69	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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SJ15-1585
2035 PM Full-Offset Alternative

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2000 HCM Operations (Future Volume Alternative)
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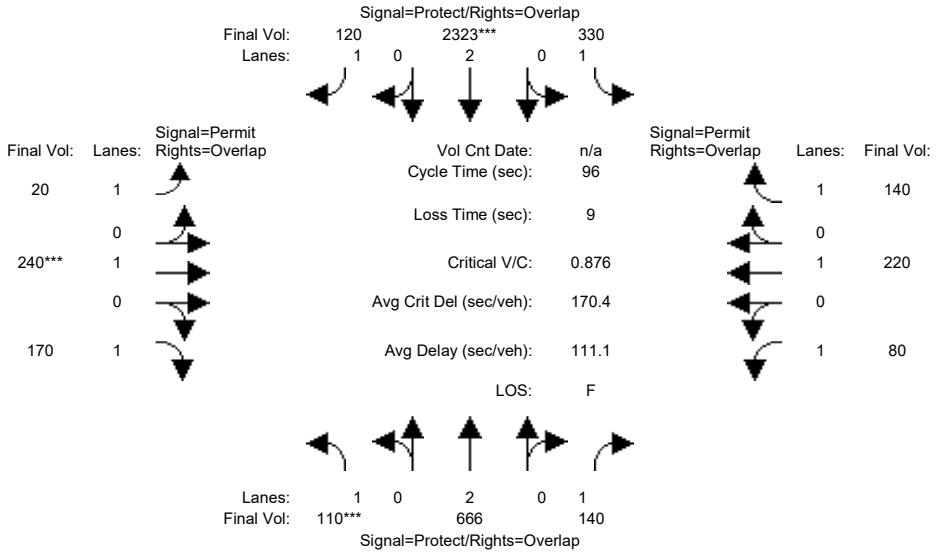
Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	36	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	666	140	330	2323	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	666	140	330	2323	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	666	140	330	2323	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	666	140	330	2323	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.08	0.19	0.61	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.48	0.22	0.78	1.35	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.7	22.9	46.3	191	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.7	22.9	46.3	191	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	8	3	10	72	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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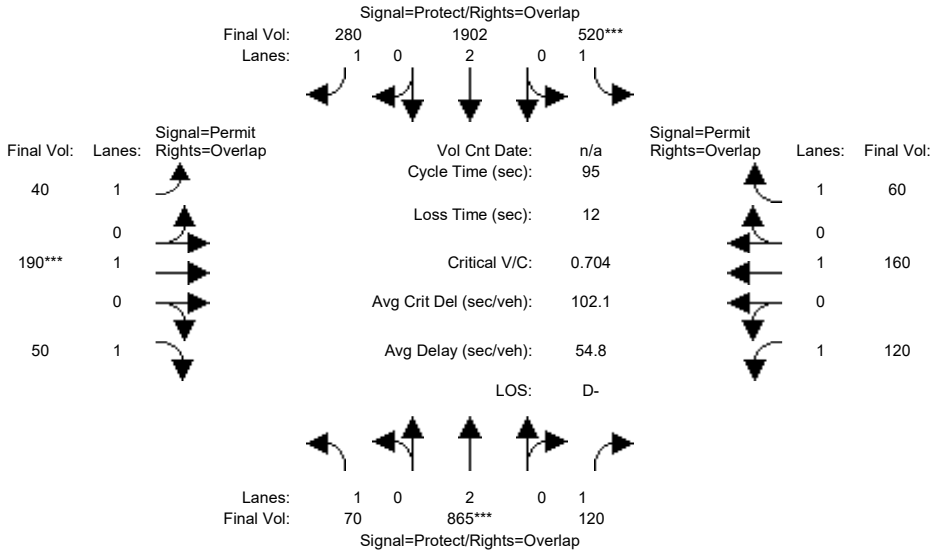
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	865	120	520	1902	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	865	120	520	1902	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	865	120	520	1902	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	865	120	520	1902	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.30	0.50	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.54	0.16	1.45	0.92	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	10	3	39	27	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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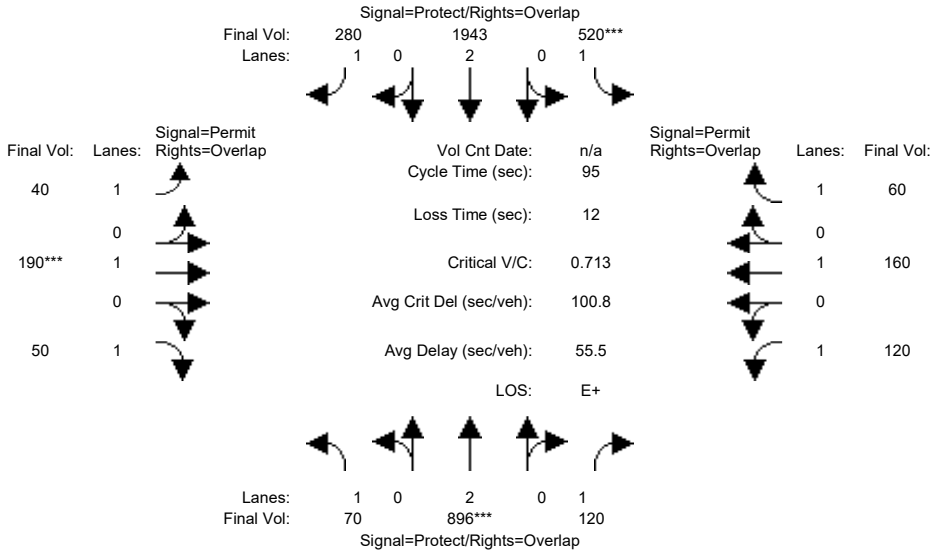
Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	36	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	896	120	520	1943	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	896	120	520	1943	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	896	120	520	1943	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	896	120	520	1943	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.07	0.30	0.51	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.56	0.16	1.45	0.94	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	24.0	19.4	257.9	32.6	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	24.0	19.4	257.9	32.6	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C-	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	11	3	39	28	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
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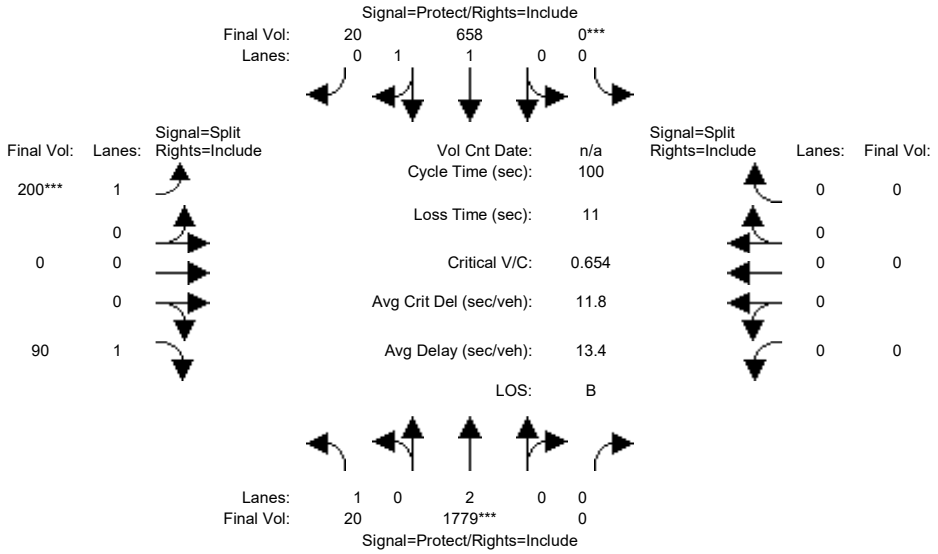
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1779	0	0	658	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1779	0	0	658	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1779	0	0	658	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1779	0	0	658	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3591	109	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.18	0.18	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	71.5	0.0	0.0	51.8	51.8	17.5	0.0	17.5	0.0	0.0	0.0
Volume/Cap:	0.06	0.65	0.00	0.00	0.35	0.35	0.65	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
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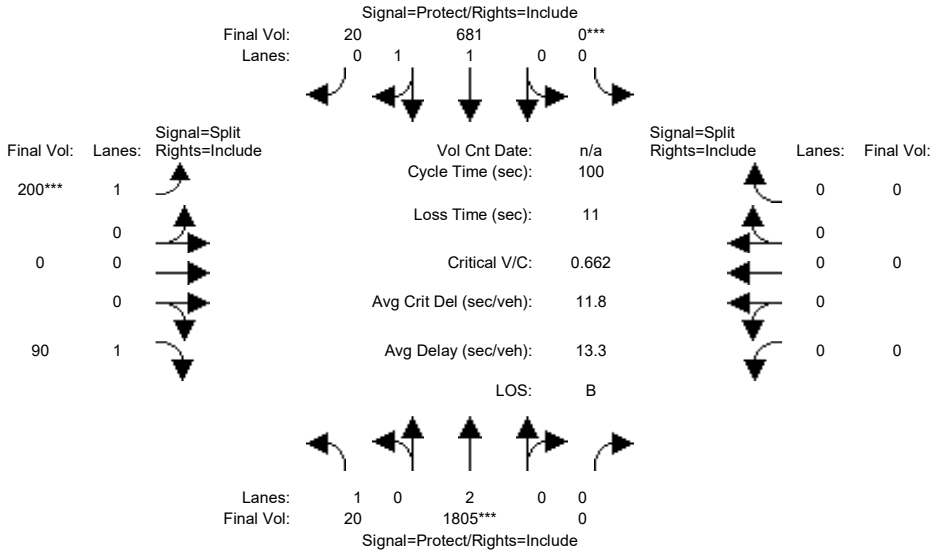
Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	35	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1805	0	0	681	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1805	0	0	681	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1805	0	0	681	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1805	0	0	681	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3594	106	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.00	0.00	0.19	0.19	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.4	71.7	0.0	0.0	52.4	52.4	17.3	0.0	17.3	0.0	0.0	0.0
Volume/Cap:	0.06	0.66	0.00	0.00	0.36	0.36	0.66	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	33.0	8.2	0.0	0.0	14.1	14.1	44.1	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	8.2	0.0	0.0	14.1	14.1	44.1	0.0	36.6	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	1	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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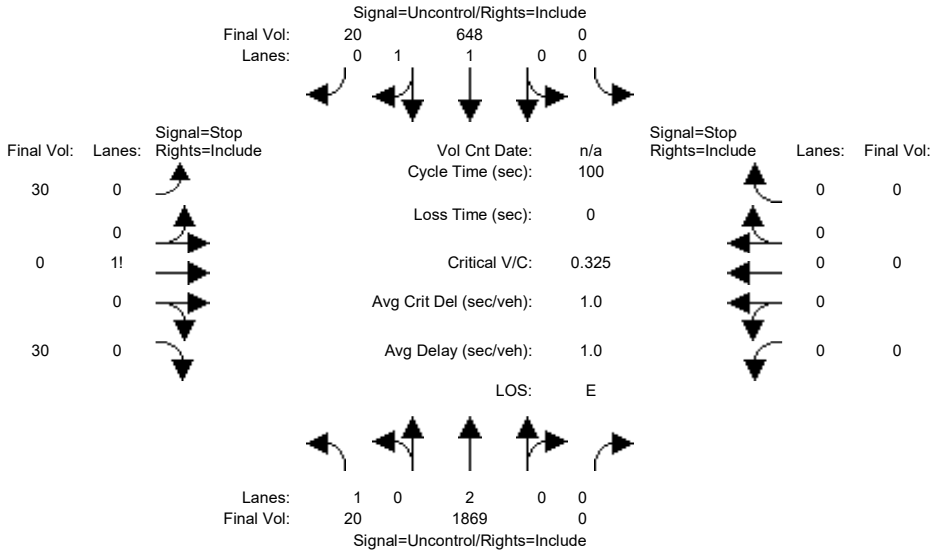
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1869	0	0	648	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1869	0	0	648	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1869	0	0	648	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	668	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	2567	334	xxxx	xxxx	xxxxx
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	94	26	668	xxxx	xxxx	xxxxx
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	92	26	668	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			39.6			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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SJ15-1585
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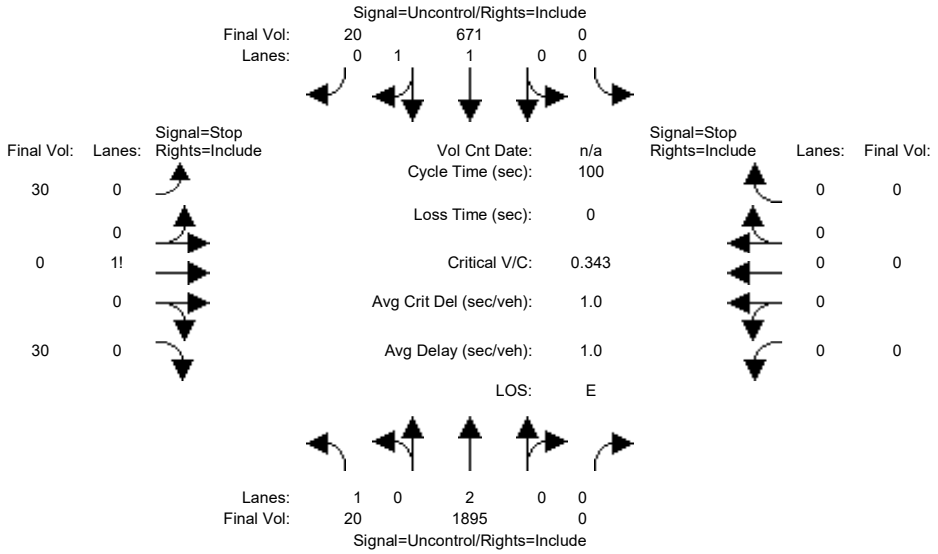
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	35	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1895	0	0	671	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1895	0	0	671	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1895	0	0	671	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	1669	2616	346	xxxx	xxxx	xxxxx
Potent Cap.:	913	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	25	656	xxxx	xxxx	xxxxx
Move Cap.:	913	xxxx	xxxxx	xxxx	xxxx	xxxxx	87	24	656	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	154	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			42.4			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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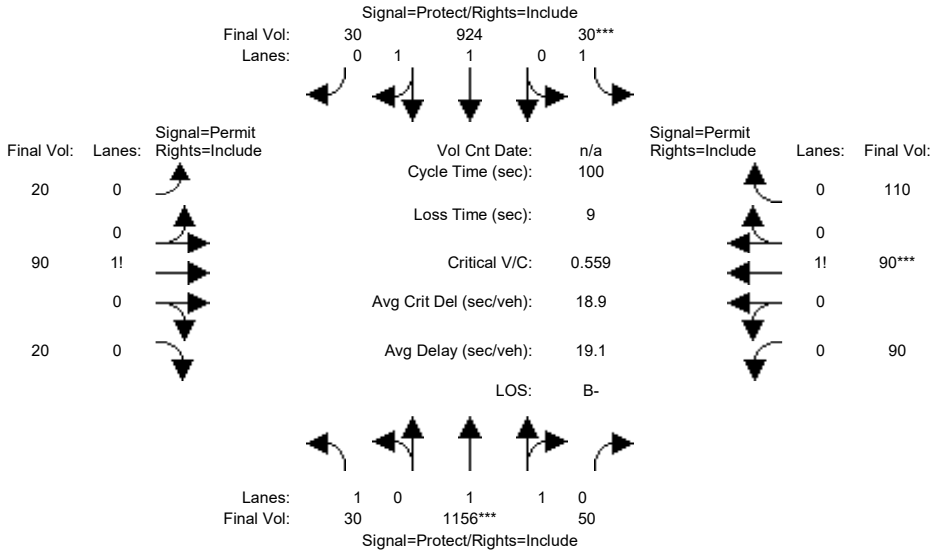
Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1156	50	30	924	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1156	50	30	924	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1156	50	30	924	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1156	50	30	924	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3546	153	1750	3584	116	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	13.4	55.7	55.7	7.0	49.3	49.3	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.13	0.59	0.59	0.24	0.52	0.52	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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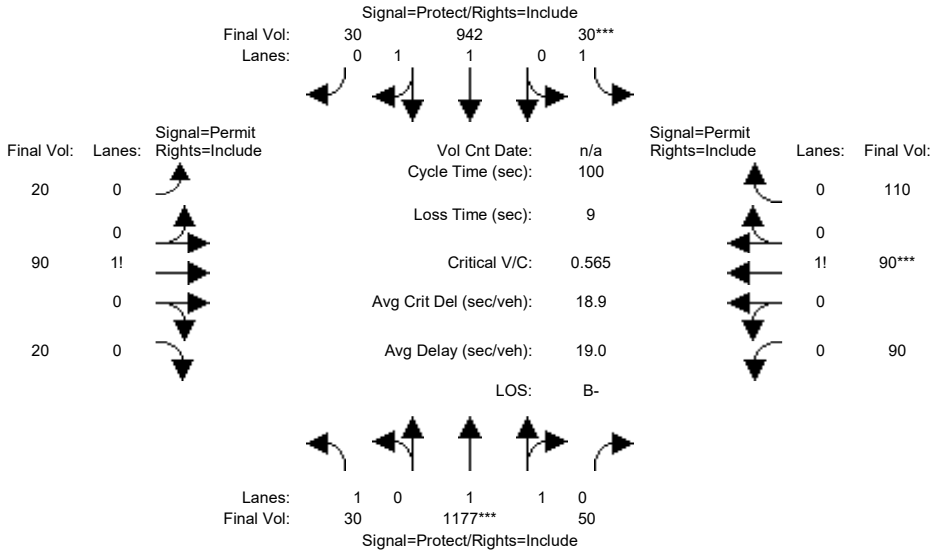
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1177	50	30	942	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1177	50	30	942	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1177	50	30	942	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1177	50	30	942	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3549	151	1750	3586	114	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	13.3	56.0	56.0	7.0	49.8	49.8	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.13	0.59	0.59	0.24	0.53	0.53	0.27	0.27	0.27	0.59	0.59	0.59
Delay/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	33.0	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	33.0	33.0	33.0
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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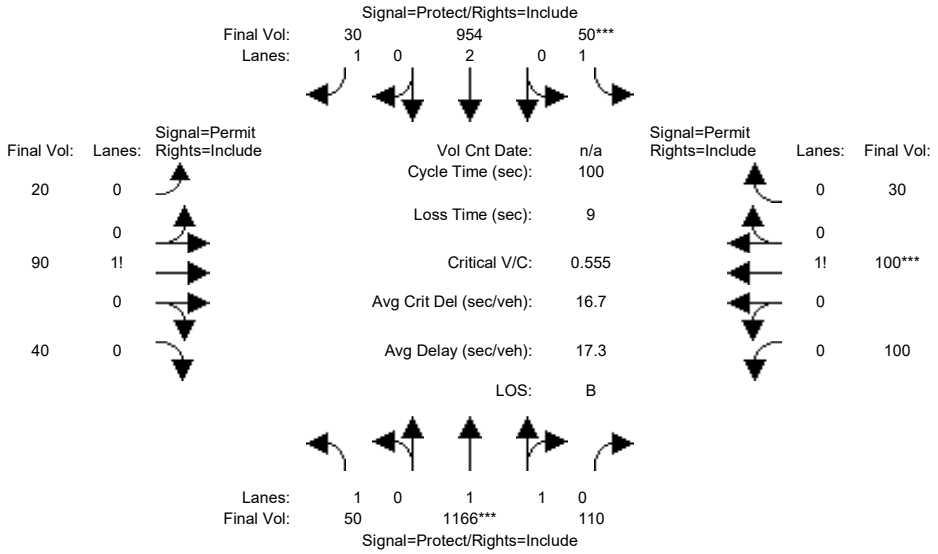
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1166	110	50	954	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1166	110	50	954	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1166	110	50	954	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1166	110	50	954	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3381	319	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.8	60.8	60.8	7.0	53.0	53.0	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.19	0.57	0.57	0.41	0.47	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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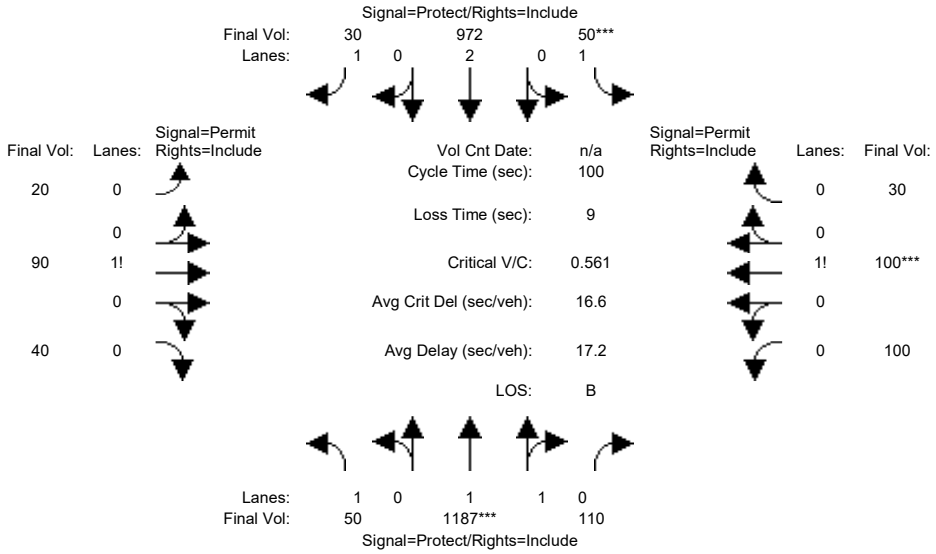
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	27	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1187	110	50	972	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1187	110	50	972	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1187	110	50	972	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1187	110	50	972	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3386	314	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.26	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.6	61.1	61.1	7.0	53.5	53.5	22.9	22.9	22.9	22.9	22.9	22.9
Volume/Cap:	0.20	0.57	0.57	0.41	0.48	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.9	12.0	12.0	46.7	14.7	11.0	33.1	33.1	33.1	36.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	12.0	12.0	46.7	14.7	11.0	33.1	33.1	33.1	36.2	36.2	36.2
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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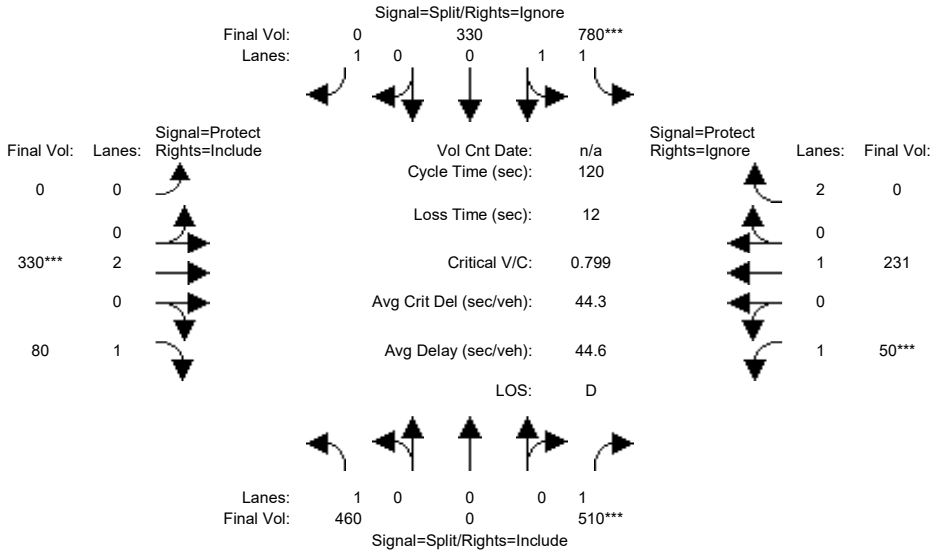
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	6	0	0	0	0	1	29
Initial Fut:	460	0	510	780	330	56	0	330	80	50	231	1189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	780	330	0	0	330	80	50	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	780	330	0	0	330	80	50	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	780	330	0	0	330	80	50	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2494	1055	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.31	0.31	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****	****				****		****		
Green Time:	42.6	0.0	42.6	45.7	45.7	0.0	0.0	12.7	12.7	7.0	19.7	0.0
Volume/Cap:	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.82	0.43	0.49	0.74	0.00
Delay/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	56.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	56.9	0.0
LOS by Move:	D+	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	20	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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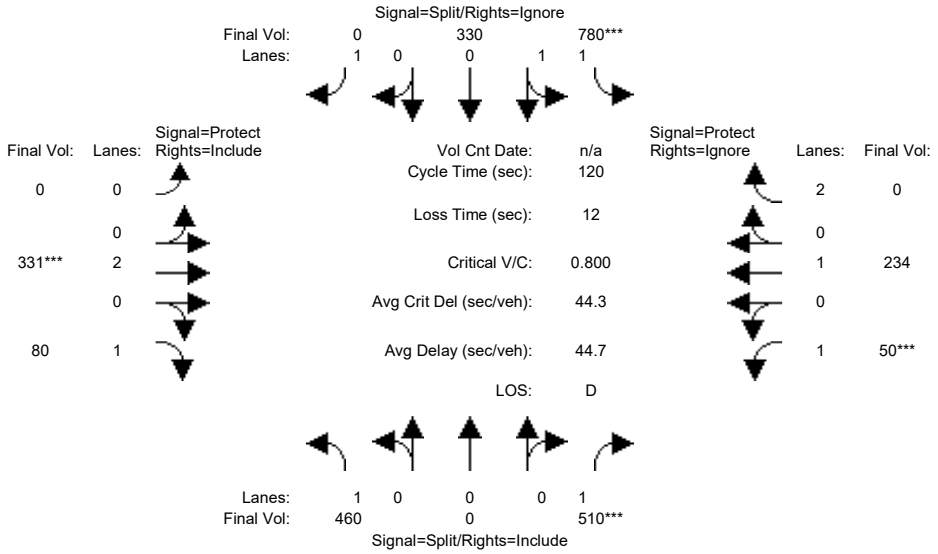
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	19	0	1	0	0	4	135
Initial Fut:	460	0	510	780	330	69	0	331	80	50	234	1295
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	780	330	0	0	331	80	50	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	780	330	0	0	331	80	50	234	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	780	330	0	0	331	80	50	234	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2494	1055	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.31	0.31	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****	****				****		****		
Green Time:	42.6	0.0	42.6	45.7	45.7	0.0	0.0	12.7	12.7	7.0	19.7	0.0
Volume/Cap:	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.82	0.43	0.49	0.75	0.00
Delay/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	57.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	57.4	0.0
LOS by Move:	D+	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	20	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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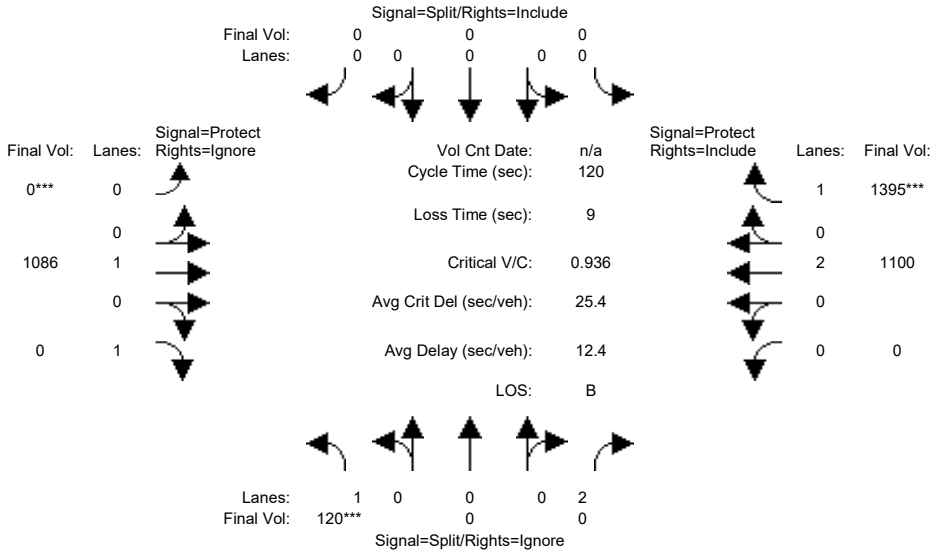
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	22	0	0	0	0	6	0	0	30	5
Initial Fut:	120	0	242	0	0	0	0	1086	430	0	1100	1395
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1086	0	0	1100	1395
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.29	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.34	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	15	0	0	5	49

Note: Queue reported is the number of cars per lane.

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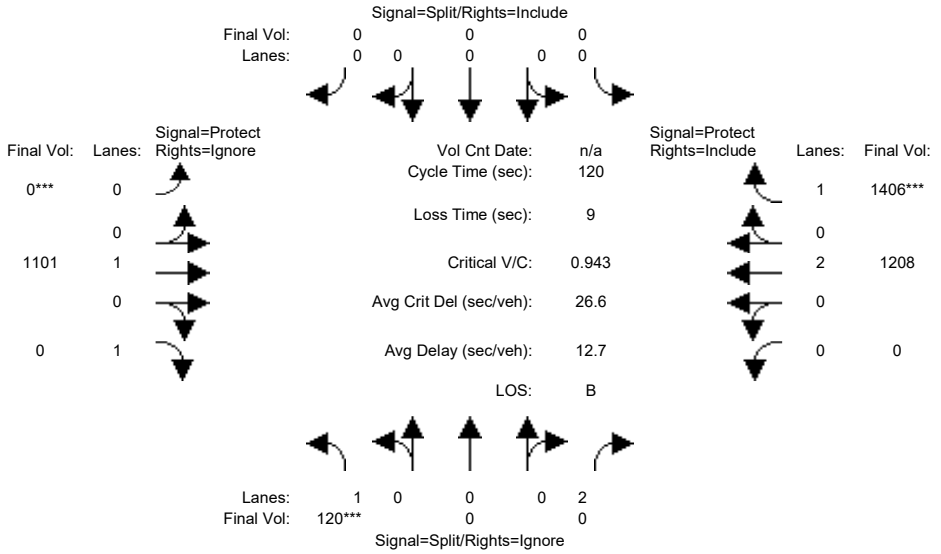
Stanford 2018 GUP
SJ15-1585
2035 PM Full-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Full-Offset PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	129	0	0	0	0	21	0	0	138	16
Initial Fut:	120	0	349	0	0	0	0	1101	430	0	1208	1406
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1101	0	0	1208	1406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1101	0	0	1208	1406
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1101	0	0	1208	1406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.32	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.38	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	2.3	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	2.3	21.7
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	16	0	0	5	51

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.3	0.435	9.3	B+	10.1	0.457	+ 0.021	9.0	- 0.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	136.9	1.108	146.4	F	155.1	1.146	+ 0.038	165.5	+ 19.2
#3	Sand Hill Rd / Addison Wesley (MP)	D+	37.9	0.807	49.6	D	48.6	0.842	+ 0.034	66.5	+ 17.0
#4	Sand Hill Rd / Saga Ln (MP)	B-	19.4	0.722	16.4	B-	19.7	0.755	+ 0.033	16.8	+ 0.4
#5	Sharon Park Drive / Sand Hill Road (MP)	B	17.4	0.647	15.0	B	17.3	0.680	+ 0.033	15.3	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	13.3	0.585	18.8	B	13.3	0.585	+ 0.000	18.8	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D-	51.3	0.840	55.4	D-	53.3	0.875	+ 0.035	58.2	+ 2.8
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.5	0.670	11.5	B+	10.4	0.698	+ 0.028	11.6	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	24.3	0.690	28.0	C	25.0	0.719	+ 0.029	29.4	+ 1.4
#10	Pastuer Drive / Sand Hill Road	C+	20.7	0.585	22.4	C+	20.6	0.600	+ 0.015	22.7	+ 0.3
#11	Arboretum Road / Sand Hill Road	C	25.3	0.714	32.5	C	27.0	0.740	+ 0.026	35.4	+ 2.9
#12	El Camino Real / Sand Hill Road (SC CMP)	D	43.8	0.690	46.7	D	43.7	0.711	+ 0.021	43.7	- 2.9
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	341.8	2.296	341.8	F	344.0	2.305	+ 0.009	344.0	+ 2.2
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	62.0	2.612	62.0	F	66.1	2.771	+ 0.159	66.1	+ 4.1
#15	Deer Creek Road / Page Mill Road (SCC)	B	17.5	0.811	21.8	B-	19.1	0.837	+ 0.026	24.5	+ 2.7
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.9	0.353	2.5	A	9.8	0.373	+ 0.020	2.6	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	180.4	1.320	225.6	F	191.0	1.362	+ 0.043	235.4	+ 9.8
#18	Page Mill Rd / Peter Coutts (SCC)	C+	22.3	0.699	20.6	C	23.3	0.728	+ 0.029	21.9	+ 1.3
#19	Hanover St / Page Mill Rd (SC CMP)	F	85.6	0.788	111.6	F	94.3	0.828	+ 0.039	126.3	+ 14.7
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E-	75.1	0.989	85.5	F	88.1	1.066	+ 0.077	113.5	+ 28.1
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	122.7	1.168	179.5	F	125.5	1.182	+ 0.015	184.1	+ 4.5
#22	Oregon Expy / West Bayshore Rd (SCC)	C	23.4	0.670	35.0	C	23.5	0.677	+ 0.007	35.1	+ 0.1
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.5	0.842	10.5	E	10.6	0.845	+ 0.004	10.6	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.7	0.752	26.7	D	28.1	0.766	+ 0.014	28.1	+ 1.4
#25	Junipero Serra / Alpine Road (MP)	D	48.1	0.841	54.1	D-	51.4	0.887	+ 0.045	58.3	+ 4.2
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	30.1	0.744	29.1	C-	33.4	0.769	+ 0.025	33.1	+ 4.0

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Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.0	0.567	24.1	B	14.4	0.595	+ 0.028	24.9	+ 0.8
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	20.6	0.647	30.2	C+	22.9	0.719	+ 0.071	33.5	+ 3.3
#29	Foothill Expressway / Hillview Avenue (SCC)	F	124.6	0.782	185.4	F	133.5	0.813	+ 0.031	198.9	+ 13.5
#30	Foothill Expressway / Arastradero Road (SCC)	F	194.5	1.309	239.7	F	200.8	1.325	+ 0.015	249.5	+ 9.8
#31	Foothill Expressway / San Antonio Road (SC CMP)	D+	38.8	0.939	51.9	D	42.7	0.953	+ 0.014	57.7	+ 5.8
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	142.6	1.053	236.3	F	148.5	1.065	+ 0.013	248.2	+ 11.9
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	128.7	1.088	154.0	F	131.8	1.101	+ 0.013	158.7	+ 4.7
#34	Bowdoin Street / Stanford Avenue	C	16.7	0.769	16.7	C	23.1	0.882	+ 0.113	23.1	+ 6.4
#35	Arboretum Road / Quarry Road	D	46.8	0.542	48.6	D	48.4	0.619	+ 0.078	51.8	+ 3.2
#36	Arboretum Road / Palm Drive	C	31.0	0.614	32.5	C-	32.9	0.710	+ 0.096	35.5	+ 3.0
#37	El Camino Real / Encinal Avenue (MP)	D	44.9	1.004	72.1	D	45.6	1.012	+ 0.008	73.9	+ 1.8
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	53.5	0.901	63.3	D-	54.0	0.917	+ 0.016	65.0	+ 1.7
#39	El Camino Real / Oak Grove Avenue (MP)	C-	34.4	0.644	33.2	C-	34.1	0.660	+ 0.016	33.0	- 0.2
#40	El Camino Real / Santa Cruz Avenue (MP)	C	26.8	0.691	30.1	C	26.7	0.708	+ 0.016	30.1	- 0.1
#41	El Camino Real / Ravenswood Avenue (MP)	D	48.0	0.874	64.7	D	48.8	0.886	+ 0.012	66.1	+ 1.4
#42	El Camino Real / Roble Avenue (MP)	B	12.8	0.533	13.2	B	12.7	0.542	+ 0.008	13.1	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	25.1	0.687	33.5	C	24.9	0.700	+ 0.013	33.3	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B	15.2	0.590	18.8	B	15.0	0.604	+ 0.013	18.6	- 0.2
#45	El Camino Real / Quarry Road	B+	11.9	0.563	16.8	B	14.1	0.599	+ 0.036	19.2	+ 2.4
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.0	0.415	30.8	C+	20.6	0.441	+ 0.026	30.6	- 0.2
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	27.3	0.831	35.6	C	27.8	0.824	- 0.007	34.0	- 1.6
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E+	56.9	0.904	67.7	E	62.1	0.956	+ 0.052	76.7	+ 8.9
#49	El Camino Real / Churchill Avenue	C	25.4	0.692	31.6	C	25.4	0.719	+ 0.028	31.9	+ 0.3
#50	El Camino Real / Serra Street	C	24.6	0.621	33.4	C	30.2	0.740	+ 0.118	41.7	+ 8.3
#51	El Camino Real / Stanford Avenue	C	31.1	0.660	36.6	C	31.7	0.712	+ 0.051	37.6	+ 1.0
#52	El Camino Real / California Avenue	C+	22.8	0.581	20.9	C+	22.0	0.615	+ 0.033	20.4	- 0.5

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Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	67.1	0.980	77.6	E	70.6	1.002	+ 0.023	83.9	+ 6.3
#54	El Camino Real / San Antonio Road (SC CMP)	E	60.8	0.927	67.8	E	61.2	0.934	+ 0.007	68.6	+ 0.8
#55	Alma Street / Lytton Avenue	C	28.2	0.931	36.8	C	31.6	0.953	+ 0.022	42.1	+ 5.3
#56	Alma Street / Hamilton Avenue	B+	10.2	0.816	12.1	B+	10.5	0.828	+ 0.012	12.5	+ 0.4
#57	Alma Street / Churchill Avenue	C-	32.4	0.803	32.3	C-	32.7	0.809	+ 0.006	32.8	+ 0.4
#58	Alma Street / Charleston Road	F	123.4	1.145	137.6	F	128.3	1.157	+ 0.012	142.7	+ 5.1
#59	Middlefield Road / Marsh Road	E-	76.9	1.173	122.8	E-	79.8	1.185	+ 0.012	127.6	+ 4.8
#60	Middlefield Road / Ravenswood Avenue (MP)	D	49.3	0.910	65.6	D-	51.3	0.922	+ 0.012	68.1	+ 2.4
#61	Middlefield Road / Ringwood Avenue (MP)	D	43.2	0.645	51.0	D	43.5	0.652	+ 0.007	51.4	+ 0.4
#62	Middlefield Road / Willow Road (MP)	D	50.0	0.674	48.9	D	50.2	0.674	+ 0.000	48.8	- 0.0
#63	Middlefield Road / Lytton Avenue	D	49.2	0.889	51.2	D-	51.1	0.907	+ 0.018	53.4	+ 2.2
#64	Middlefield Road / University Avenue	D+	35.1	0.679	34.8	D+	35.6	0.698	+ 0.019	35.3	+ 0.5
#65	Middlefield Road / Hamilton Avenue	B+	10.5	0.461	11.0	B+	10.5	0.466	+ 0.005	11.0	+ 0.0
#66	Middlefield Road / Embarcadero Road	D-	55.0	0.918	58.9	E+	59.2	0.947	+ 0.029	64.4	+ 5.6
#67	Saint Francis Drive / Embarcadero Road	C+	23.0	0.713	24.5	C+	23.0	0.727	+ 0.014	24.6	+ 0.2
#68	East Bayshore Road / Embarcadero Road	F	98.5	1.057	112.3	F	99.4	1.064	+ 0.007	113.3	+ 1.0
#69	Middlefield Road / Charleston Road	E+	58.0	0.866	62.7	E+	58.3	0.870	+ 0.004	63.0	+ 0.3
#70	US 101 SB Ramps / Marsh Road (MP)	E-	77.3	1.160	100.9	E-	77.2	1.160	+ 0.000	100.9	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C	23.2	0.942	28.9	C	23.2	0.942	+ 0.000	28.9	+ 0.0
#72	Bay Road / Willow Road (MP)	B-	19.7	0.707	25.5	B-	19.8	0.715	+ 0.008	25.6	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	42.7	0.795	50.3	D	42.7	0.801	+ 0.006	50.4	+ 0.1
#74	O'Brien Drive / Willow Road (MP)	B-	19.4	0.777	28.2	B-	19.4	0.782	+ 0.005	28.2	+ 0.1
#75	Hamilton Avenue / Willow Road (MP)	D	41.3	0.983	58.4	D	42.0	0.988	+ 0.006	59.8	+ 1.3
#76	Bayfront Expressway / Willow Road (SM CMP)	D-	51.1	0.961	59.2	D-	51.0	0.961	+ 0.000	59.2	+ 0.0
#77	Woodland Drive / University Avenue	E	71.7	0.967	80.3	E	72.7	0.967	+ 0.000	80.3	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	27.9	0.770	43.6	C	28.0	0.774	+ 0.004	43.8	+ 0.2

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Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Half-Offset AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E-	76.3	1.012	90.9	E-	77.0	1.017	+ 0.004	92.1	+ 1.2
#80	University Avenue / Bay Road	D-	54.1	0.879	61.0	D-	54.3	0.884	+ 0.004	61.4	+ 0.4
#81	University Ave / Bayfront Expy (SM CMP)	C	26.4	0.844	54.3	C	26.7	0.853	+ 0.009	54.9	+ 0.6
#82	Town & Country Driveway / Embarcadero Road	C	27.8	0.579	25.7	C	27.2	0.609	+ 0.030	25.4	- 0.4
#83	San Antonio Avenue / Charleston Road (SC CMP)	E-	79.2	1.092	121.0	E-	79.4	1.093	+ 0.001	121.5	+ 0.5
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.1	0.735	20.8	B+	11.2	0.737	+ 0.002	21.0	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C	25.0	0.768	23.7	C	25.1	0.768	+ 0.000	23.7	+ 0.0
#86	Central Expy / Rengstorff Ave (SC CMP)	F	447.1	1.865	635.7	F	449.8	1.875	+ 0.010	637.8	+ 2.1
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	224.5	0.817	304.6	F	223.4	0.822	+ 0.005	304.1	- 0.5
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	11.2	0.572	16.1	B+	11.2	0.576	+ 0.004	15.9	- 0.1
#89	Central Expy / Moffett Blvd (SC CMP)	F	240.1	1.342	343.4	F	243.9	1.351	+ 0.009	348.3	+ 4.8
#90	Foothill Expy / Edith Ave (SCC)	E+	55.9	0.781	73.7	E	60.8	0.795	+ 0.014	82.6	+ 8.9
#91	Foothill Expy / Main St (SC CMP)	D	44.6	0.776	58.0	D	49.2	0.790	+ 0.014	65.3	+ 7.4
#92	University Ave / O'Brien Dr	A	9.1	0.541	10.8	A	9.1	0.546	+ 0.005	10.8	+ 0.0
#93	University Ave / Adams Dr	F	6.6	1.082	6.6	F	7.0	1.134	+ 0.053	7.0	+ 0.3
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.470	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D+	37.0	0.782	34.2	D+	37.3	0.785	+ 0.003	34.5	+ 0.3
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)	B	15.2	0.910	26.4	B	15.3	0.914	+ 0.005	27.0	+ 0.6

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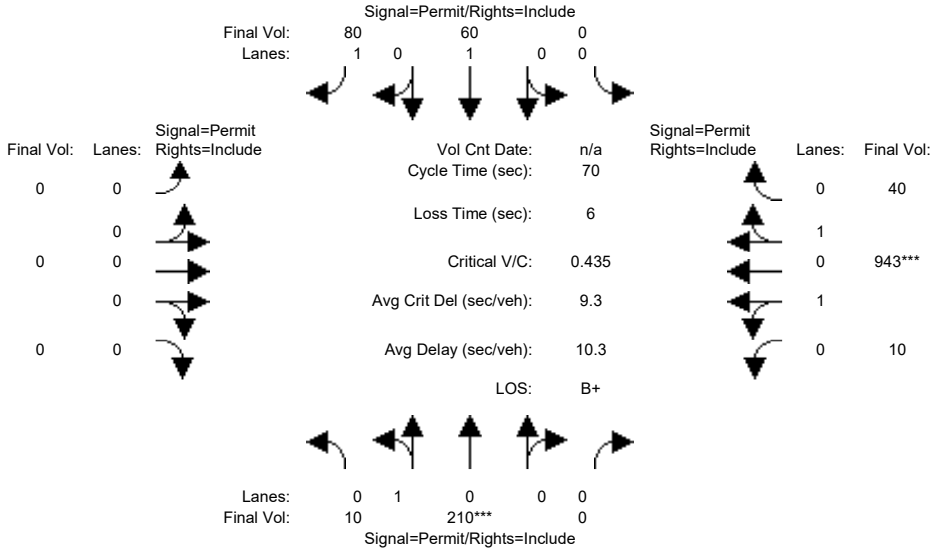
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	943	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	943	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	943	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	943	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	36	3419	145
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:		****									****	
Green Time:	19.7	19.7	0.0	0.0	19.7	19.7	0.0	0.0	0.0	44.3	44.3	44.3
Volume/Cap:	0.44	0.44	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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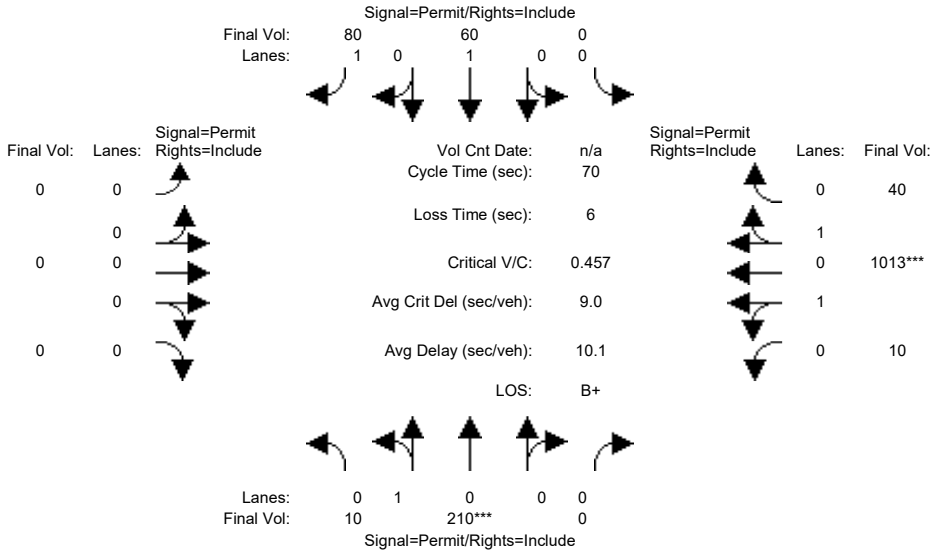
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	1013	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	1013	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	1013	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	1013	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.91	0.07
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	34	3431	135
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:		****									****	
Green Time:	18.7	18.7	0.0	0.0	18.7	18.7	0.0	0.0	0.0	45.3	45.3	45.3
Volume/Cap:	0.46	0.46	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.46	0.46	0.46
Delay/Veh:	22.1	22.1	0.0	0.0	19.5	19.8	0.0	0.0	0.0	6.3	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	0.0	0.0	19.5	19.8	0.0	0.0	0.0	6.3	6.3	6.3
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	2	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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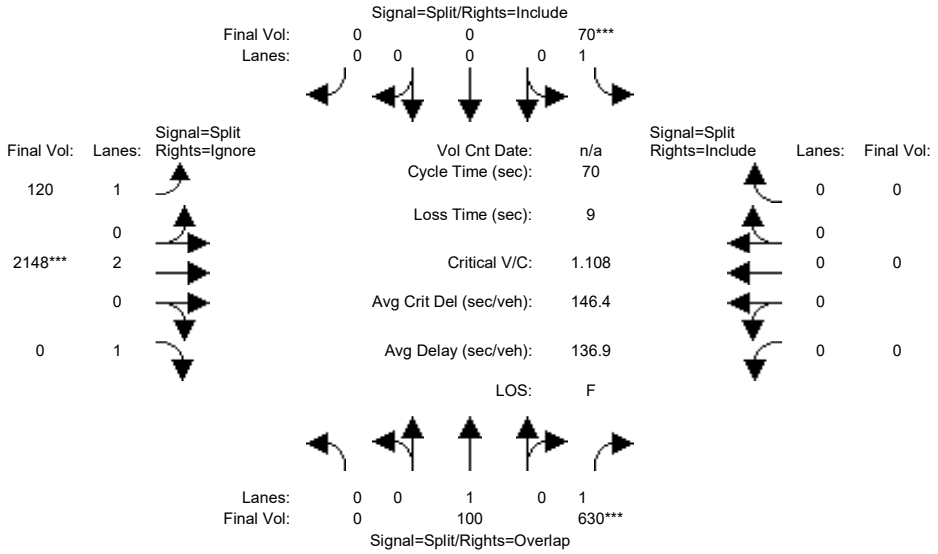
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	38	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	630	70	0	0	120	2148	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	630	70	0	0	120	2148	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	630	70	0	0	120	2148	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	630	70	0	0	120	2148	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.36	0.04	0.00	0.00	0.07	0.57	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.8	19.8	10.0	0.0	0.0	31.2	31.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.27	0.28	0.00	0.00	0.15	1.27	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	161.7	27.4	0.0	0.0	11.7	146	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2kAvgQ:	0	2	35	1	0	0	2	54	0	0	0	0

Note: Queue reported is the number of cars per lane.

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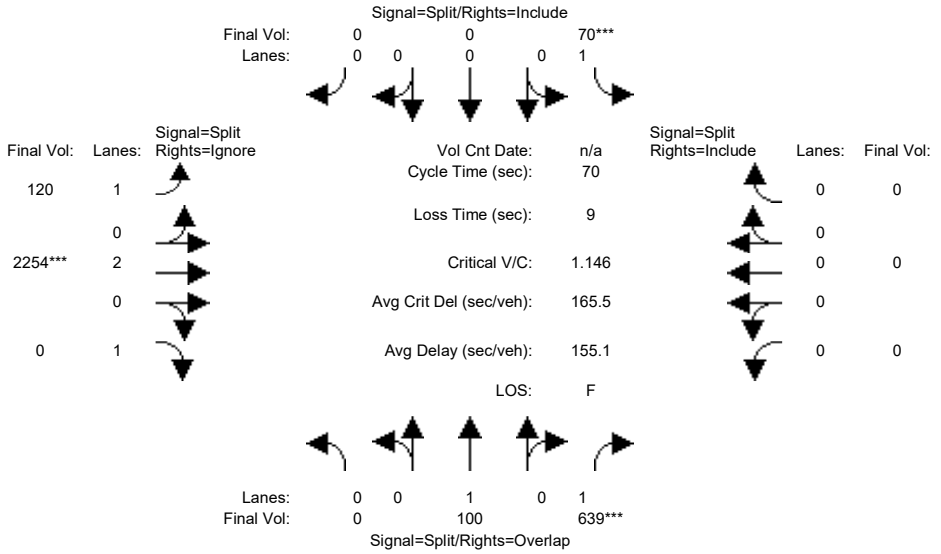
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	9	0	0	0	0	144	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	639	70	0	0	120	2254	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	639	70	0	0	120	2254	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	639	70	0	0	120	2254	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	639	70	0	0	120	2254	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.37	0.04	0.00	0.00	0.07	0.59	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	19.4	19.4	10.0	0.0	0.0	31.6	31.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	1.32	0.28	0.00	0.00	0.15	1.32	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.5	181.2	27.4	0.0	0.0	11.4	165	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	181.2	27.4	0.0	0.0	11.4	165	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	F	C	A	A	B+	F	A	A	A	A
HCM2kAvgQ:	0	2	38	1	0	0	2	59	0	0	0	0

Note: Queue reported is the number of cars per lane.

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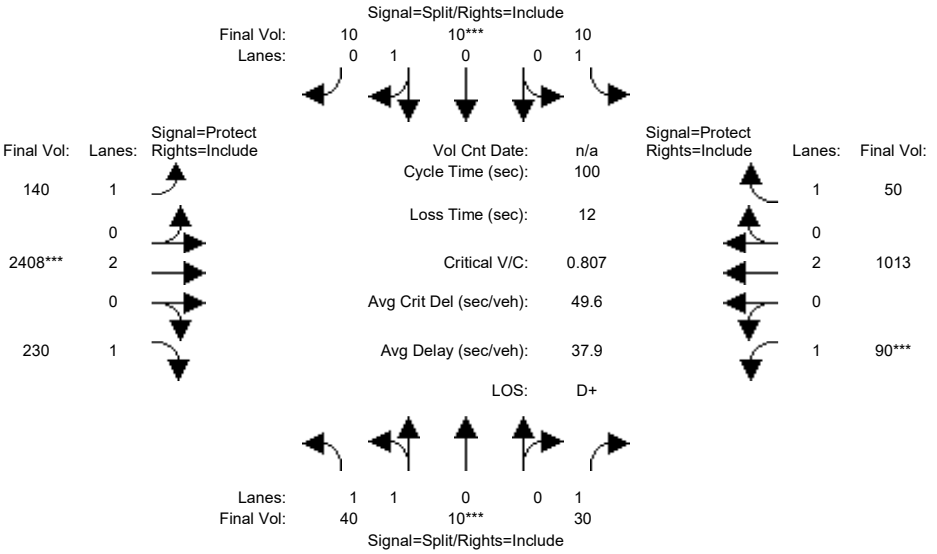
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2408	230	90	1013	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2408	230	90	1013	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.63	0.13	0.05	0.27	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.7	61.0	61.0	7.0	52.3	52.3
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.04	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	41	3	3	10	1

Note: Queue reported is the number of cars per lane.

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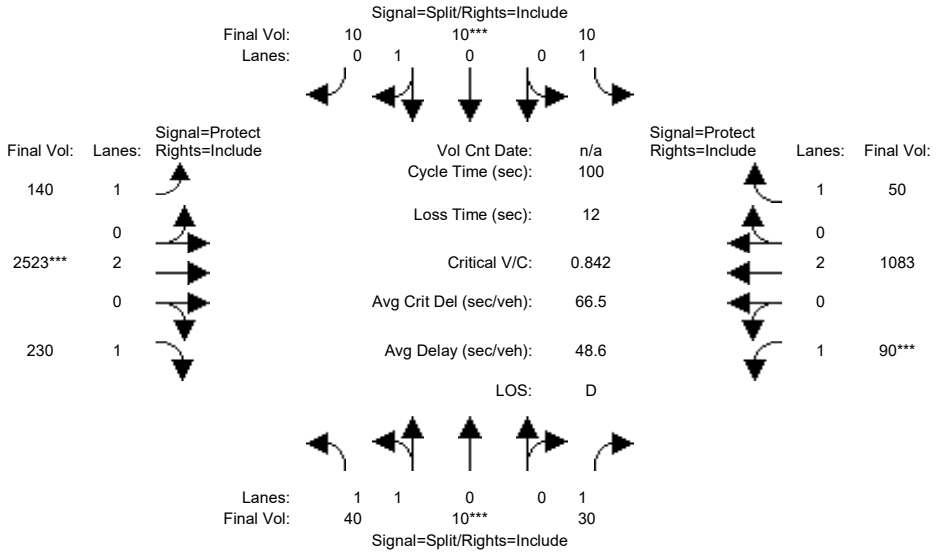
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	153	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2523	230	90	1083	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2523	230	90	1083	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2523	230	90	1083	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2523	230	90	1083	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.66	0.13	0.05	0.28	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.9	61.0	61.0	7.0	53.1	53.1
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.54	1.09	0.22	0.73	0.54	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.6	67.3	8.9	66.0	15.7	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.6	67.3	8.9	66.0	15.7	11.3
LOS by Move:	D	D	D	D	D	D	D	E	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	49	3	3	11	1

Note: Queue reported is the number of cars per lane.

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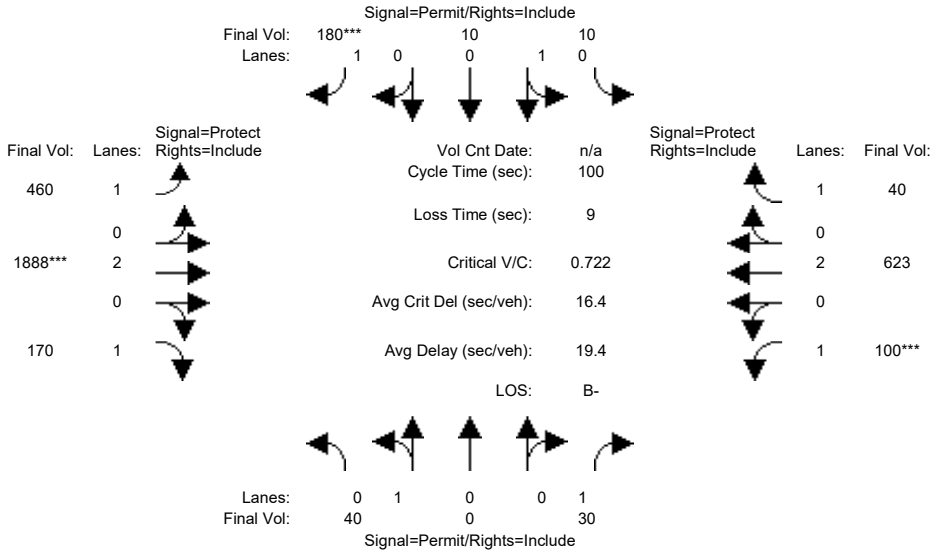
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	1888	170	100	623	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	1888	170	100	623	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	1888	170	100	623	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	1888	170	100	623	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.50	0.10	0.06	0.16	0.02
Crit Moves:						****		****		****		
Green Time:	14.2	0.0	14.2	14.2	14.2	14.2	47.3	68.8	68.8	7.9	29.5	29.5
Volume/Cap:	0.16	0.00	0.12	0.08	0.08	0.72	0.56	0.72	0.14	0.72	0.56	0.08
Delay/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
LOS by Move:	D+	A	D+	D+	D+	D	B-	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	7	10	16	2	3	8	1

Note: Queue reported is the number of cars per lane.

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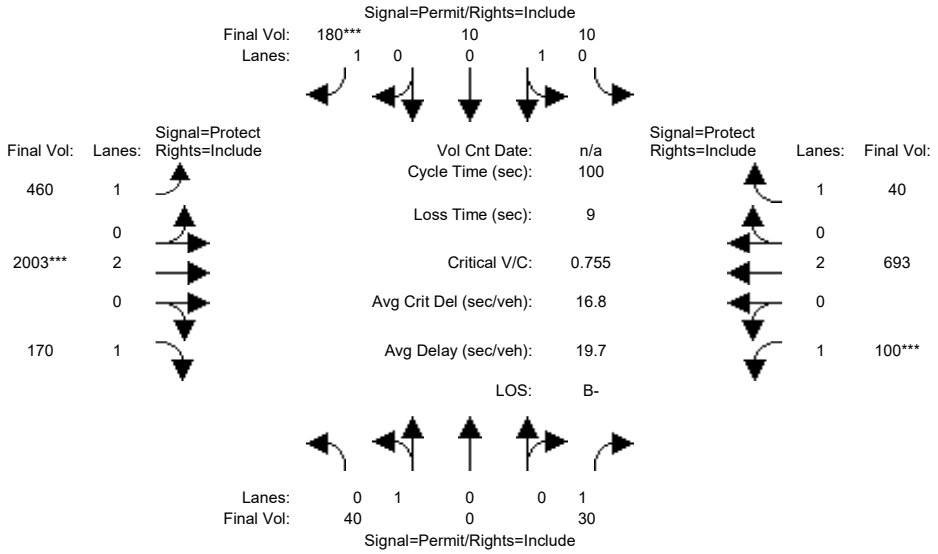
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	153	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	2003	170	100	693	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	2003	170	100	693	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	2003	170	100	693	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	2003	170	100	693	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.53	0.10	0.06	0.18	0.02
Crit Moves:						****		****		****		
Green Time:	13.6	0.0	13.6	13.6	13.6	13.6	45.7	69.8	69.8	7.6	31.7	31.7
Volume/Cap:	0.16	0.00	0.13	0.08	0.08	0.76	0.58	0.76	0.14	0.76	0.58	0.07
Delay/Veh:	38.5	0.0	38.2	37.9	37.9	54.4	21.0	10.9	5.1	66.9	29.2	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	38.2	37.9	37.9	54.4	21.0	10.9	5.1	66.9	29.2	23.9
LOS by Move:	D+	A	D+	D+	D+	D-	C+	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	8	10	18	2	4	9	1

Note: Queue reported is the number of cars per lane.

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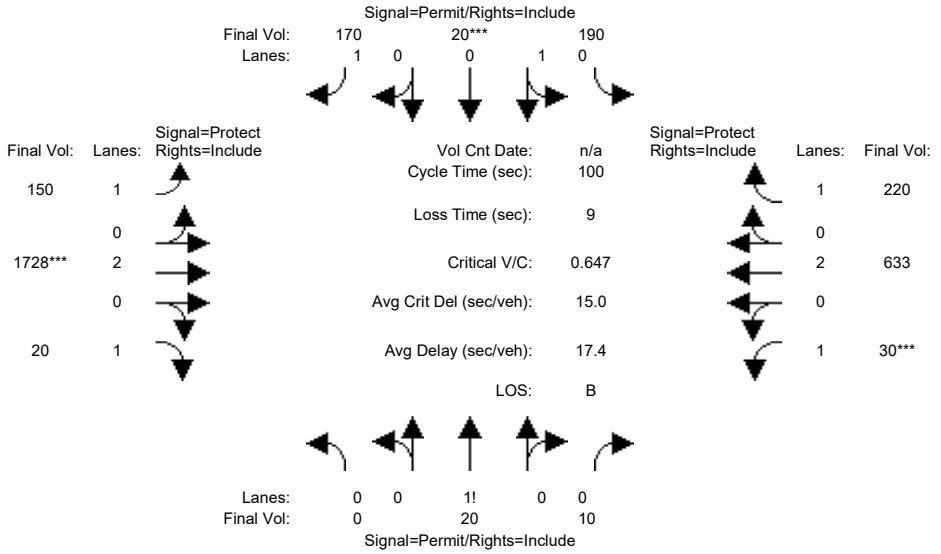
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1728	20	30	633	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1728	20	30	633	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1728	20	30	633	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1728	20	30	633	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.45	0.01	0.02	0.17	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	17.2	17.2	17.2	17.2	17.2	25.1	66.8	66.8	7.0	48.8	48.8
Volume/Cap:	0.00	0.10	0.10	0.68	0.68	0.57	0.34	0.68	0.02	0.24	0.34	0.26
Delay/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
LOS by Move:	A	D+	D+	D	D	D	C	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	16	0	1	6	4

Note: Queue reported is the number of cars per lane.

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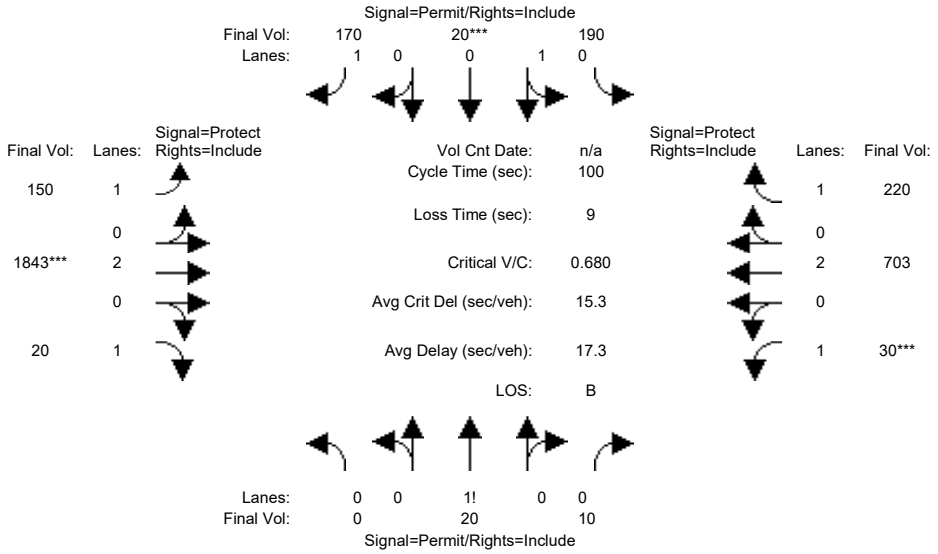
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	153	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1843	20	30	703	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1843	20	30	703	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1843	20	30	703	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1843	20	30	703	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.49	0.01	0.02	0.19	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	16.3	16.3	16.3	16.3	16.3	23.7	67.7	67.7	7.0	51.1	51.1
Volume/Cap:	0.00	0.10	0.10	0.72	0.72	0.60	0.36	0.72	0.02	0.24	0.36	0.25
Delay/Veh:	0.0	35.8	35.8	47.9	47.9	42.2	32.4	11.1	5.3	45.0	14.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	35.8	47.9	47.9	42.2	32.4	11.1	5.3	45.0	14.8	13.8
LOS by Move:	A	D+	D+	D	D	D	C-	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	18	0	1	6	4

Note: Queue reported is the number of cars per lane.

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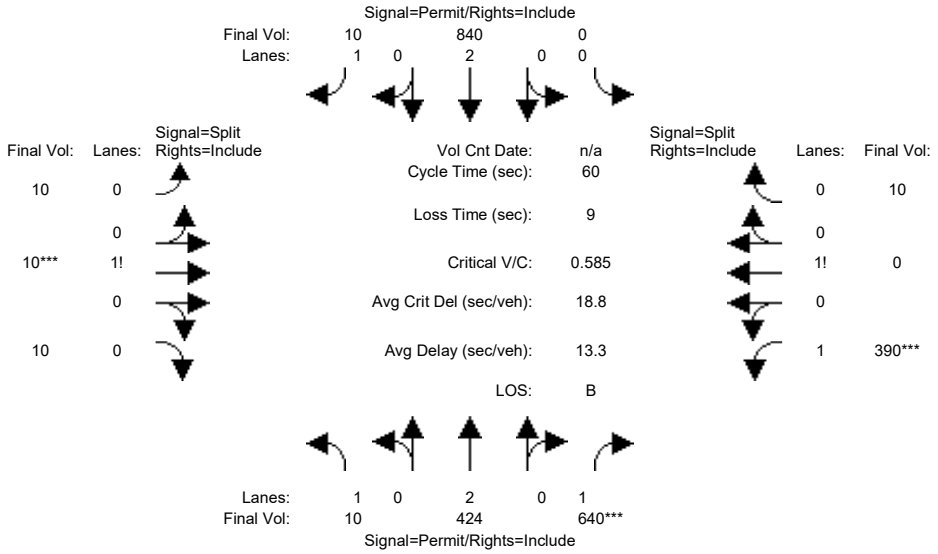
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	424	640	0	840	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	424	640	0	840	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	424	640	0	840	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	424	640	0	840	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.37	0.00	0.22	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.43	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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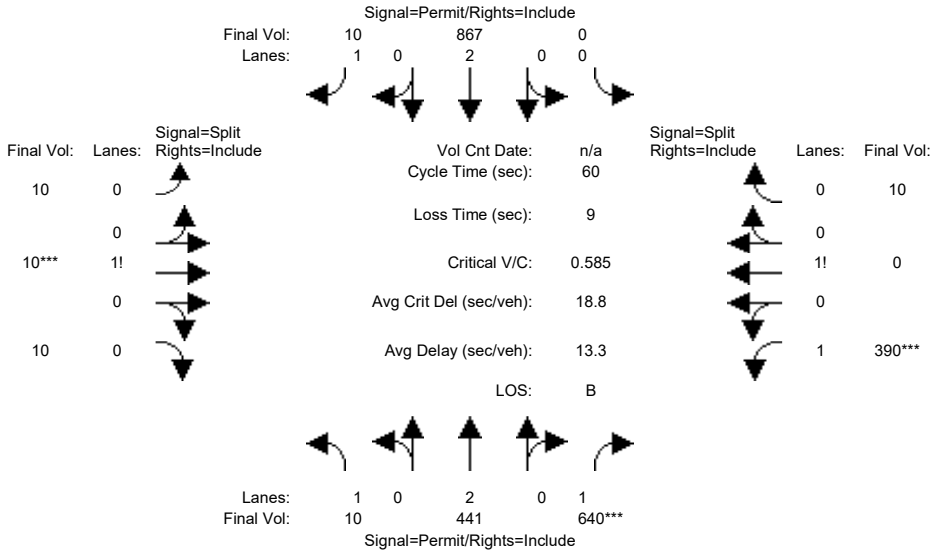
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	21	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	441	640	0	867	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	441	640	0	867	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	441	640	0	867	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	441	640	0	867	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.37	0.00	0.23	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.44	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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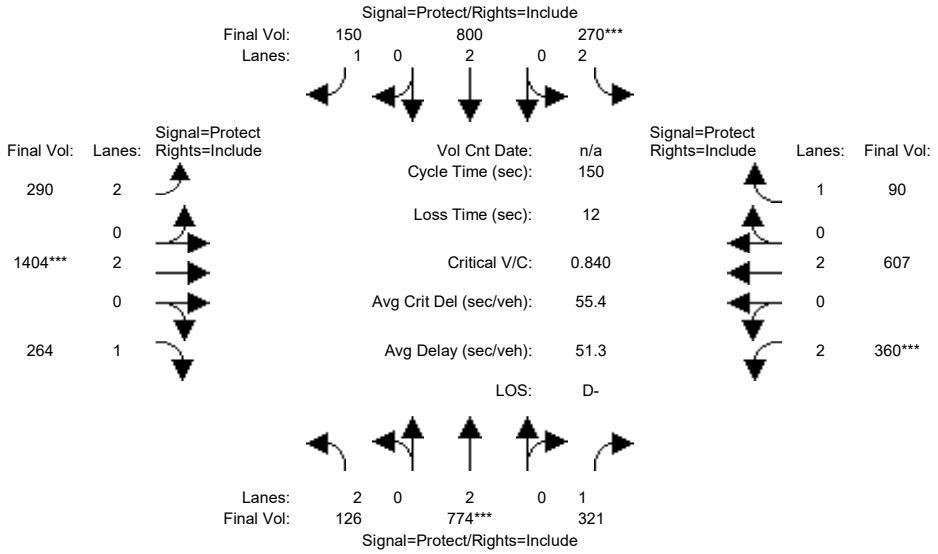
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	6	4	1	0	10	0	0	24	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	774	321	270	800	150	290	1404	264	360	607	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	774	321	270	800	150	290	1404	264	360	607	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	774	321	270	800	150	290	1404	264	360	607	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	774	321	270	800	150	290	1404	264	360	607	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.18	0.09	0.21	0.09	0.09	0.37	0.15	0.11	0.16	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.4	36.4	36.4	15.3	42.3	42.3	31.6	65.9	65.9	20.4	54.8	54.8
Volume/Cap:	0.64	0.84	0.76	0.84	0.75	0.30	0.44	0.84	0.34	0.84	0.44	0.14
Delay/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
LOS by Move:	E-	E	E	F	D-	D	D-	D	C	E-	D+	C
HCM2kAvgQ:	4	18	15	8	17	6	7	29	8	10	10	3

Note: Queue reported is the number of cars per lane.

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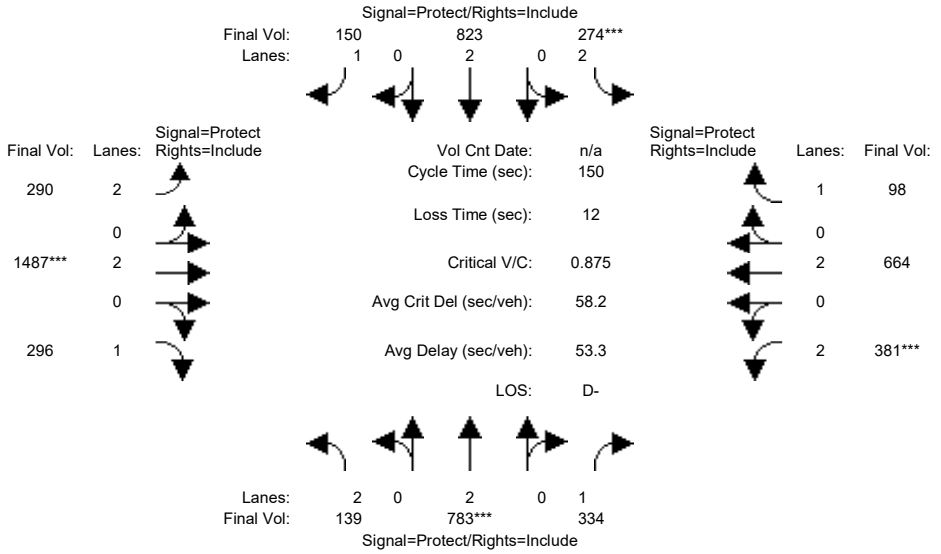
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	19	13	14	4	33	0	0	107	46	21	64	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	783	334	274	823	150	290	1487	296	381	664	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	783	334	274	823	150	290	1487	296	381	664	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	783	334	274	823	150	290	1487	296	381	664	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	783	334	274	823	150	290	1487	296	381	664	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.19	0.09	0.22	0.09	0.09	0.39	0.17	0.12	0.17	0.06
Crit Moves:		****		****				****		****		
Green Time:	8.9	35.3	35.3	14.9	41.3	41.3	30.3	67.1	67.1	20.7	57.5	57.5
Volume/Cap:	0.74	0.88	0.81	0.88	0.79	0.31	0.46	0.88	0.38	0.88	0.46	0.15
Delay/Veh:	84.3	64.9	65.7	89.6	54.3	43.4	53.1	43.1	27.9	81.0	34.8	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	64.9	65.7	89.6	54.3	43.4	53.1	43.1	27.9	81.0	34.8	30.3
LOS by Move:	F	E	E	F	D-	D	D-	D	C	F	C-	C
HCM2kAvgQ:	4	19	16	8	18	6	7	31	9	11	11	3

Note: Queue reported is the number of cars per lane.

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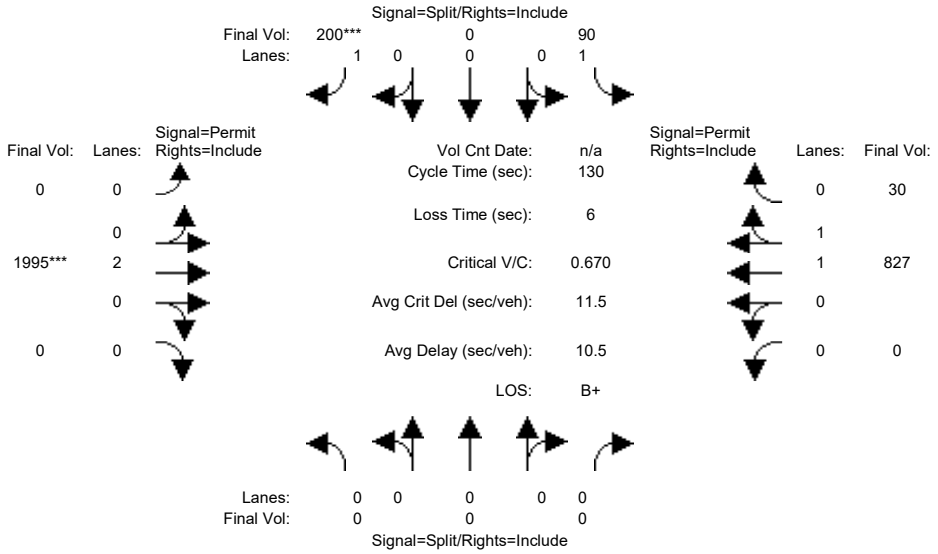
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	25	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1995	0	0	827	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1995	0	0	827	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1995	0	0	827	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1995	0	0	827	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3570	130
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.53	0.00	0.00	0.23	0.23
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.2	0.0	22.2	0.0	102	0.0	0.0	102	101.8
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.67	0.00	0.67	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	17	0	0	5	5

Note: Queue reported is the number of cars per lane.

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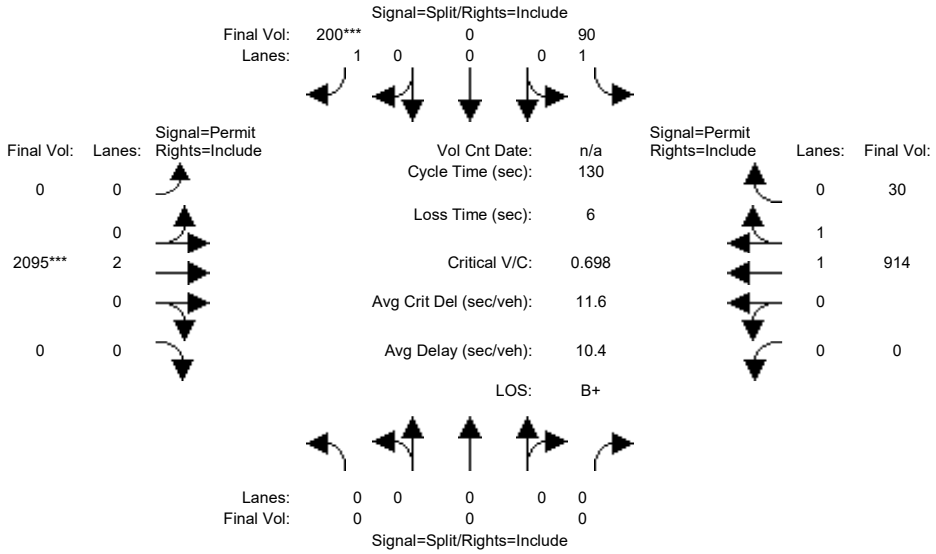
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	125	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	2095	0	0	914	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	2095	0	0	914	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	2095	0	0	914	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	2095	0	0	914	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3582	118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.55	0.00	0.00	0.26	0.26
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	21.3	0.0	21.3	0.0	103	0.0	0.0	103	102.7
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.70	0.00	0.70	0.00	0.00	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	48.5	0.0	58.7	0.0	7.1	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.5	0.0	58.7	0.0	7.1	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	19	0	0	5	5

Note: Queue reported is the number of cars per lane.

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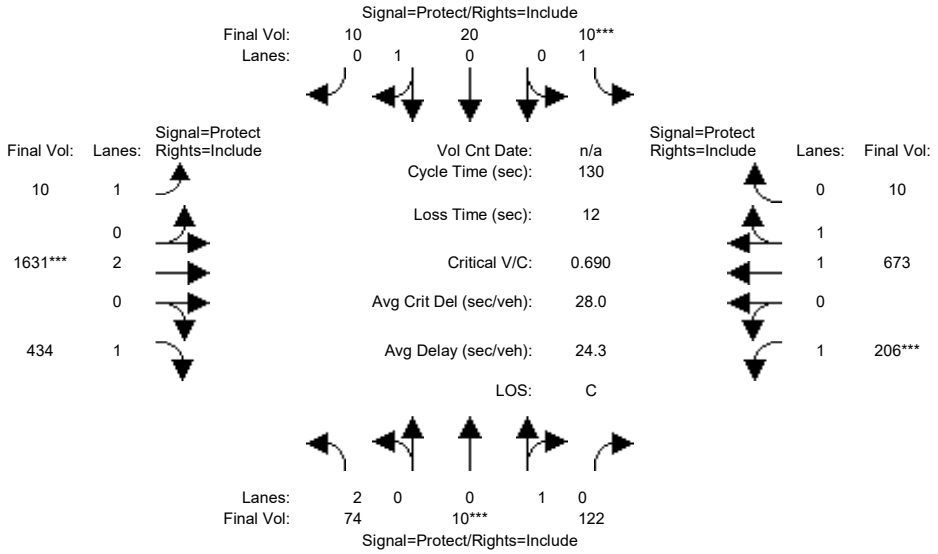
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	4	0	2	0	0	0	0	11	14	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	10	122	10	20	10	10	1631	434	206	673	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	10	122	10	20	10	10	1631	434	206	673	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	10	122	10	20	10	10	1631	434	206	673	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	10	122	10	20	10	10	1631	434	206	673	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	136	1664	1750	1200	600	1750	3800	1750	1750	3646	54
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.02	0.02	0.01	0.43	0.25	0.12	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.1	13.1	7.0	11.8	11.8	22.1	76.8	76.8	21.1	75.8	75.8
Volume/Cap:	0.37	0.73	0.73	0.11	0.18	0.18	0.03	0.73	0.42	0.73	0.32	0.32
Delay/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
LOS by Move:	E+	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	2	6	6	0	1	1	0	23	10	9	7	7

Note: Queue reported is the number of cars per lane.

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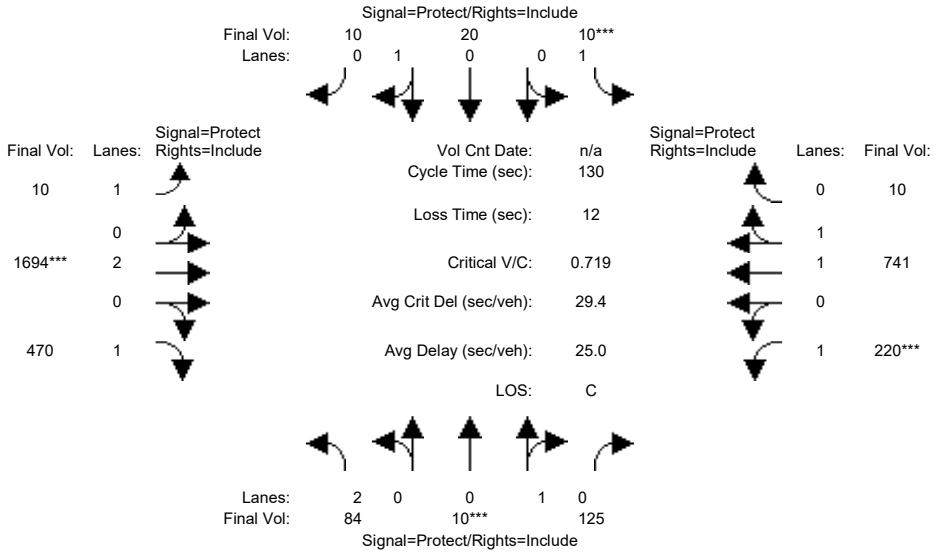
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	14	0	5	0	0	0	0	74	50	20	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	10	125	10	20	10	10	1694	470	220	741	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	10	125	10	20	10	10	1694	470	220	741	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	10	125	10	20	10	10	1694	470	220	741	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	10	125	10	20	10	10	1694	470	220	741	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	133	1667	1750	1200	600	1750	3800	1750	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.02	0.02	0.01	0.45	0.27	0.13	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	8.2	12.9	12.9	7.0	11.7	11.7	20.6	76.5	76.5	21.6	77.6	77.6
Volume/Cap:	0.42	0.76	0.76	0.11	0.19	0.19	0.04	0.76	0.46	0.76	0.34	0.34
Delay/Veh:	60.1	73.9	73.9	59.0	55.3	55.3	46.4	21.4	15.4	62.6	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	73.9	73.9	59.0	55.3	55.3	46.4	21.4	15.4	62.6	13.4	13.4
LOS by Move:	E	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	2	6	6	0	1	1	0	25	11	9	8	8

Note: Queue reported is the number of cars per lane.

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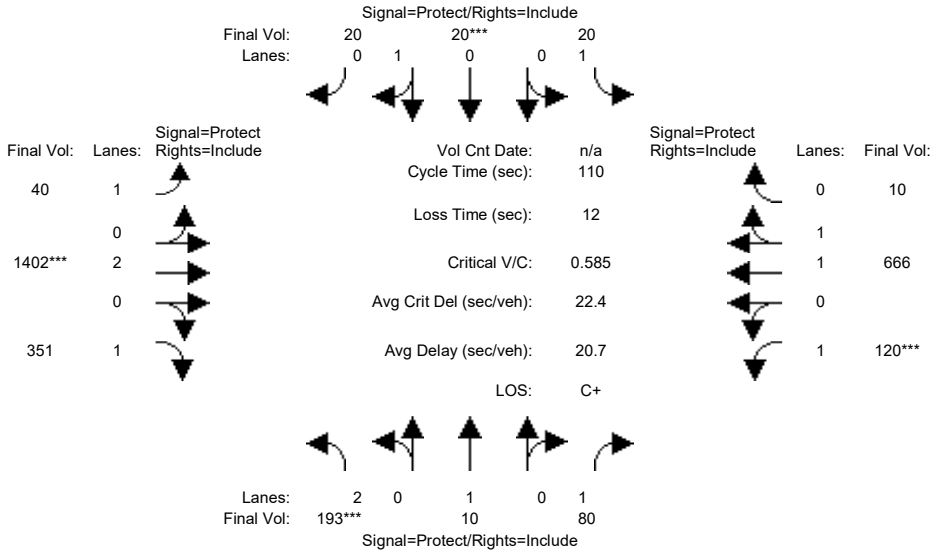
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	3	0	0	0	0	0	0	2	11	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	10	80	20	20	20	40	1402	351	120	666	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	10	80	20	20	20	40	1402	351	120	666	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	10	80	20	20	20	40	1402	351	120	666	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	10	80	20	20	20	40	1402	351	120	666	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.37	0.20	0.07	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	10.8	12.2	12.2	8.6	10.0	10.0	19.9	65.1	65.1	12.1	57.3	57.3
Volume/Cap:	0.62	0.05	0.41	0.15	0.24	0.24	0.13	0.62	0.34	0.62	0.35	0.35
Delay/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
LOS by Move:	D-	D	D	D	D	D	D+	B	B+	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	15	6	4	7	7

Note: Queue reported is the number of cars per lane.

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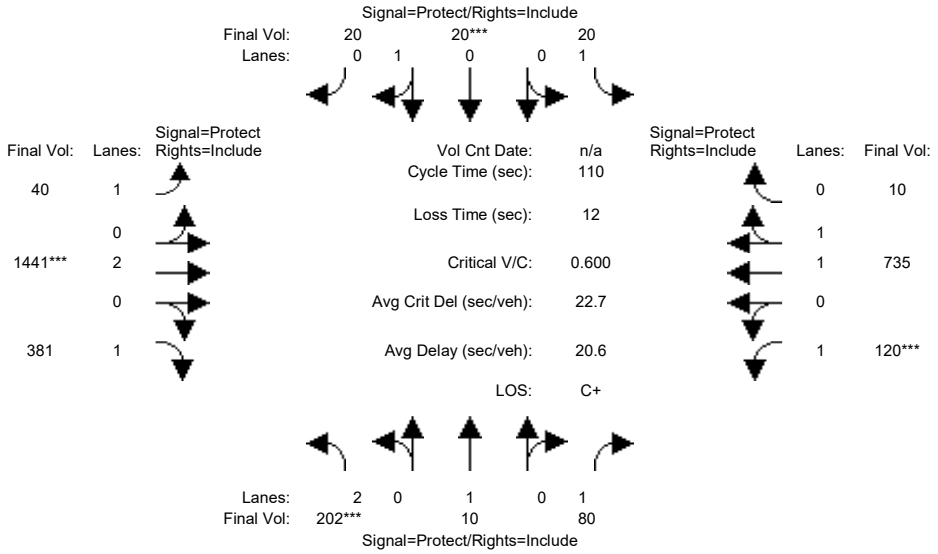
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	12	0	0	0	0	0	0	41	41	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	10	80	20	20	20	40	1441	381	120	735	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	10	80	20	20	20	40	1441	381	120	735	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	10	80	20	20	20	40	1441	381	120	735	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	10	80	20	20	20	40	1441	381	120	735	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.38	0.22	0.07	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	11.0	12.4	12.4	8.7	10.0	10.0	18.5	65.2	65.2	11.8	58.5	58.5
Volume/Cap:	0.64	0.05	0.41	0.15	0.24	0.24	0.14	0.64	0.37	0.64	0.38	0.38
Delay/Veh:	52.0	43.6	46.8	47.7	47.3	47.3	39.2	15.3	11.9	54.3	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	43.6	46.8	47.7	47.3	47.3	39.2	15.3	11.9	54.3	15.2	15.2
LOS by Move:	D-	D	D	D	D	D	D	B	B+	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	16	7	4	7	7

Note: Queue reported is the number of cars per lane.

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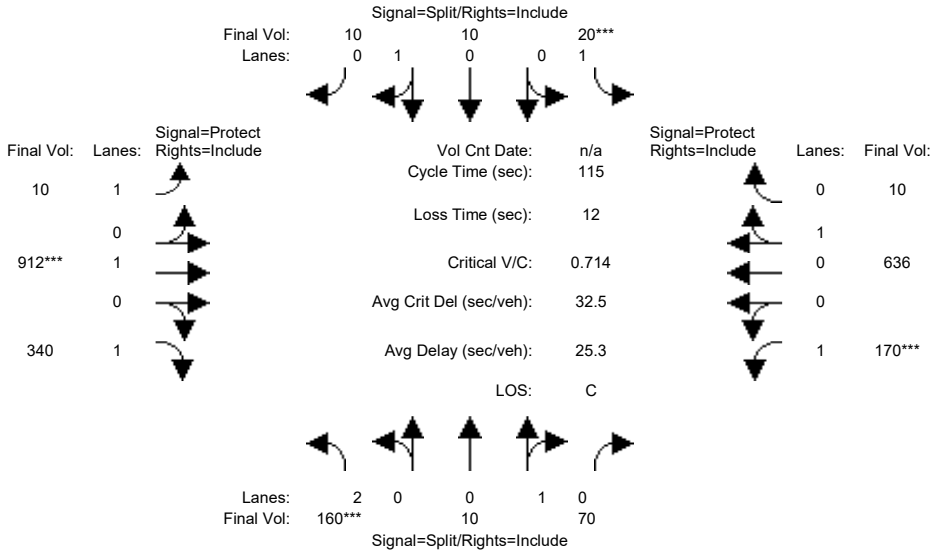
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	10	70	20	10	10	10	912	340	170	636	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	70	20	10	10	10	912	340	170	636	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	70	20	10	10	10	912	340	170	636	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	70	20	10	10	10	912	340	170	636	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1772	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.01	0.01	0.01	0.01	0.48	0.19	0.10	0.36	0.36
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	12.0	69.0	69.0	14.0	71.0	71.0
Volume/Cap:	0.58	0.51	0.51	0.13	0.13	0.13	0.05	0.80	0.32	0.80	0.58	0.58
Delay/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
LOS by Move:	D-	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	3	3	3	1	1	1	0	25	6	7	14	14

Note: Queue reported is the number of cars per lane.

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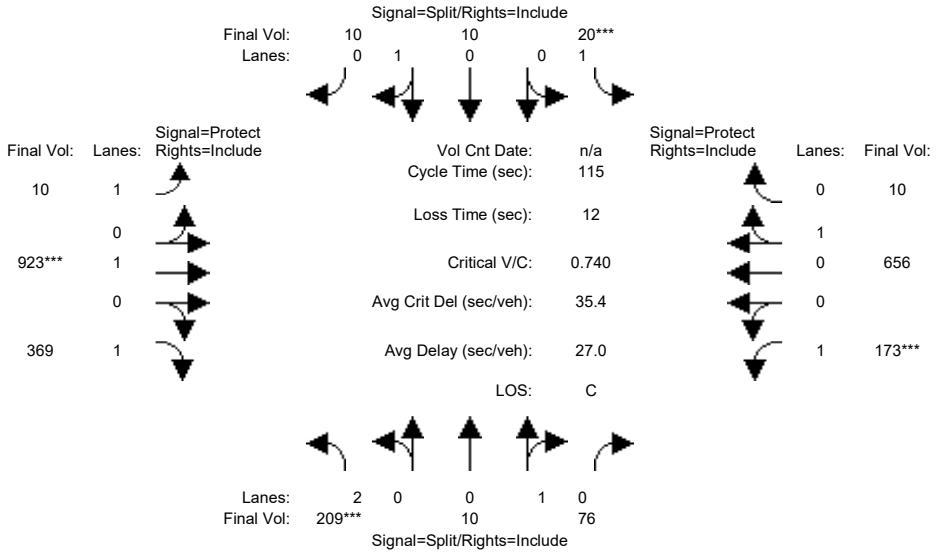
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	49	0	6	0	0	0	0	13	29	3	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	10	76	20	10	10	10	923	369	173	656	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	10	76	20	10	10	10	923	369	173	656	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	10	76	20	10	10	10	923	369	173	656	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	10	76	20	10	10	10	923	369	173	656	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	209	1591	1750	900	900	1750	1900	1750	1750	1773	27
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.01	0.01	0.01	0.01	0.49	0.21	0.10	0.37	0.37
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.7	69.0	69.0	14.0	71.3	71.3
Volume/Cap:	0.76	0.55	0.55	0.13	0.13	0.13	0.06	0.81	0.35	0.81	0.60	0.60
Delay/Veh:	63.3	54.5	54.5	48.9	48.8	48.8	46.8	22.4	11.9	69.4	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	54.5	54.5	48.9	48.8	48.8	46.8	22.4	11.9	69.4	14.1	14.1
LOS by Move:	E	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	5	3	3	1	1	1	0	25	7	7	15	15

Note: Queue reported is the number of cars per lane.

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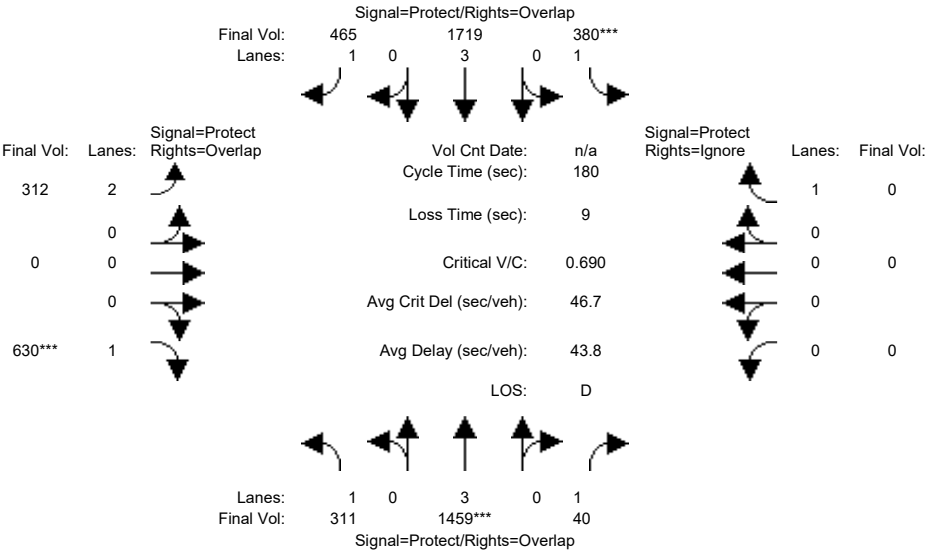
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	1	9	0	0	19	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1459	40	380	1719	465	312	0	630	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1459	40	380	1719	465	312	0	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.30	0.27	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	45.8	66.8	66.8	56.7	77.7	125.2	47.6	0.0	93.3	0.0	0.0	0.0
Volume/Cap:	0.70	0.69	0.06	0.69	0.70	0.38	0.37	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	D-	A	C-	A	A	A
HCM2kAvgQ:	17	22	1	19	25	11	8	0	27	0	0	0

Note: Queue reported is the number of cars per lane.

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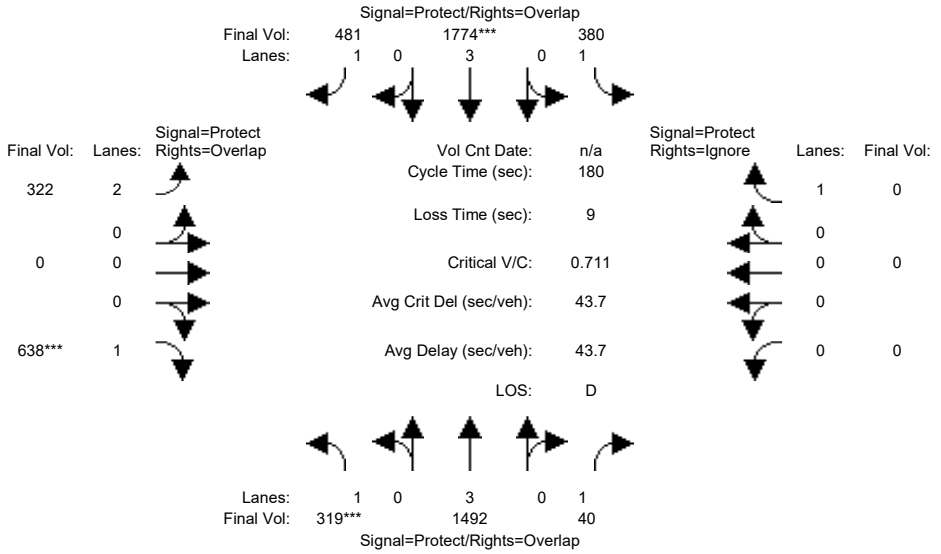
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	9	42	0	0	74	21	12	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	1492	40	380	1774	481	322	0	638	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	319	1492	40	380	1774	481	322	0	638	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1492	40	380	1774	481	322	0	638	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	319	1492	40	380	1774	481	322	0	638	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.31	0.27	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	46.1	68.3	68.3	56.6	78.8	124.9	46.1	0.0	92.2	0.0	0.0	0.0
Volume/Cap:	0.71	0.69	0.06	0.69	0.71	0.40	0.40	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	66.2	48.0	35.5	57.7	42.3	11.9	55.8	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	48.0	35.5	57.7	42.3	11.9	55.8	0.0	36.4	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	E+	A	D+	A	A	A
HCM2kAvgQ:	17	23	1	19	26	12	8	0	28	0	0	0

Note: Queue reported is the number of cars per lane.

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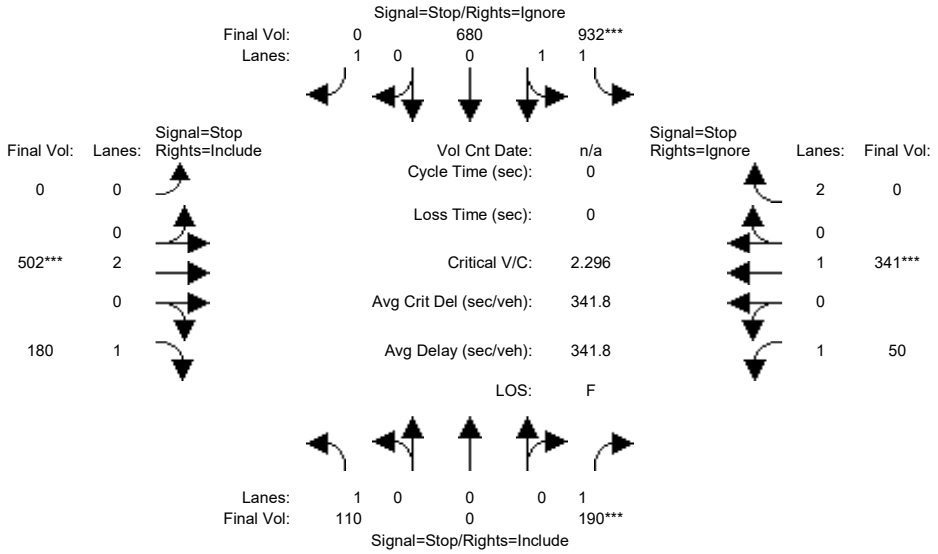
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	2	0	0	0	2	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	190	932	680	50	0	502	180	50	341	706
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	932	680	0	0	502	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	932	680	0	0	502	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	932	680	0	0	502	180	50	341	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.16	0.84	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	344	0	390	406	307	382	0	721	386	314	336	694
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.49	2.30	2.21	0.00	xxxx	0.70	0.47	0.16	1.01	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	17.6	0.0	19.9	614.0	577	0.0	0.0	32.4	19.7	16.0	86.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	19.9	614.0	577	0.0	0.0	32.4	19.7	16.0	86.6	0.0
LOS by Move:	C	*	C	F	F	*	*	D	C	C	F	*
ApproachDel:	19.1			598.3			29.0			77.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			598.3			29.0			77.6		
LOS by Appr:	C			F			D			F		
AllWayAvgQ:	0.4	0.0	0.9	57.0	57.0	0.0	0.0	2.0	0.8	0.2	6.8	0.0

Note: Queue reported is the number of cars per lane.

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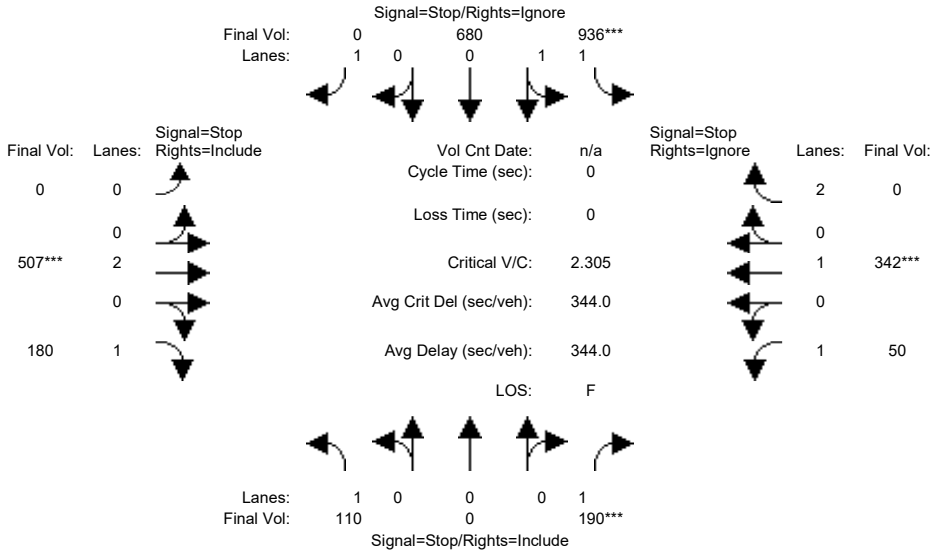
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Final Vol:	Lanes:	Signal=Stop Rights=Include
0	0	
	0	
507***	2	
	0	
180	1	

Signal=Stop Rights=Ignore	Lanes:	Final Vol:
	2	0
	0	
	1	342***
	0	
	1	50

Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	6	0	0	0	7	0	0	2	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	190	936	680	50	0	507	180	50	342	772
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	936	680	0	0	507	180	50	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	936	680	0	0	507	180	50	342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	936	680	0	0	507	180	50	342	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.16	0.84	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	344	0	389	406	306	381	0	721	386	313	336	693
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.49	2.31	2.22	0.00	xxxx	0.70	0.47	0.16	1.02	0.00
Crit Moves:			****	****				****			****	
Delay/Veh:	17.7	0.0	19.9	618.1	581	0.0	0.0	32.9	19.7	16.0	88.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	19.9	618.1	581	0.0	0.0	32.9	19.7	16.0	88.0	0.0
LOS by Move:	C	*	C	F	F	*	*	D	C	C	F	*
ApproachDel:	19.1			602.4			29.5			78.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			602.4			29.5			78.8		
LOS by Appr:	C			F			D			F		
AllWayAvgQ:	0.4	0.0	0.9	57.3	57.3	0.0	0.0	2.0	0.8	0.2	7.0	0.0

Note: Queue reported is the number of cars per lane.

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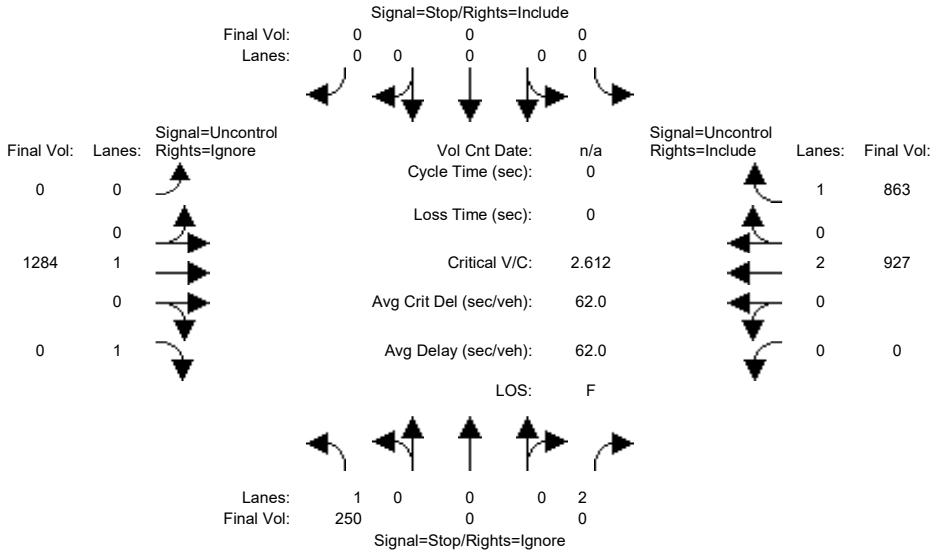
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	29	0	0	0	0	4	0	0	17	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	1719	0	0	0	0	1284	240	0	927	863
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1284	0	0	927	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	250	0	0	0	0	0	0	1284	0	0	927	863
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1748	xxxx	1284	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	96	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	96	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.61	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	23.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	824.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	824.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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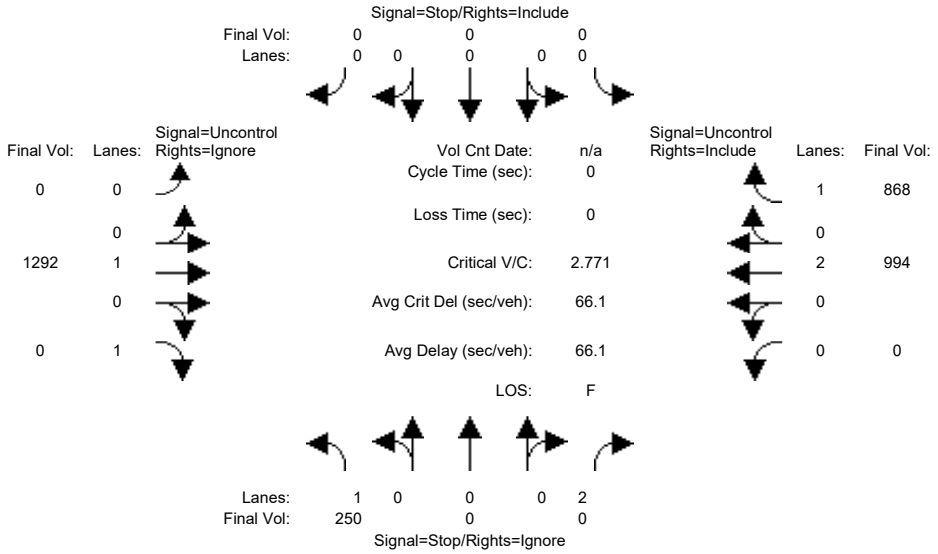
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	116	0	0	0	0	12	0	0	84	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	1806	0	0	0	0	1292	240	0	994	868
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1292	0	0	994	868
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	250	0	0	0	0	0	0	1292	0	0	994	868
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1789	xxxx	1292	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	90	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	90	xxxx	201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	2.77	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	23.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	900.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	900.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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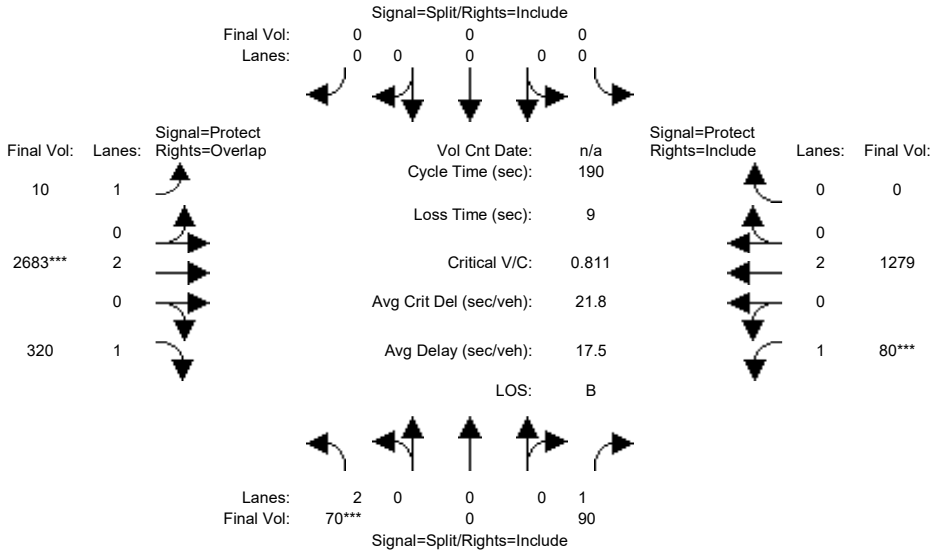
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2683	320	80	1279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2683	320	80	1279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.71	0.18	0.05	0.34	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.89	0.21	0.54	0.41	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
LOS by Move:	F	A	F	A	A	A	F	B-	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	58	3	5	11	0

Note: Queue reported is the number of cars per lane.

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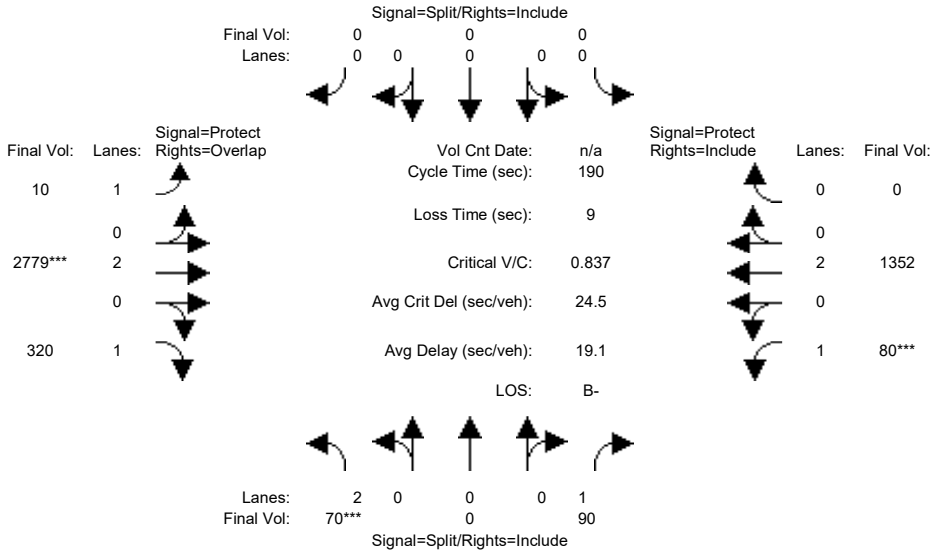
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	129	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2779	320	80	1352	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2779	320	80	1352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2779	320	80	1352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2779	320	80	1352	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.73	0.18	0.05	0.36	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.92	0.21	0.54	0.43	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.0	2.1	91.0	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.0	2.1	91.0	5.2	0.0
LOS by Move:	F	A	F	A	A	A	F	C+	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	67	3	5	12	0

Note: Queue reported is the number of cars per lane.

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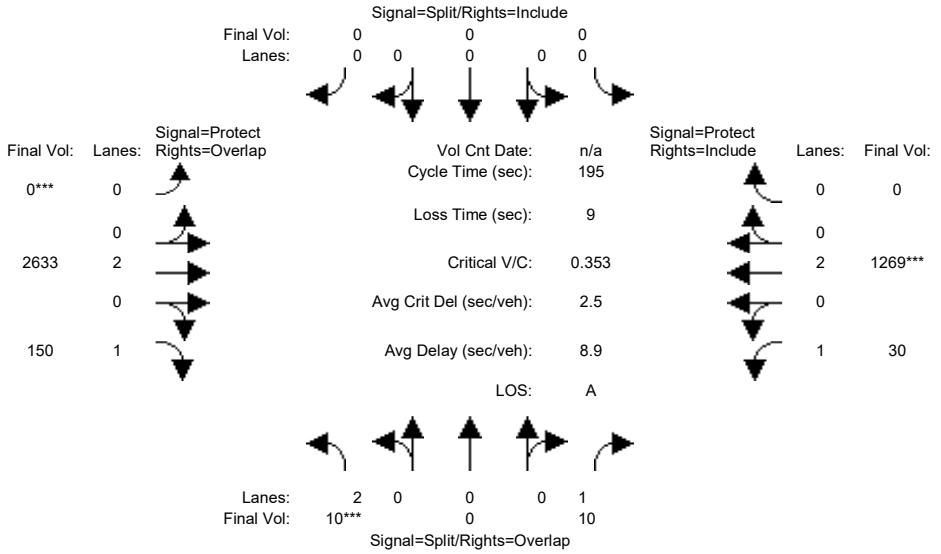
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2633	150	30	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2633	150	30	1269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.69	0.09	0.02	0.33	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.83	0.10	0.29	0.37	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B+	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	43	1	2	7	0

Note: Queue reported is the number of cars per lane.

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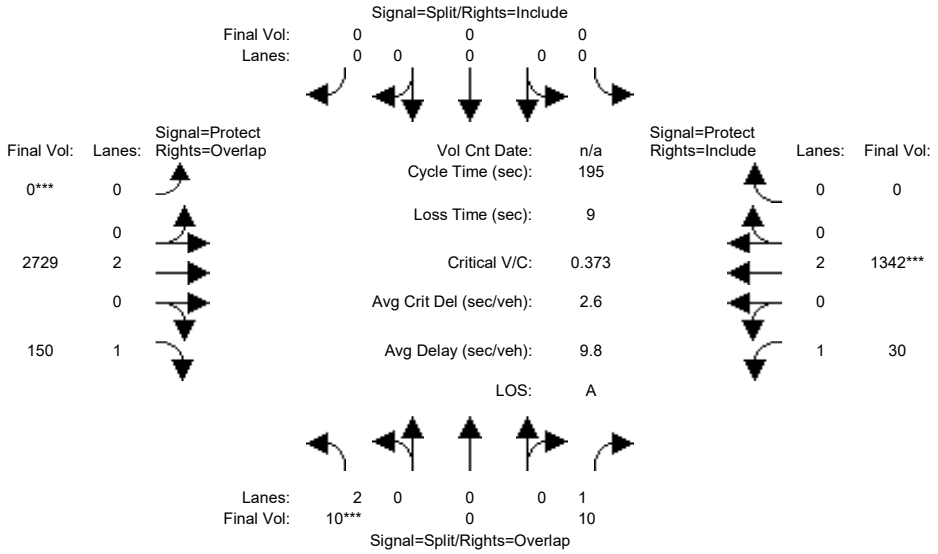
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	129	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2729	150	30	1342	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2729	150	30	1342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2729	150	30	1342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2729	150	30	1342	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.72	0.09	0.02	0.35	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.86	0.10	0.29	0.40	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.7	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.7	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	48	1	2	7	0

Note: Queue reported is the number of cars per lane.

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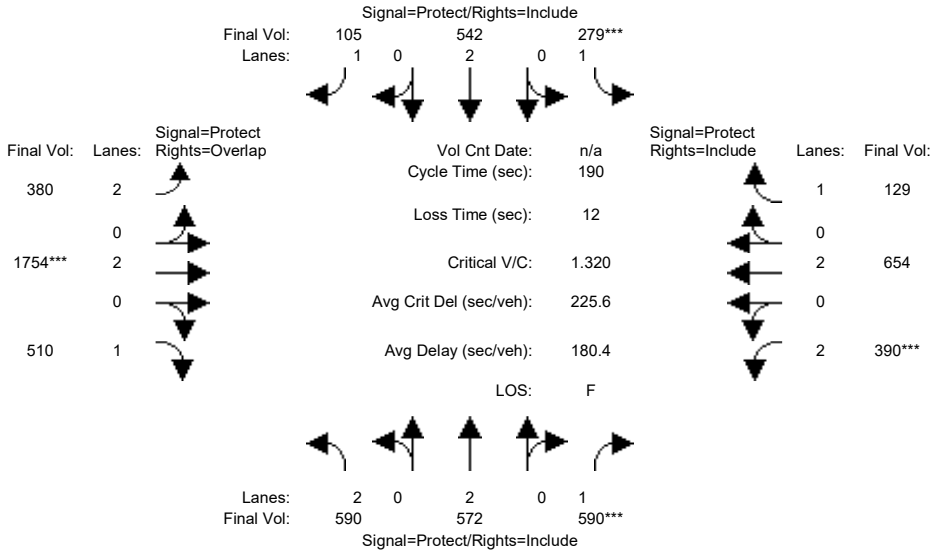
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	22	0	9	12	15	20	14	0	0	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	572	590	279	542	105	380	1754	510	390	654	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	572	590	279	542	105	380	1754	510	390	654	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	572	590	279	542	105	380	1754	510	390	654	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	572	590	279	542	105	380	1754	510	390	654	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.34	0.32	0.29	0.06	0.12	0.46	0.29	0.12	0.17	0.07
Crit Moves:			****	****				****		****		
Green Time:	24.6	32.0	32.0	30.1	37.5	37.5	35.4	97.8	122.4	18.8	81.3	81.3
Volume/Cap:	1.45	0.89	2.00	2.01	1.45	0.30	0.65	0.90	0.45	1.25	0.40	0.17
Delay/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2kAvgQ:	34	16	76	37	27	6	13	50	22	21	17	7

Note: Queue reported is the number of cars per lane.

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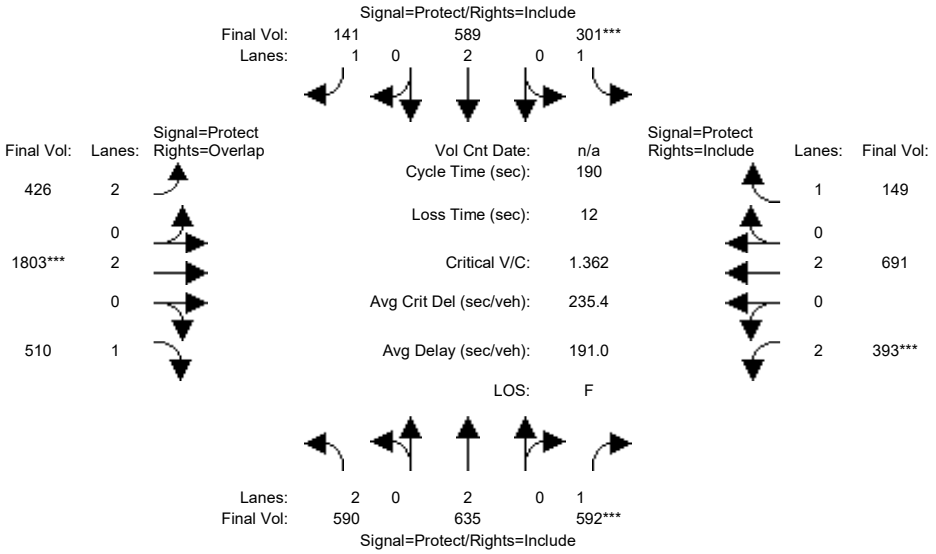
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	85	2	31	59	51	66	63	0	3	41	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	635	592	301	589	141	426	1803	510	393	691	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	635	592	301	589	141	426	1803	510	393	691	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	635	592	301	589	141	426	1803	510	393	691	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	635	592	301	589	141	426	1803	510	393	691	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.34	0.31	0.08	0.14	0.47	0.29	0.12	0.18	0.09
Crit Moves:			****	****				****		****		
Green Time:	23.4	32.0	32.0	30.1	38.7	38.7	35.4	97.8	121.2	18.8	81.3	81.3
Volume/Cap:	1.52	0.99	2.01	2.17	1.52	0.40	0.73	0.92	0.46	1.26	0.43	0.20
Delay/Veh:	336.3	118	550.3	635.2	328	70.4	82.0	64.7	27.9	238.0	60.8	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	336.3	118	550.3	635.2	328	70.4	82.0	64.7	27.9	238.0	60.8	54.3
LOS by Move:	F	F	F	F	F	E	F	E	C	F	E	D-
HCM2kAvgQ:	35	19	77	41	30	9	14	52	23	21	18	8

Note: Queue reported is the number of cars per lane.

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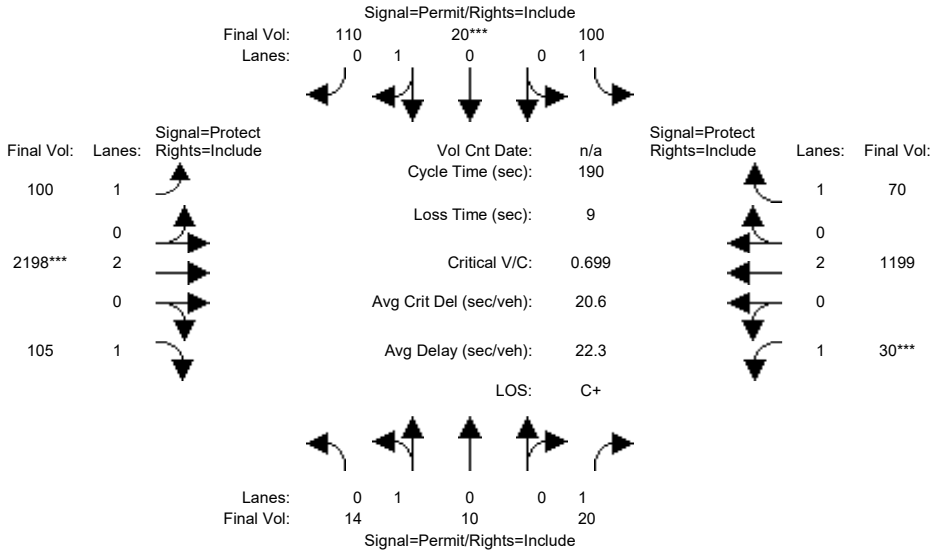
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	4	0	0	0	0	0	0	18	5	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	10	20	100	20	110	100	2198	105	30	1199	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	20	100	20	110	100	2198	105	30	1199	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.42	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1050	750	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.58	0.06	0.02	0.32	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.09	0.09	0.08	0.40	0.50	0.50	0.40	0.77	0.08	0.29	0.47	0.06
Delay/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	1	1	1	6	8	8	6	38	2	2	17	2

Note: Queue reported is the number of cars per lane.

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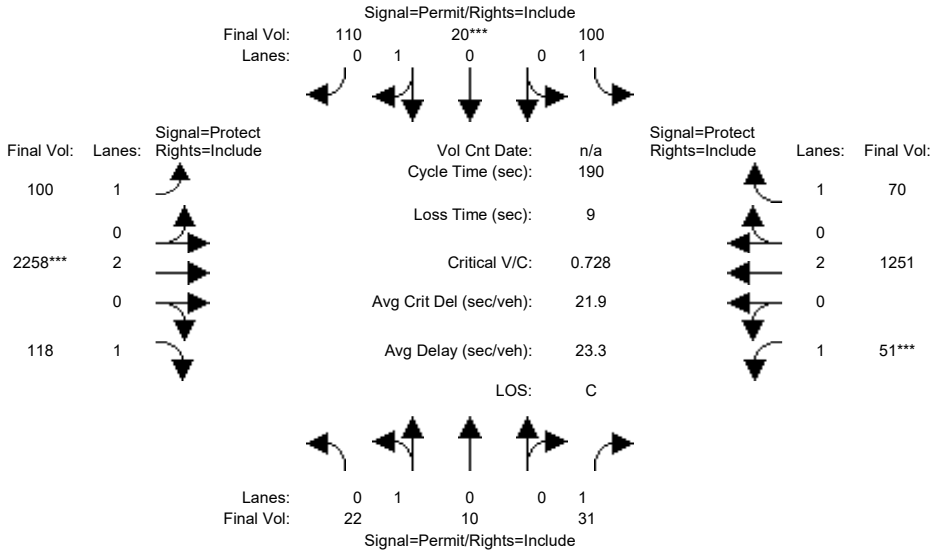
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	12	0	11	0	0	0	0	78	18	21	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	10	31	100	20	110	100	2258	118	51	1251	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	10	31	100	20	110	100	2258	118	51	1251	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	10	31	100	20	110	100	2258	118	51	1251	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	10	31	100	20	110	100	2258	118	51	1251	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.69	0.31	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1237	562	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.07	0.07	0.06	0.59	0.07	0.03	0.33	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.12	0.12	0.12	0.40	0.50	0.50	0.40	0.79	0.09	0.49	0.49	0.06
Delay/Veh:	75.1	75.1	75.1	79.1	80.8	80.8	79.4	16.9	6.7	95.1	16.7	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	75.1	75.1	79.1	80.8	80.8	79.4	16.9	6.7	95.1	16.7	11.6
LOS by Move:	E-	E-	E-	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	2	2	2	6	8	8	6	40	2	3	18	2

Note: Queue reported is the number of cars per lane.

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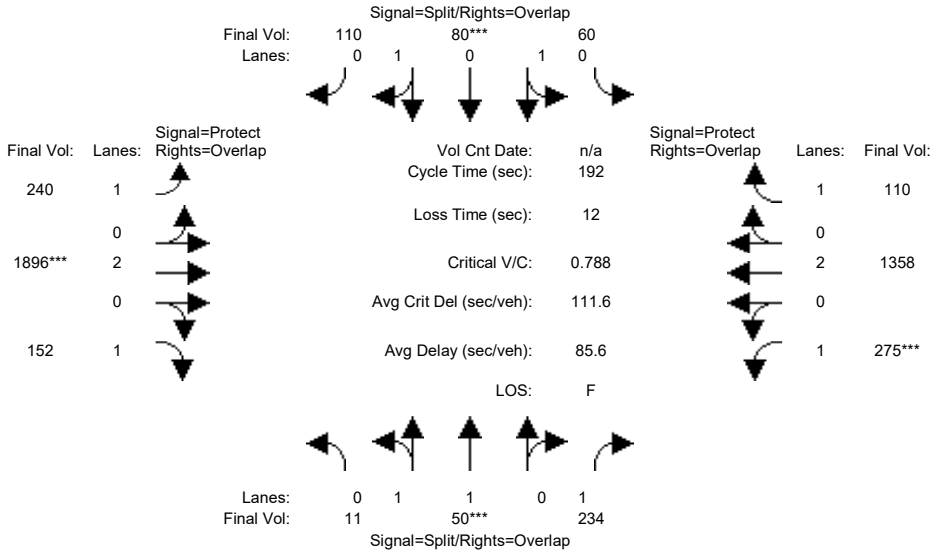
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	1	0	4	0	0	0	0	16	2	5	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	234	60	80	110	240	1896	152	275	1358	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	234	60	80	110	240	1896	152	275	1358	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.14	0.50	0.09	0.16	0.36	0.06
Crit Moves:		****			****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.40	0.46	0.46	0.22	0.82	1.09	0.14	0.87	0.76	0.10
Delay/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	12	8	8	6	16	68	6	17	35	4

Note: Queue reported is the number of cars per lane.

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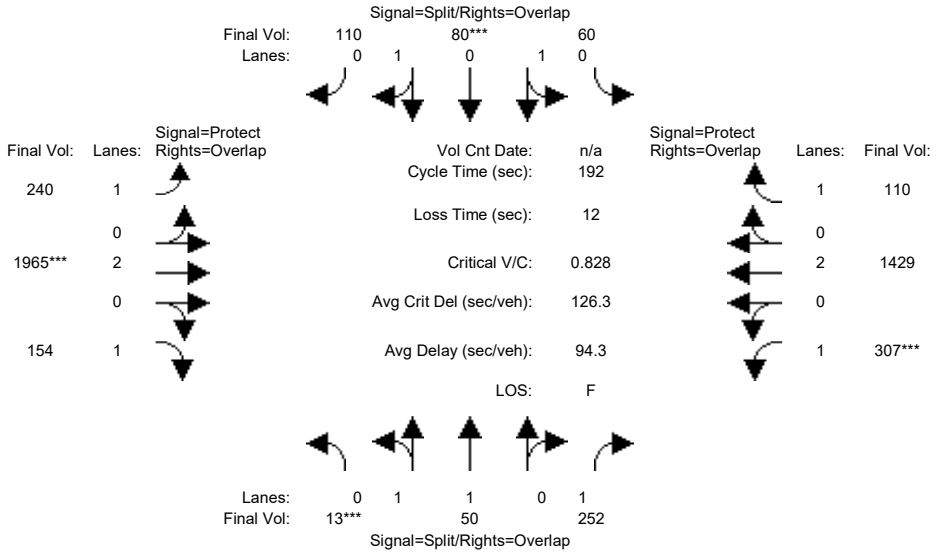
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	3	0	22	0	0	0	0	85	4	37	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	50	252	60	80	110	240	1965	154	307	1429	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	50	252	60	80	110	240	1965	154	307	1429	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	50	252	60	80	110	240	1965	154	307	1429	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	50	252	60	80	110	240	1965	154	307	1429	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.42	1.58	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	763	2936	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.52	0.09	0.18	0.38	0.06
Crit Moves:	****				****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.43	0.46	0.46	0.22	0.82	1.13	0.14	0.97	0.80	0.10
Delay/Veh:	74.7	74.7	53.5	79.4	79.4	51.0	99.0	134	24.3	124.4	57.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	53.5	79.4	79.4	51.0	99.0	134	24.3	124.4	57.9	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	13	8	8	6	16	74	6	20	37	4

Note: Queue reported is the number of cars per lane.

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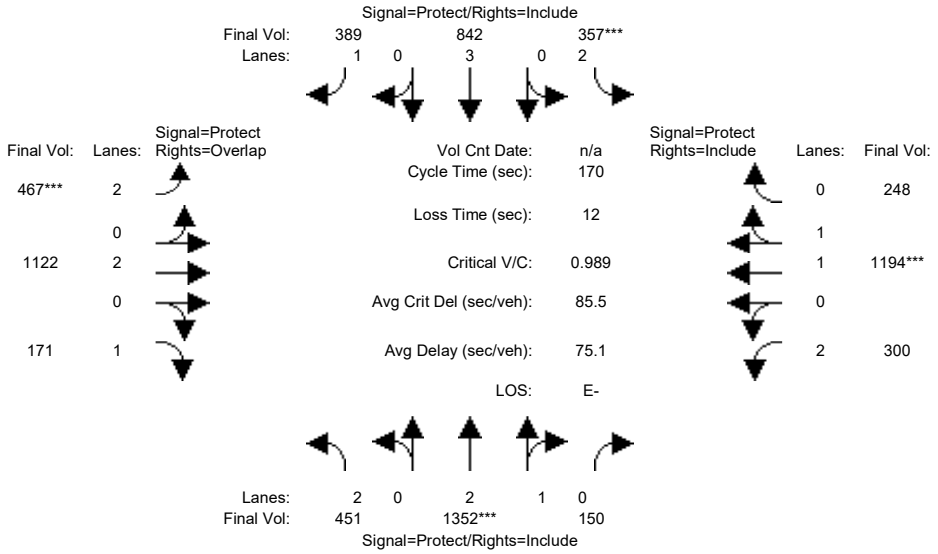
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	1	22	0	7	12	9	17	2	1	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1352	150	357	842	389	467	1122	171	300	1194	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1352	150	357	842	389	467	1122	171	300	1194	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3150	5040	559	3150	5700	1750	3150	3800	1750	3150	3063	636
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.11	0.15	0.22	0.15	0.30	0.10	0.10	0.39	0.39
Crit Moves:		****			****			****			****	
Green Time:	25.7	46.1	46.1	19.5	39.9	39.9	25.5	69.9	95.6	22.5	67.0	67.0
Volume/Cap:	0.95	0.99	0.99	0.99	0.63	0.95	0.99	0.72	0.17	0.72	0.99	0.99
Delay/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
LOS by Move:	F	F	F	F	E+	F	F	D	B-	E-	E	E
HCM2kAvgQ:	18	32	32	13	13	24	14	22	4	9	43	43

Note: Queue reported is the number of cars per lane.

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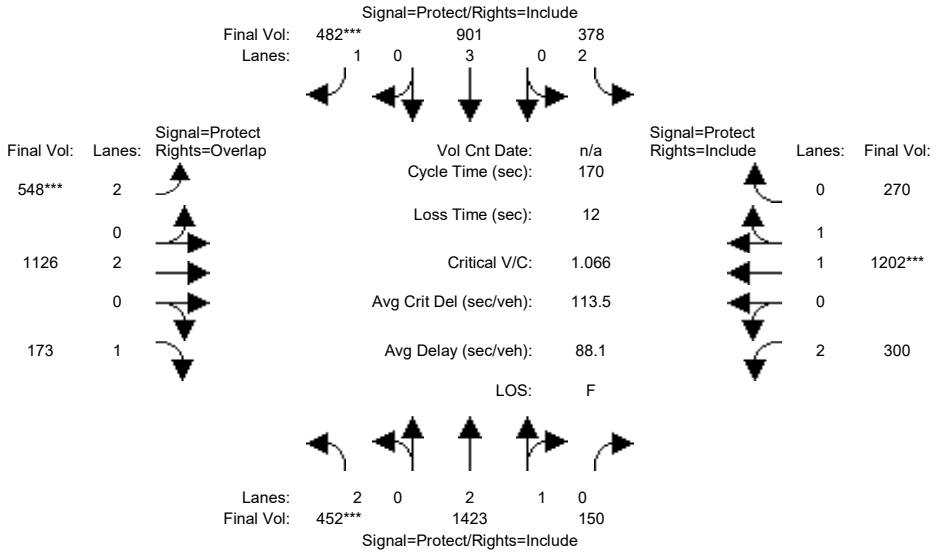
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	2	93	0	28	71	102	98	6	3	0	12	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	1423	150	378	901	482	548	1126	173	300	1202	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	452	1423	150	378	901	482	548	1126	173	300	1202	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1423	150	378	901	482	548	1126	173	300	1202	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	1423	150	378	901	482	548	1126	173	300	1202	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	5065	534	3150	5700	1750	3150	3800	1750	3150	3021	679
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.16	0.28	0.17	0.30	0.10	0.10	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	22.9	46.8	46.8	20.0	43.9	43.9	27.7	69.0	91.9	22.2	63.5	63.5
Volume/Cap:	1.07	1.02	1.02	1.02	0.61	1.07	1.07	0.73	0.18	0.73	1.07	1.07
Delay/Veh:	135.9	89.8	89.8	127.0	56.3	124.1	129.6	44.4	20.0	77.6	97.2	97.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.9	89.8	89.8	127.0	56.3	124.1	129.6	44.4	20.0	77.6	97.2	97.2
LOS by Move:	F	F	F	F	E+	F	F	D	C+	E-	F	F
HCM2kAvgQ:	20	34	34	14	13	33	19	23	5	9	48	48

Note: Queue reported is the number of cars per lane.

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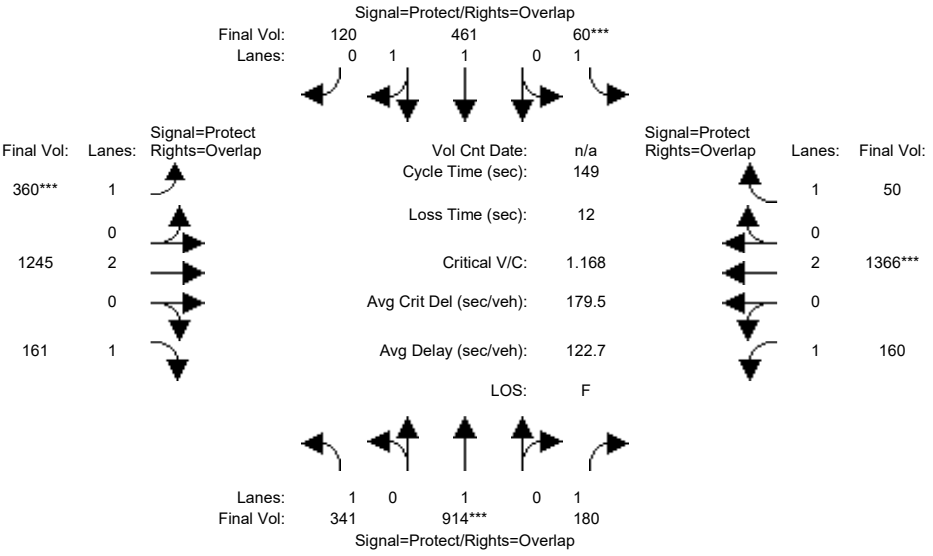
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	1	4	0	0	1	0	0	5	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	914	180	60	461	120	360	1245	161	160	1366	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	914	180	60	461	120	360	1245	161	160	1366	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2935	764	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.48	0.10	0.03	0.16	0.16	0.21	0.33	0.09	0.09	0.36	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.98	1.46	0.23	0.39	0.72	0.44	1.51	0.84	0.16	0.77	0.96	0.06
Delay/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	23	80	6	3	13	10	35	31	7	9	37	2

Note: Queue reported is the number of cars per lane.

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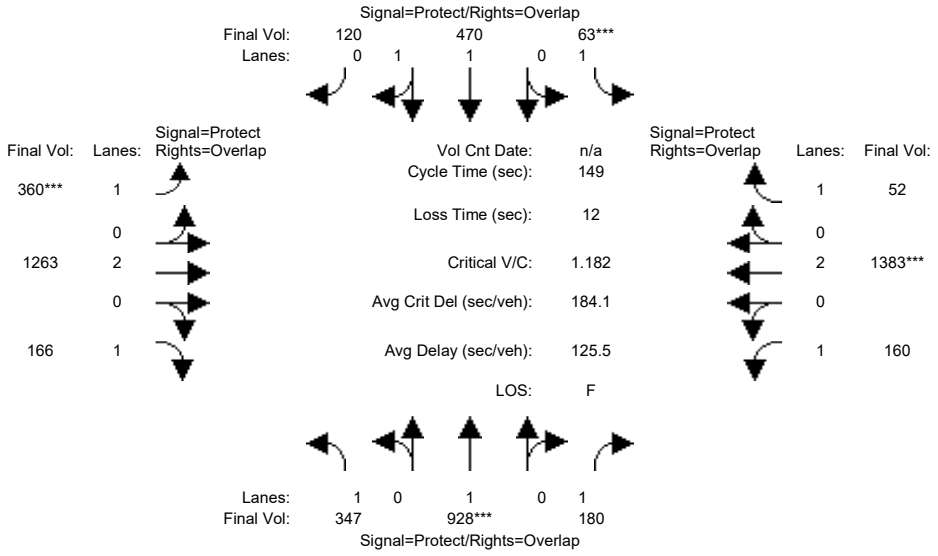
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	7	18	0	3	10	0	0	23	6	0	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	928	180	63	470	120	360	1263	166	160	1383	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	928	180	63	470	120	360	1263	166	160	1383	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	928	180	63	470	120	360	1263	166	160	1383	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	928	180	63	470	120	360	1263	166	160	1383	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2947	752	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.10	0.04	0.16	0.16	0.21	0.33	0.09	0.09	0.36	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	1.00	1.48	0.23	0.41	0.73	0.45	1.51	0.85	0.16	0.77	0.98	0.06
Delay/Veh:	112.0	280	27.6	71.4	62.2	40.2	324.8	68.7	29.4	91.7	88.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	280	27.6	71.4	62.2	40.2	324.8	68.7	29.4	91.7	88.0	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	24	82	6	3	13	11	35	31	7	9	38	2

Note: Queue reported is the number of cars per lane.

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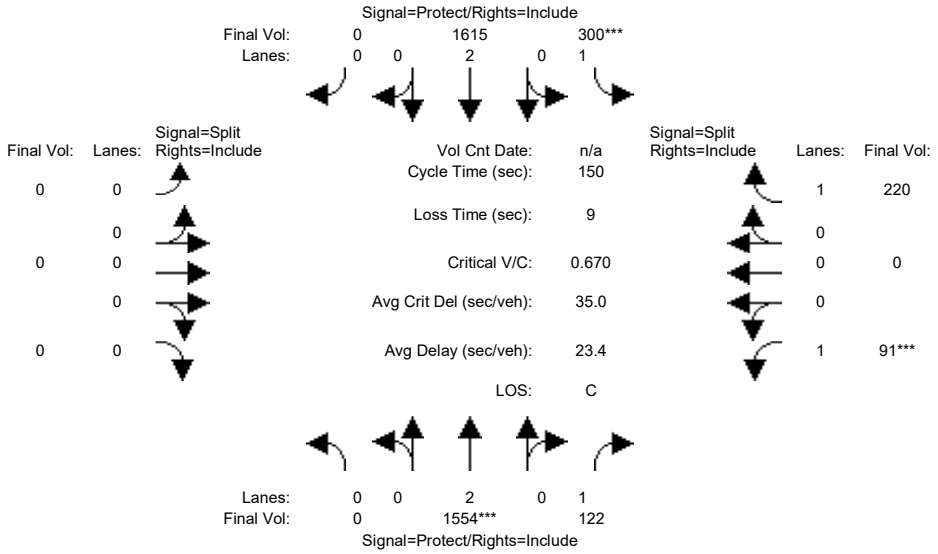
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	4	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1554	122	300	1615	0	0	0	0	91	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1554	122	300	1615	0	0	0	0	91	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.07	0.17	0.43	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.63	0.11	1.01	0.52	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	2	21	12	0	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

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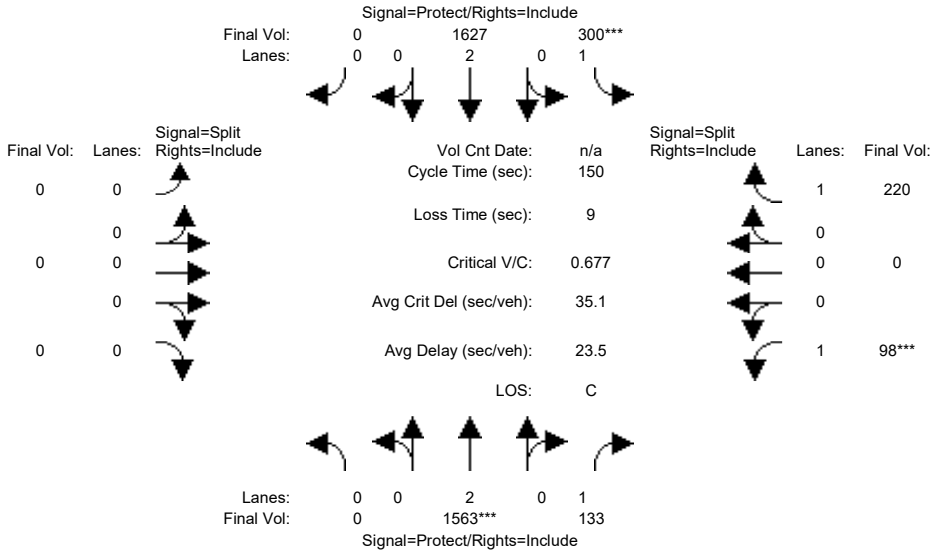
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	13	13	0	17	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1563	133	300	1627	0	0	0	0	98	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1563	133	300	1627	0	0	0	0	98	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1563	133	300	1627	0	0	0	0	98	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1563	133	300	1627	0	0	0	0	98	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.08	0.17	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.63	0.12	1.01	0.52	0.00	0.00	0.00	0.00	0.30	0.00	0.68
Delay/Veh:	0.0	17.3	10.7	120.6	4.8	0.0	0.0	0.0	0.0	56.4	0.0	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	10.7	120.6	4.8	0.0	0.0	0.0	0.0	56.4	0.0	65.9
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	2	21	13	0	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

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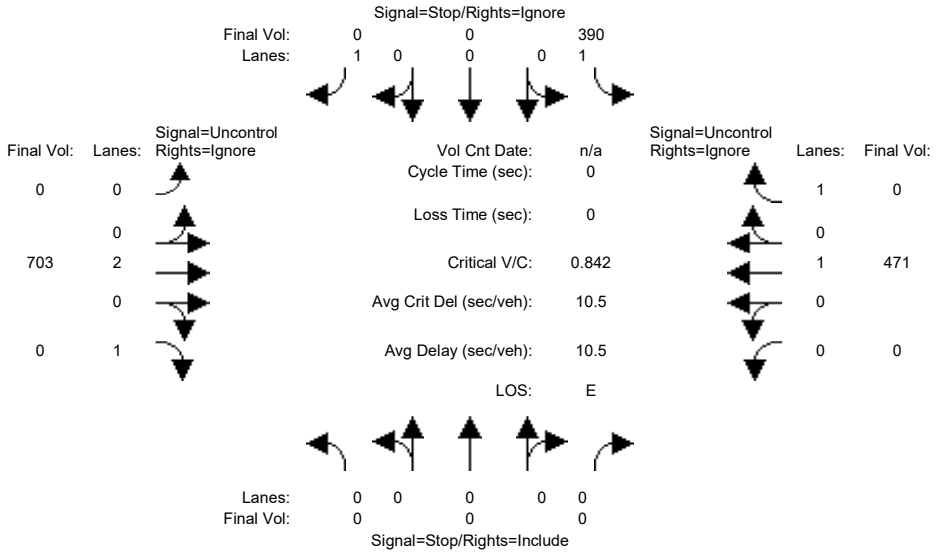
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	703	180	0	471	386
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	703	0	0	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	703	0	0	471	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	823	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	301	313	xxxxx	463	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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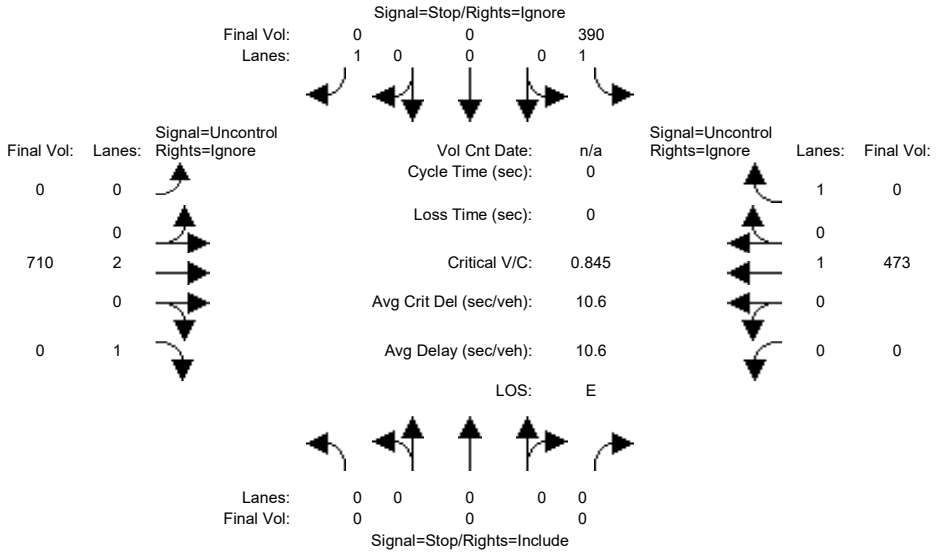
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	10	0	0	3	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	710	180	0	473	411
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	710	0	0	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	710	0	0	473	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	828	xxxx	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	344	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	344	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	298	310	xxxxx	461	310	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.85	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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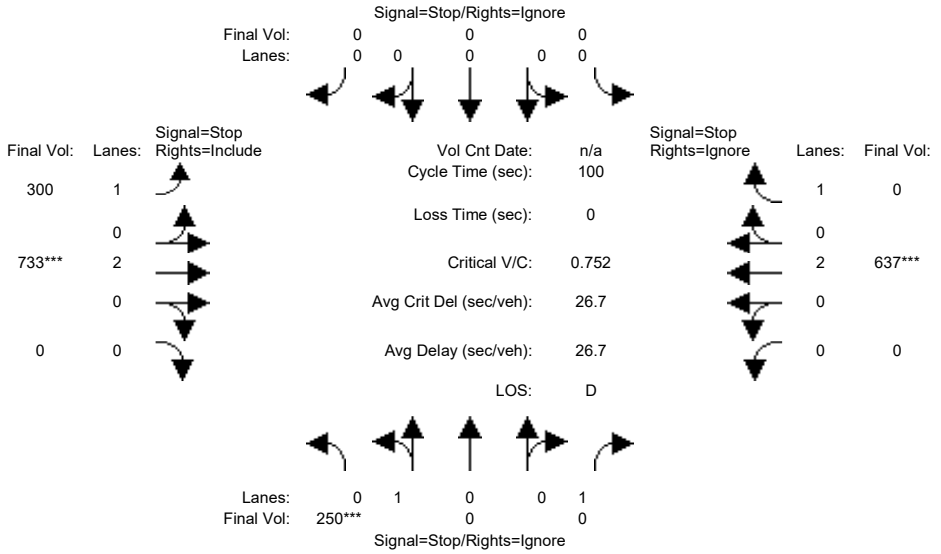
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	11	0	0	0	0	3	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	851	0	0	0	300	733	0	0	637	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	733	0	0	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	733	0	0	637	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	733	0	0	637	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	408	0	456	0	0	0	455	975	0	0	898	481
Capacity Analysis Module:												
Vol/Sat:	0.61	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.75	xxxx	xxxx	0.71	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.1			xxxxxx			27.3			27.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	23.1			xxxxxx			27.3			27.1		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.1	0.0

Note: Queue reported is the number of cars per lane.

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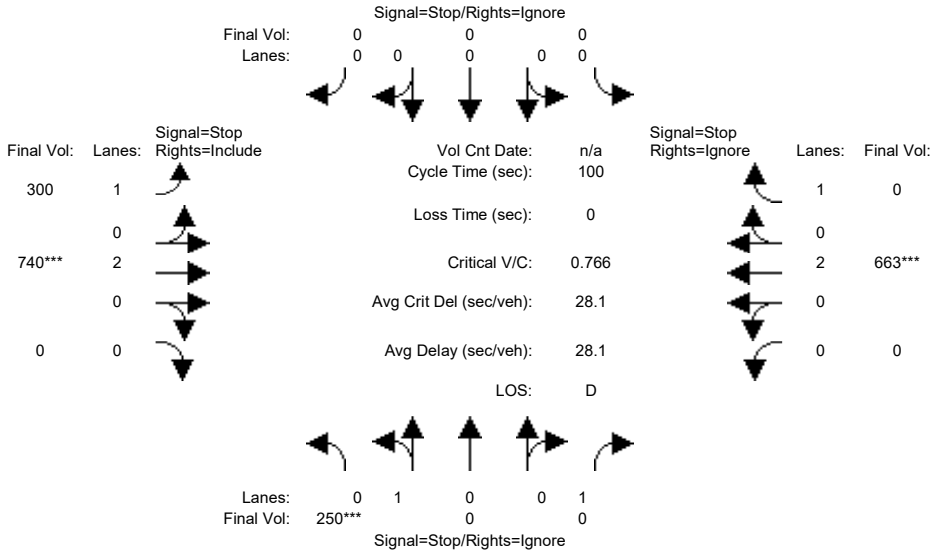
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	41	0	0	0	0	10	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	881	0	0	0	300	740	0	0	663	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	740	0	0	663	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	740	0	0	663	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	740	0	0	663	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	405	0	453	0	0	0	451	967	0	0	896	479
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.77	xxxx	xxxx	0.74	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.4	0.0	0.0	0.0	0.0	0.0	24.5	29.9	0.0	0.0	29.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	0.0	0.0	0.0	0.0	0.0	24.5	29.9	0.0	0.0	29.5	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:		23.4			xxxxxx			28.3			29.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		23.4			xxxxxx			28.3			29.5	
LOS by Appr:		C			*			D			D	
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.7	2.7	0.0	0.0	2.3	0.0

Note: Queue reported is the number of cars per lane.

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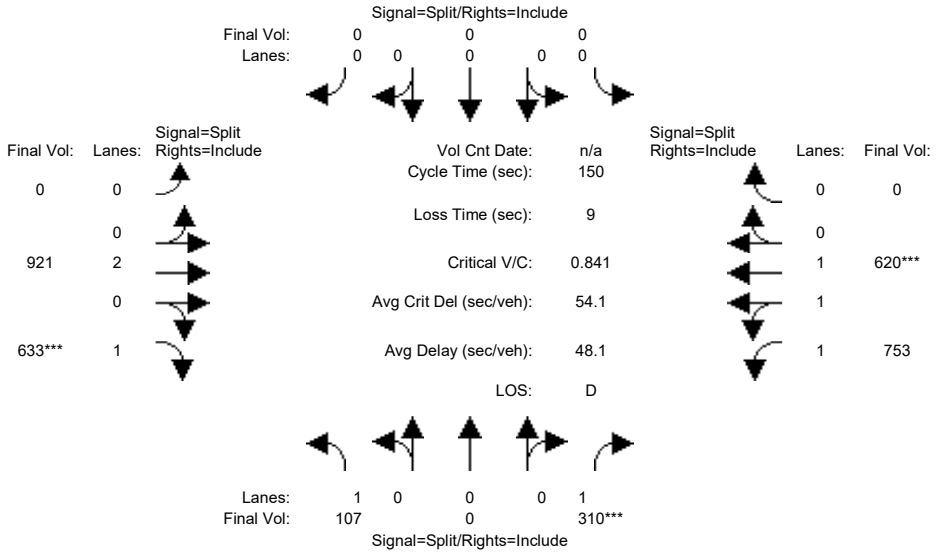
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	7	0	10	0	0	0	0	1	13	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	310	0	0	0	0	921	633	753	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	310	0	0	0	0	921	633	753	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	310	0	0	0	0	921	633	753	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	0	310	0	0	0	0	921	633	753	620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.69	1.31	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2987	2459	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.36	0.25	0.25	0.00
Crit Moves:			****						****		****	
Green Time:	31.6	0.0	31.6	0.0	0.0	0.0	0.0	64.5	64.5	44.9	44.9	0.0
Volume/Cap:	0.29	0.00	0.84	0.00	0.00	0.00	0.00	0.56	0.84	0.84	0.84	0.00
Delay/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
LOS by Move:	D	A	E	A	A	A	A	C-	D	D-	D-	A
HCM2kAvgQ:	4	0	15	0	0	0	0	16	30	21	21	0

Note: Queue reported is the number of cars per lane.

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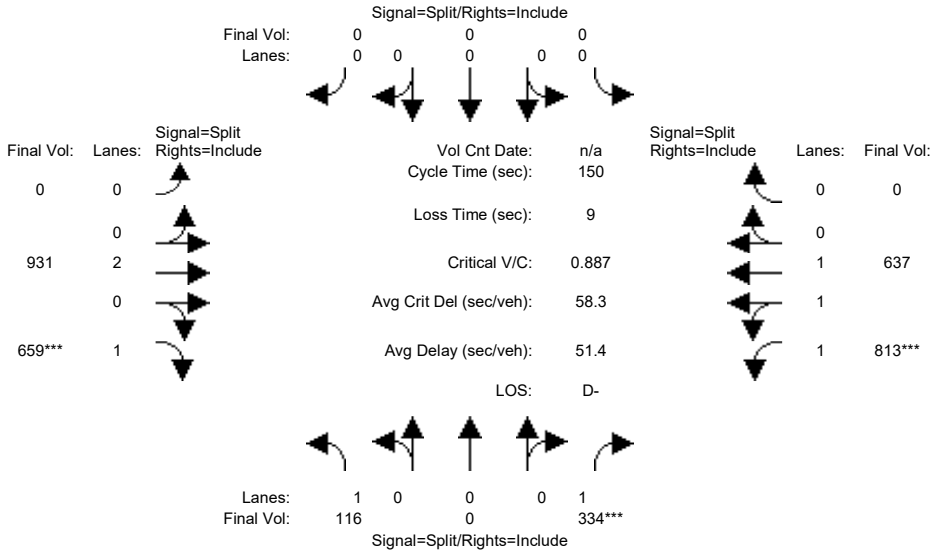
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	16	0	34	0	0	0	0	11	39	83	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	334	0	0	0	0	931	659	813	637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	334	0	0	0	0	931	659	813	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	334	0	0	0	0	931	659	813	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	0	334	0	0	0	0	931	659	813	637	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.72	1.28	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3053	2392	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.38	0.27	0.27	0.00
Crit Moves:			****						****	****		
Green Time:	32.3	0.0	32.3	0.0	0.0	0.0	0.0	63.7	63.7	45.0	45.0	0.0
Volume/Cap:	0.31	0.00	0.89	0.00	0.00	0.00	0.00	0.58	0.89	0.89	0.89	0.00
Delay/Veh:	49.9	0.0	78.7	0.0	0.0	0.0	0.0	33.4	52.3	56.3	56.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	0.0	78.7	0.0	0.0	0.0	0.0	33.4	52.3	56.3	56.3	0.0
LOS by Move:	D	A	E-	A	A	A	A	C-	D-	E+	E+	A
HCM2kAvgQ:	5	0	17	0	0	0	0	16	33	23	23	0

Note: Queue reported is the number of cars per lane.

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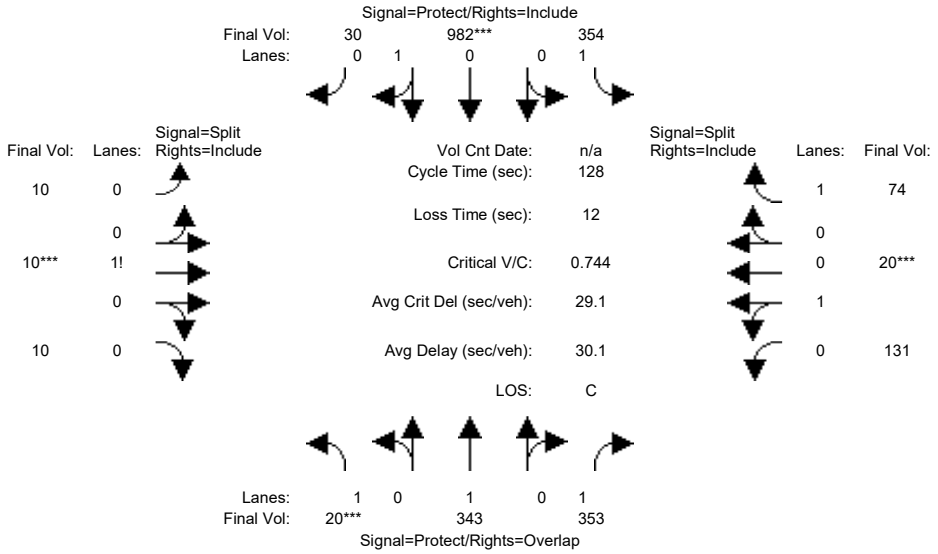
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	3	3	34	2	0	0	0	0	1	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	343	353	354	982	30	10	10	10	131	20	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	343	353	354	982	30	10	10	10	131	20	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	343	353	354	982	30	10	10	10	131	20	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	343	353	354	982	30	10	10	10	131	20	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	583	583	583	1562	238	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.20	0.20	0.56	0.56	0.02	0.02	0.02	0.08	0.08	0.04
Crit Moves:	****				****			****			****	
Green Time:	8.0	44.8	57.8	50.2	87.0	87.0	8.0	8.0	8.0	13.0	13.0	13.0
Volume/Cap:	0.18	0.52	0.45	0.52	0.83	0.83	0.27	0.27	0.27	0.83	0.83	0.42
Delay/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
LOS by Move:	E+	C-	C	C	B-	B-	E+	E+	E+	F	F	E+
HCM2kAvgQ:	1	10	10	11	32	32	1	1	1	8	8	3

Note: Queue reported is the number of cars per lane.

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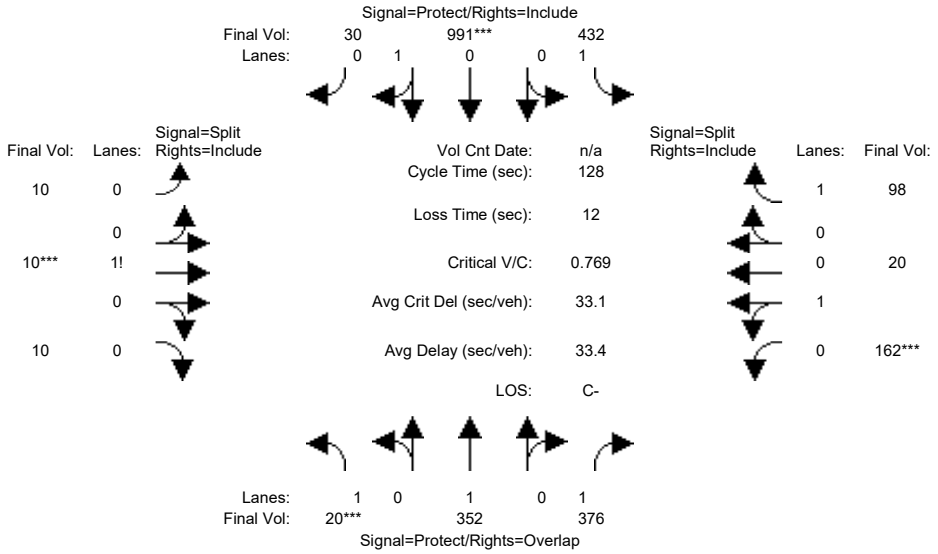
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	12	26	112	11	0	0	0	0	32	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	352	376	432	991	30	10	10	10	162	20	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	352	376	432	991	30	10	10	10	162	20	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	352	376	432	991	30	10	10	10	162	20	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	352	376	432	991	30	10	10	10	162	20	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	583	583	583	1602	198	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.21	0.25	0.57	0.57	0.02	0.02	0.02	0.10	0.10	0.06
Crit Moves:	****				****			****			****	
Green Time:	8.0	39.8	54.9	53.1	84.9	84.9	8.0	8.0	8.0	15.1	15.1	15.1
Volume/Cap:	0.18	0.60	0.50	0.60	0.86	0.86	0.27	0.27	0.27	0.86	0.86	0.47
Delay/Veh:	57.7	38.9	27.1	30.5	23.0	23.0	58.6	58.6	58.6	82.5	82.5	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	38.9	27.1	30.5	23.0	23.0	58.6	58.6	58.6	82.5	82.5	54.4
LOS by Move:	E+	D+	C	C	C	C	E+	E+	E+	F	F	D-
HCM2kAvgQ:	1	11	11	14	35	35	1	1	1	10	10	4

Note: Queue reported is the number of cars per lane.

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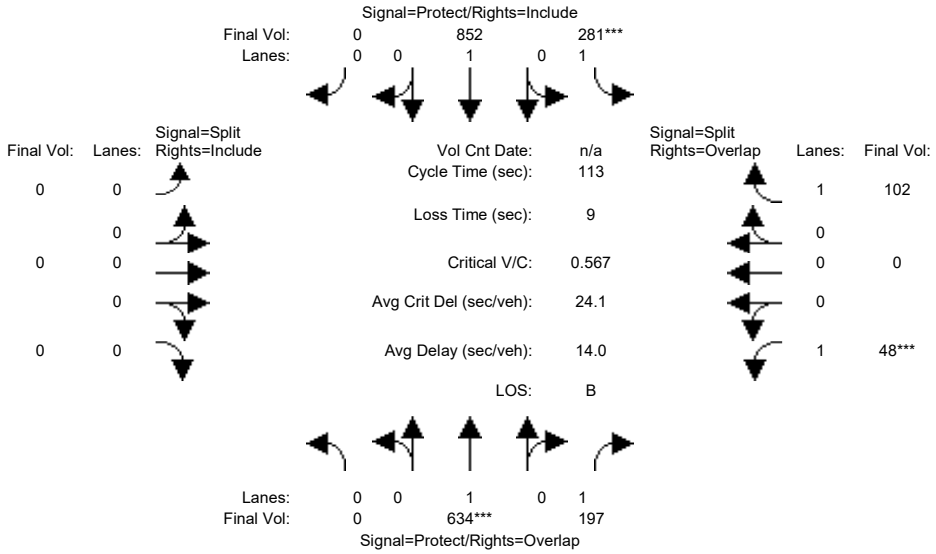
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	4	17	1	2	0	0	0	0	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	634	197	281	852	0	0	0	0	48	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	634	197	281	852	0	0	0	0	48	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	197	281	852	0	0	0	0	48	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	634	197	281	852	0	0	0	0	48	0	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.16	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	64.8	72.8	31.2	96.0	0.0	0.0	0.0	0.0	8.0	0.0	39.2
Volume/Cap:	0.00	0.58	0.17	0.58	0.53	0.00	0.00	0.00	0.00	0.39	0.00	0.17
Delay/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	14	3	9	8	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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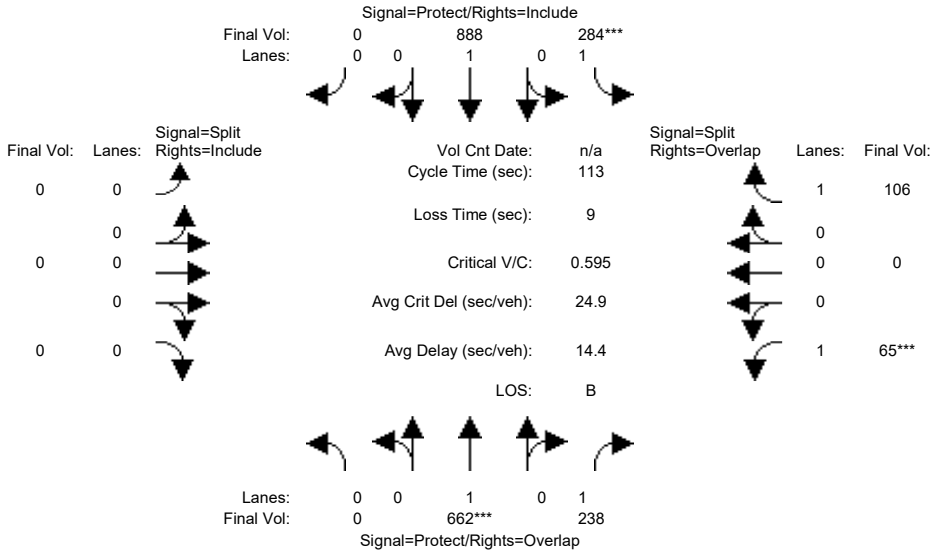
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	32	58	4	38	0	0	0	0	25	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	662	238	284	888	0	0	0	0	65	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	662	238	284	888	0	0	0	0	65	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	662	238	284	888	0	0	0	0	65	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	662	238	284	888	0	0	0	0	65	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.14	0.16	0.47	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	65.5	73.5	30.5	96.0	0.0	0.0	0.0	0.0	8.0	0.0	38.5
Volume/Cap:	0.00	0.60	0.21	0.60	0.55	0.00	0.00	0.00	0.00	0.52	0.00	0.18
Delay/Veh:	0.0	16.3	8.1	38.1	2.8	0.0	0.0	0.0	0.0	54.7	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	8.1	38.1	2.8	0.0	0.0	0.0	0.0	54.7	0.0	26.3
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	14	3	9	8	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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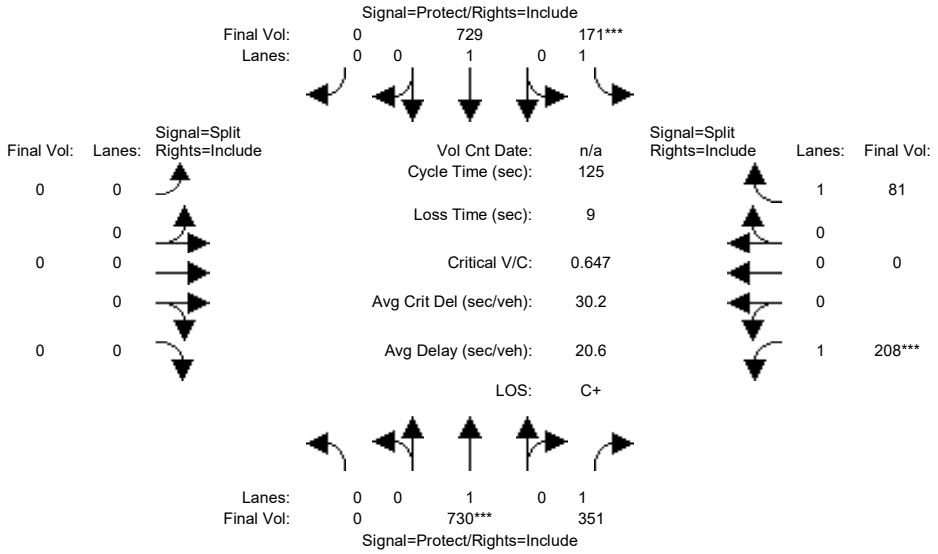
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	20	31	1	9	0	0	0	0	28	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	730	351	171	729	0	0	0	0	208	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	351	171	729	0	0	0	0	208	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	351	171	729	0	0	0	0	208	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	730	351	171	729	0	0	0	0	208	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.20	0.10	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	74.2	74.2	18.9	93.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.65	0.34	0.65	0.52	0.00	0.00	0.00	0.00	0.65	0.00	0.25
Delay/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	17	7	7	11	0	0	0	0	9	0	3

Note: Queue reported is the number of cars per lane.

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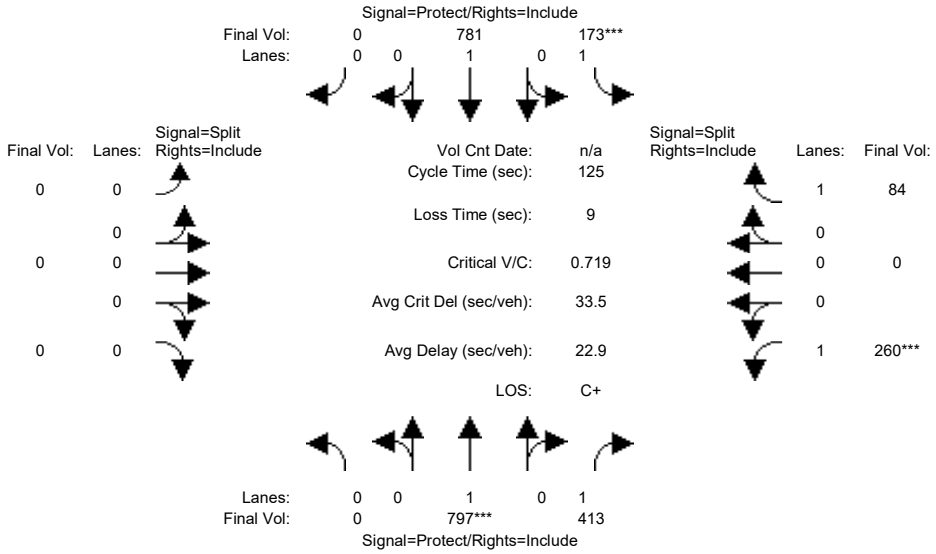
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	87	93	3	61	0	0	0	0	80	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	797	413	173	781	0	0	0	0	260	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	797	413	173	781	0	0	0	0	260	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	413	173	781	0	0	0	0	260	0	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	797	413	173	781	0	0	0	0	260	0	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.24	0.10	0.41	0.00	0.00	0.00	0.00	0.15	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	73.0	73.0	17.2	90.2	0.0	0.0	0.0	0.0	25.8	0.0	25.8
Volume/Cap:	0.00	0.72	0.40	0.72	0.57	0.00	0.00	0.00	0.00	0.72	0.00	0.23
Delay/Veh:	0.0	21.0	14.4	61.6	8.8	0.0	0.0	0.0	0.0	53.0	0.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.0	14.4	61.6	8.8	0.0	0.0	0.0	0.0	53.0	0.0	41.6
LOS by Move:	A	C+	B	E	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	20	9	7	14	0	0	0	0	11	0	3

Note: Queue reported is the number of cars per lane.

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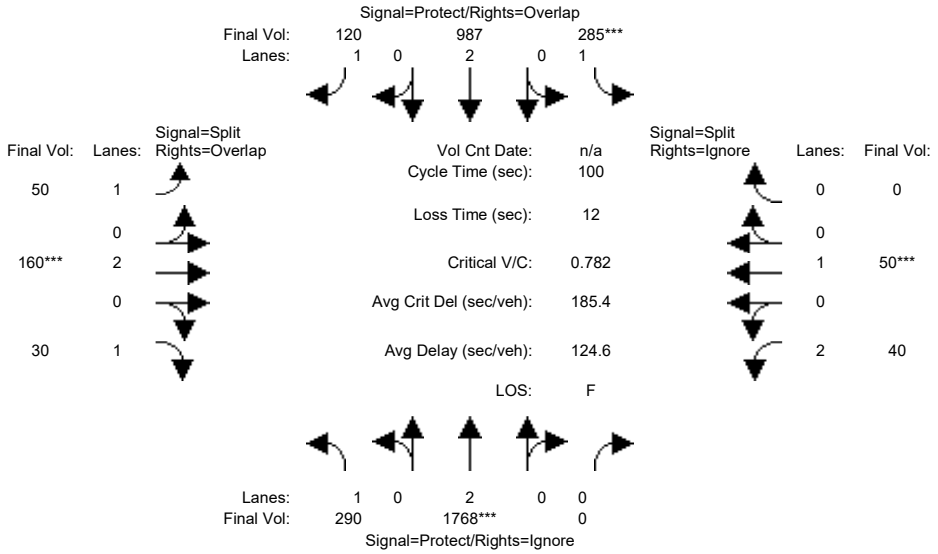
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	18	0	5	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1768	0	285	987	120	50	160	30	40	50	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1768	0	285	987	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1768	0	285	987	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1768	0	285	987	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.00	0.16	0.26	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****			****			****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.41	0.00	0.61	0.73	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	60	0	8	13	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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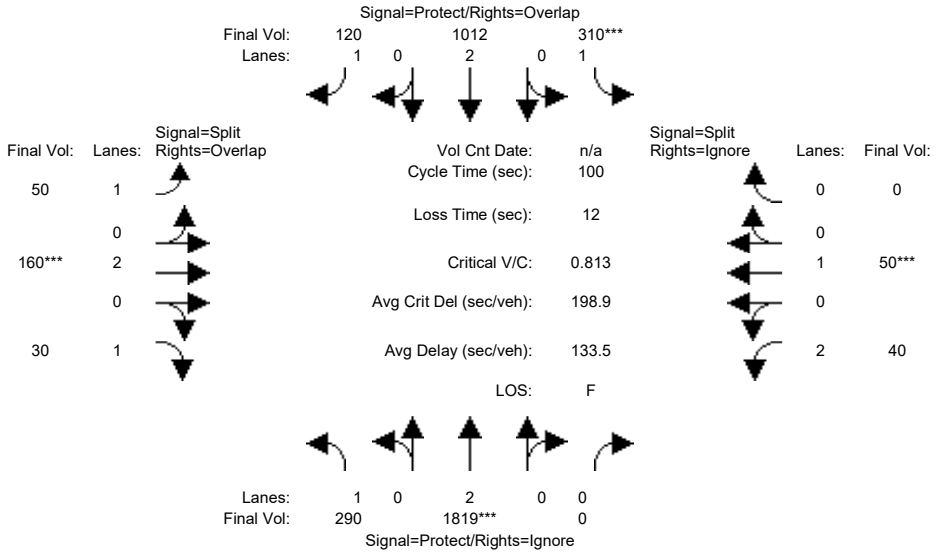
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	69	0	30	32	0	0	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1819	0	310	1012	120	50	160	30	40	50	18
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1819	0	310	1012	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1819	0	310	1012	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1819	0	310	1012	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.48	0.00	0.18	0.27	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****			****			****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.45	0.00	0.66	0.75	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	244	0.0	40.0	33.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	244	0.0	40.0	33.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	64	0	9	14	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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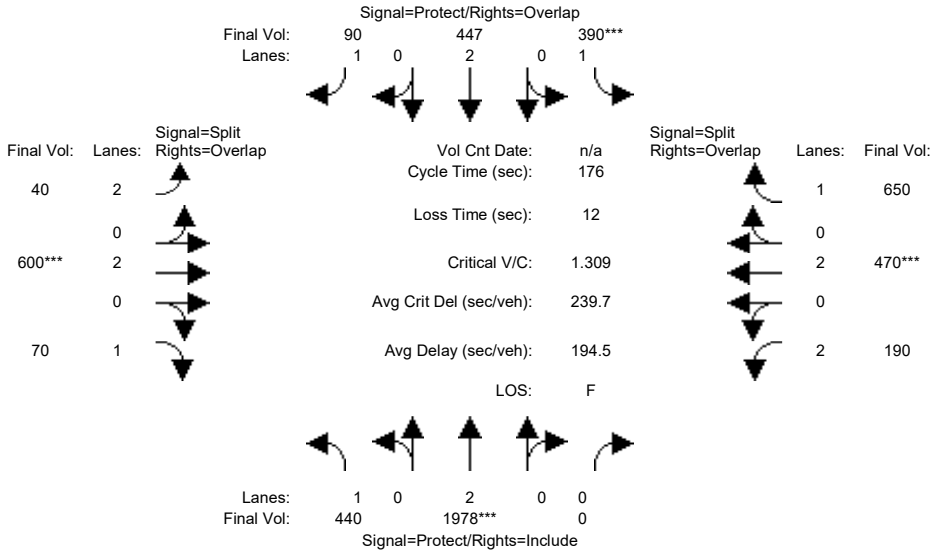
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1978	0	390	447	90	40	600	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1978	0	390	447	90	40	600	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1978	0	390	447	90	40	600	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1978	0	390	447	90	40	600	70	190	470	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.52	0.00	0.22	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.40	0.00	1.90	0.43	0.10	0.07	1.11	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	87	0	48	10	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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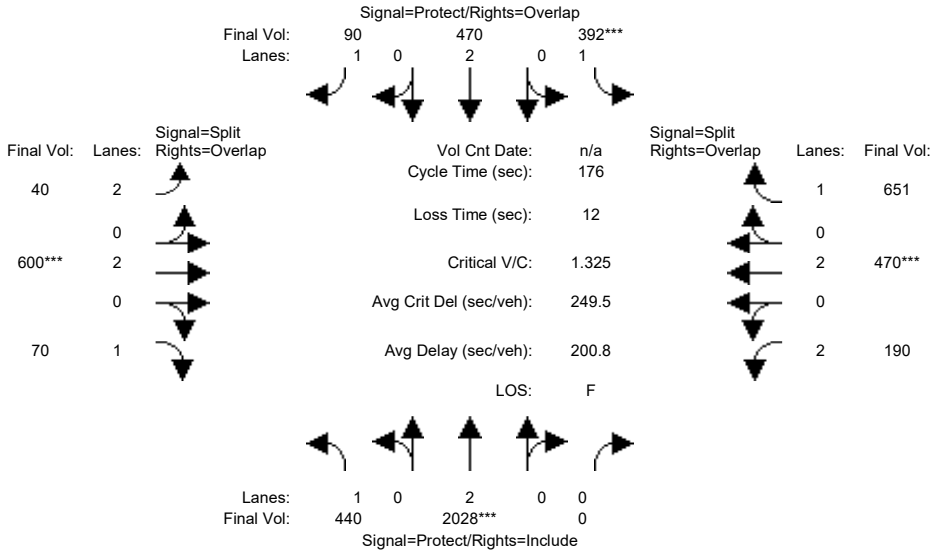
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	68	0	2	30	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2028	0	392	470	90	40	600	70	190	470	651
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	2028	0	392	470	90	40	600	70	190	470	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2028	0	392	470	90	40	600	70	190	470	651
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	2028	0	392	470	90	40	600	70	190	470	651
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.53	0.00	0.22	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.43	0.00	1.91	0.46	0.10	0.07	1.11	0.09	0.43	1.05	1.17
Delay/Veh:	168.2	258	0.0	512.0	57.3	23.3	54.7	142	28.3	66.1	131	156.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	258	0.0	512.0	57.3	23.3	54.7	142	28.3	66.1	131	156.7
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	92	0	48	11	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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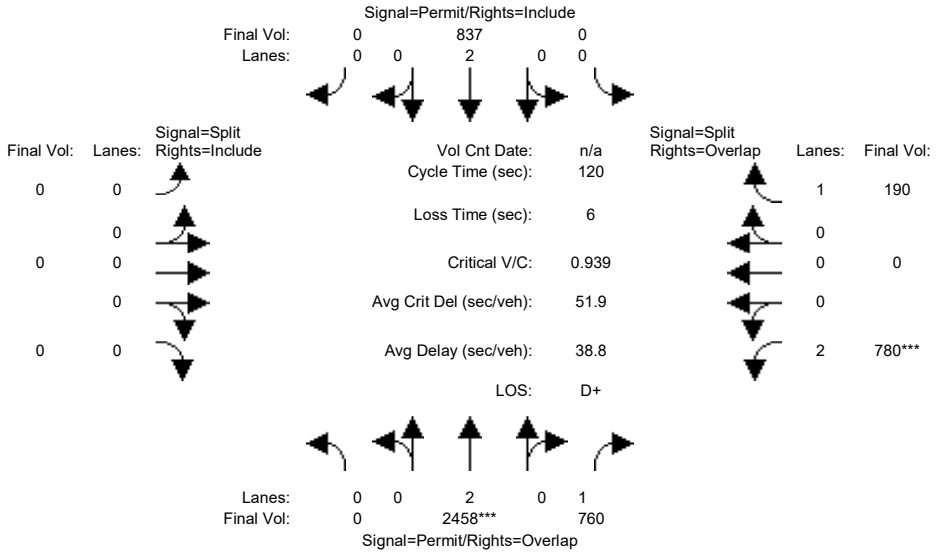
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2458	760	0	837	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2458	760	0	837	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2458	760	0	837	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2458	760	0	837	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.50	0.00	0.22	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.04	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E+	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	51	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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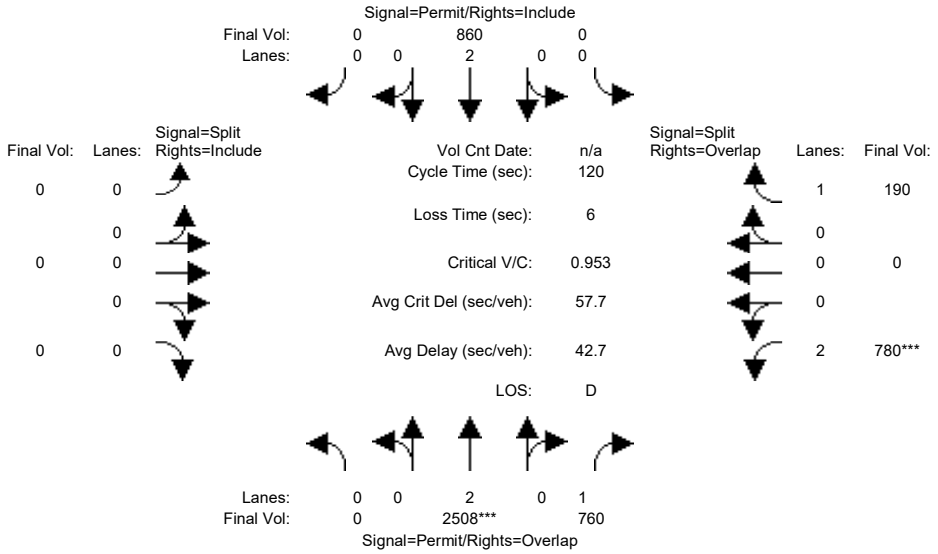
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	68	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2508	760	0	860	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2508	760	0	860	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2508	760	0	860	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2508	760	0	860	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.07	0.53	0.00	0.37	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	63.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	55	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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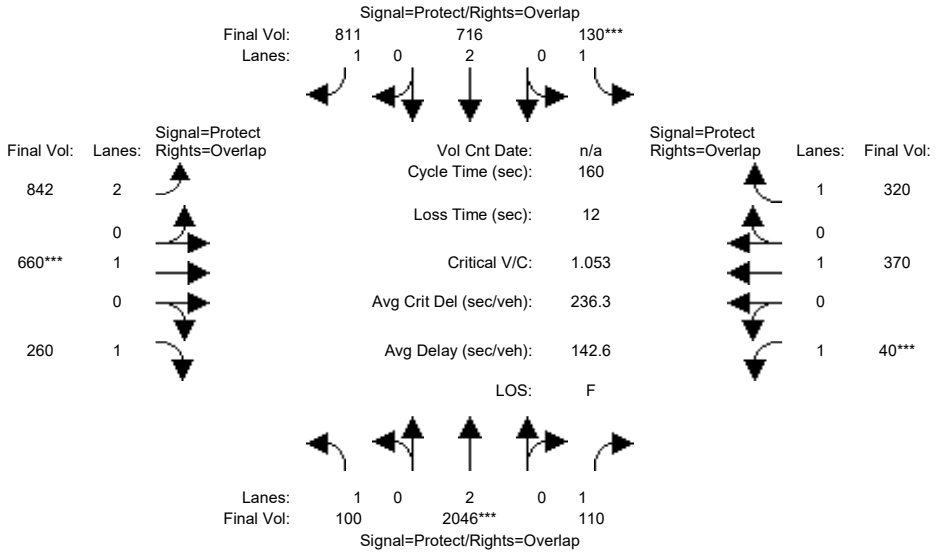
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	16	0	0	6	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2046	110	130	716	811	842	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2046	110	130	716	811	842	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2046	110	130	716	811	842	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2046	110	130	716	811	842	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.8	45.0	65.4	82.2	12.4	32.8	48.7
Volume/Cap:	0.54	1.55	0.15	0.75	0.55	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	97	3	8	18	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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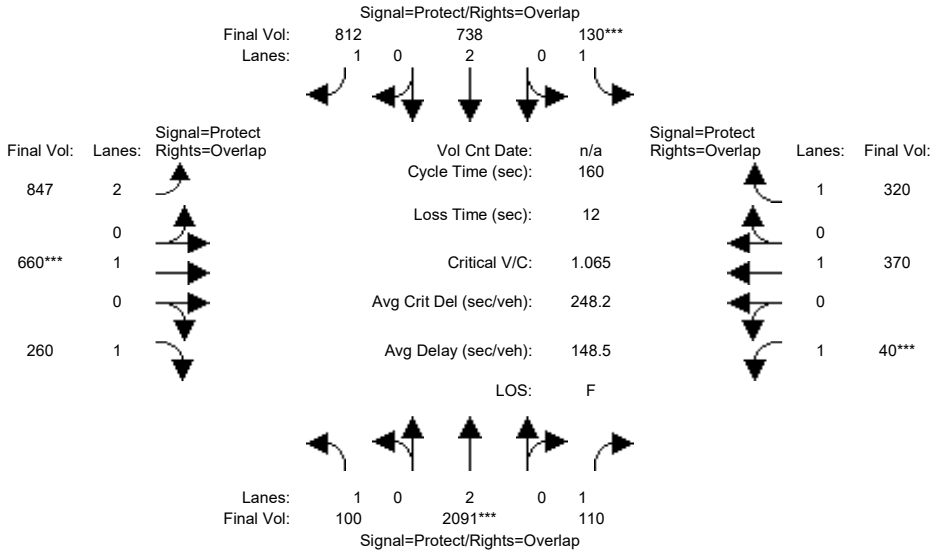
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	61	0	0	28	2	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2091	110	130	738	812	847	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2091	110	130	738	812	847	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2091	110	130	738	812	847	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2091	110	130	738	812	847	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.58	0.15	0.75	0.57	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	321	27.7	101.3	66.0	53.0	83.6	57.3	25.3	80.1	105	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	321	27.7	101.3	66.0	53.0	83.6	57.3	25.3	80.1	105	55.6
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	101	3	8	19	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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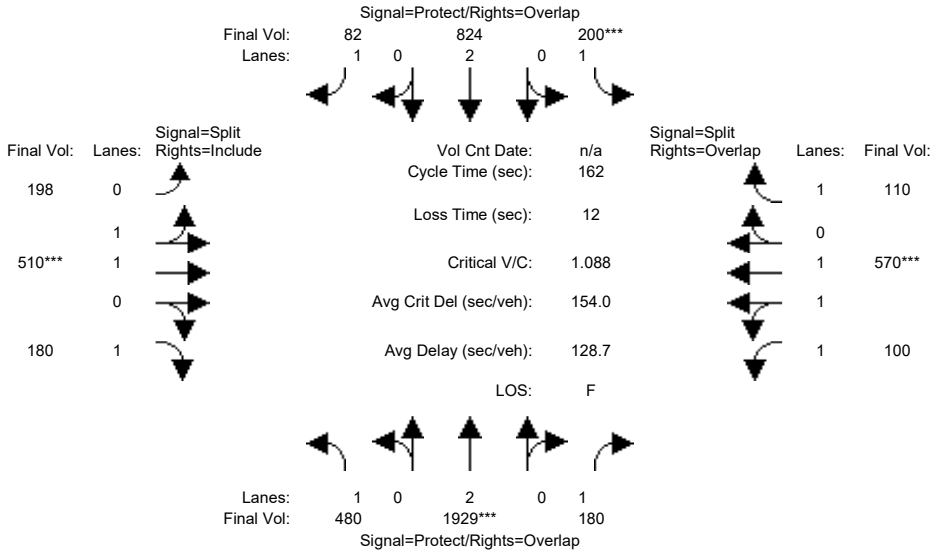
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	9	0	0	4	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1929	180	200	824	82	198	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1929	180	200	824	82	198	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1929	180	200	824	82	198	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1929	180	200	824	82	198	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1034	2664	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.19	0.19	0.10	0.06	0.20	0.06
Crit Moves:		****		****				****			****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.33	0.17	1.00	0.83	0.10	0.84	0.84	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	80	5	14	21	2	21	21	9	5	19	4

Note: Queue reported is the number of cars per lane.

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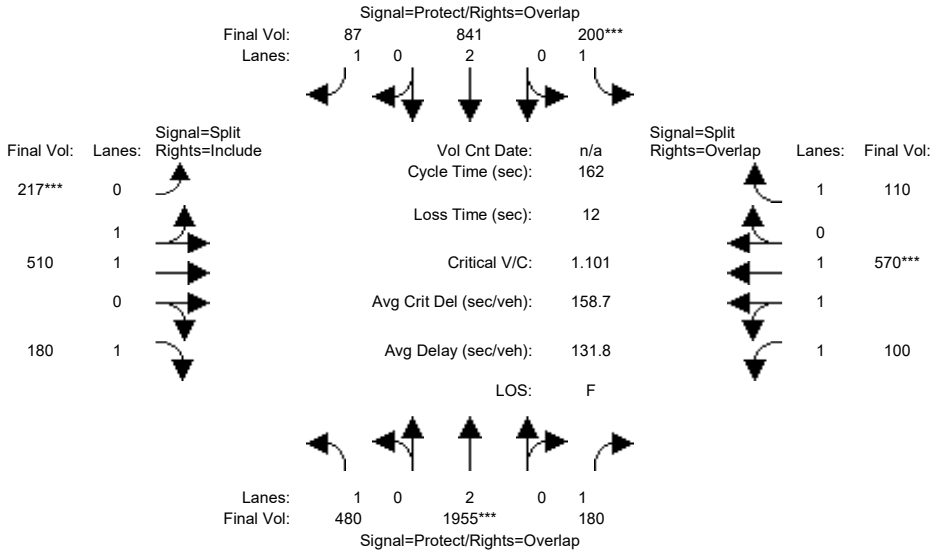
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	35	0	0	21	7	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1955	180	200	841	87	217	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1955	180	200	841	87	217	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1955	180	200	841	87	217	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1955	180	200	841	87	217	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	1.39	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1104	2595	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.20	0.20	0.10	0.06	0.20	0.06
Crit Moves:		****		****			****				****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.34	0.17	1.00	0.85	0.10	0.86	0.86	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	213	16.6	141.1	68.4	24.1	73.7	73.7	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	213	16.6	141.1	68.4	24.1	73.7	73.7	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	82	5	14	22	3	21	21	9	5	19	4

Note: Queue reported is the number of cars per lane.

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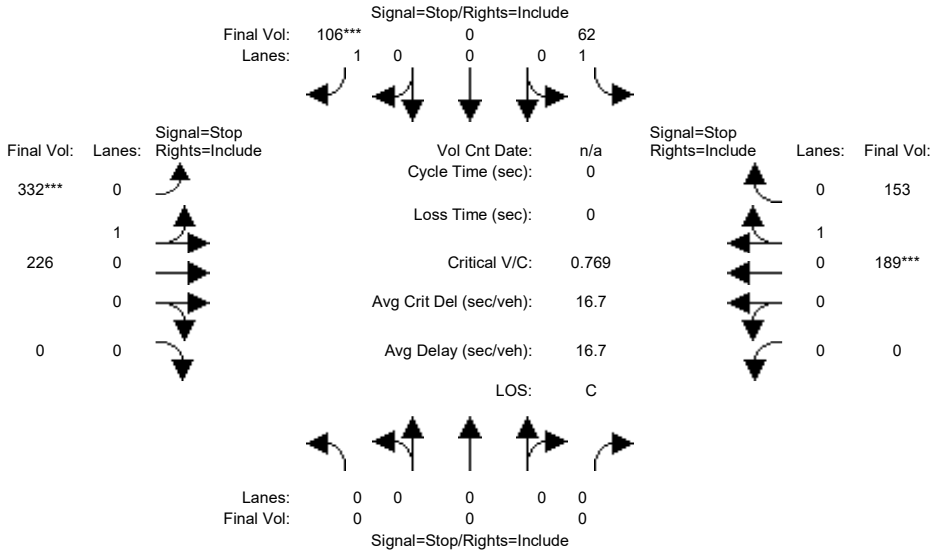
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	2	0	16	22	6	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	106	332	226	0	0	189	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	106	332	226	0	0	189	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	106	332	226	0	0	189	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	106	332	226	0	0	189	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	484	0	575	432	294	0	0	404	327
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.18	0.77	0.77	xxxx	xxxx	0.47	0.47
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.9			21.8			11.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.9			21.8			11.7		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.2	2.8	2.8	2.8	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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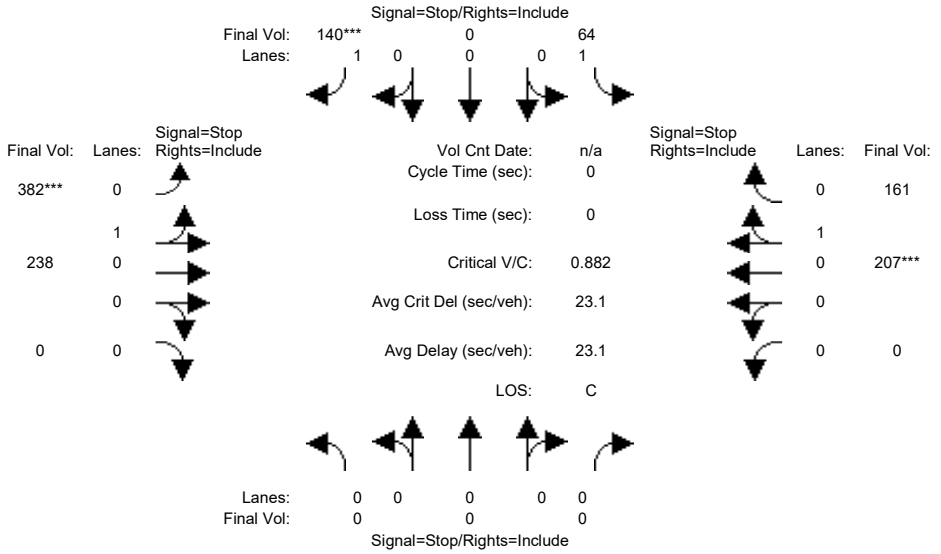
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	4	0	50	72	18	0	0	27	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	140	382	238	0	0	207	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	140	382	238	0	0	207	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	140	382	238	0	0	207	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	0	140	382	238	0	0	207	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.62	0.38	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	480	0	571	433	270	0	0	391	304
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.25	0.88	0.88	xxxx	xxxx	0.53	0.53
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	10.5	33.1	33.1	0.0	0.0	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	10.5	33.1	33.1	0.0	0.0	13.2	13.2
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.6			33.1			13.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.6			33.1			13.2		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.3	4.9	4.9	4.9	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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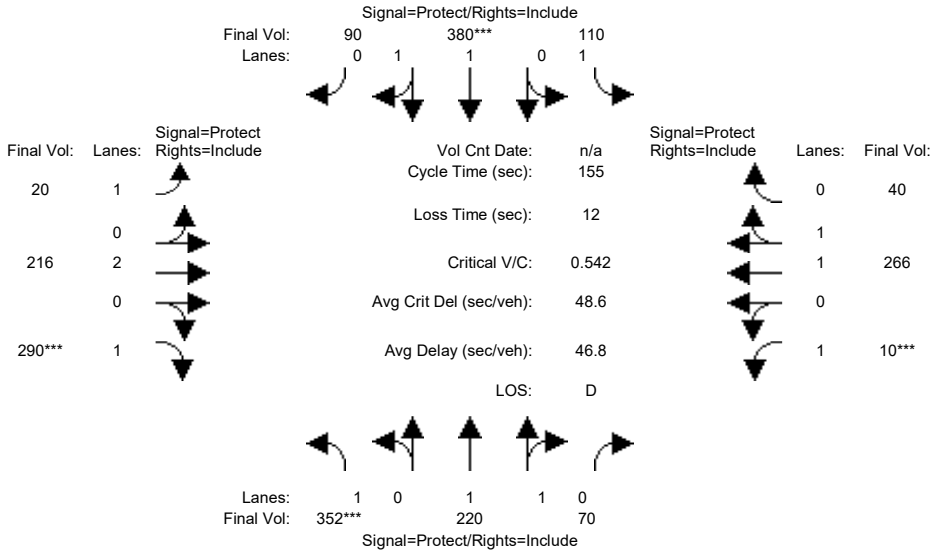
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	6	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	220	70	110	380	90	20	216	290	10	266	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	220	70	110	380	90	20	216	290	10	266	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	220	70	110	380	90	20	216	290	10	266	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	220	70	110	380	90	20	216	290	10	266	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.61	0.39	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2806	893	1750	2991	708	1750	3800	1750	1750	3216	484
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.13	0.13	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	55.4	50.2	50.2	40.2	35.0	35.0	18.6	45.6	45.6	7.0	34.0	34.0
Volume/Cap:	0.56	0.24	0.24	0.24	0.56	0.56	0.10	0.19	0.56	0.13	0.38	0.38
Delay/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
LOS by Move:	D	D+	D+	D	D-	D-	E	D	D	E	D-	D-
HCM2kAvgQ:	14	5	5	4	10	10	1	4	12	0	6	6

Note: Queue reported is the number of cars per lane.

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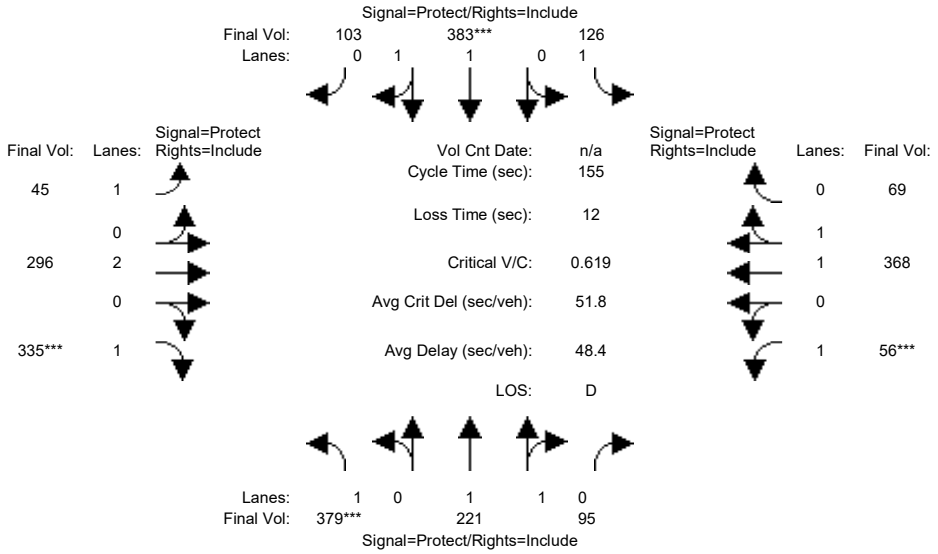
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	29	1	25	16	3	13	25	86	45	46	118	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	221	95	126	383	103	45	296	335	56	368	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	221	95	126	383	103	45	296	335	56	368	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	221	95	126	383	103	45	296	335	56	368	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	221	95	126	383	103	45	296	335	56	368	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.38	0.62	1.00	1.56	0.44	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1750	2587	1112	1750	2915	784	1750	3800	1750	1750	3115	584
Capacity Analysis Module:												
Vol/Sat:	0.22	0.09	0.09	0.07	0.13	0.13	0.03	0.08	0.19	0.03	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	54.2	47.3	47.3	39.8	32.9	32.9	15.5	47.9	47.9	8.0	40.5	40.5
Volume/Cap:	0.62	0.28	0.28	0.28	0.62	0.62	0.26	0.25	0.62	0.62	0.45	0.45
Delay/Veh:	43.8	41.1	41.1	46.5	56.9	56.9	65.2	40.2	47.9	84.4	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	41.1	41.1	46.5	56.9	56.9	65.2	40.2	47.9	84.4	48.3	48.3
LOS by Move:	D	D	D	D	E+	E+	E	D	D	F	D	D
HCM2kAvgQ:	15	5	5	5	11	11	2	5	14	3	9	9

Note: Queue reported is the number of cars per lane.

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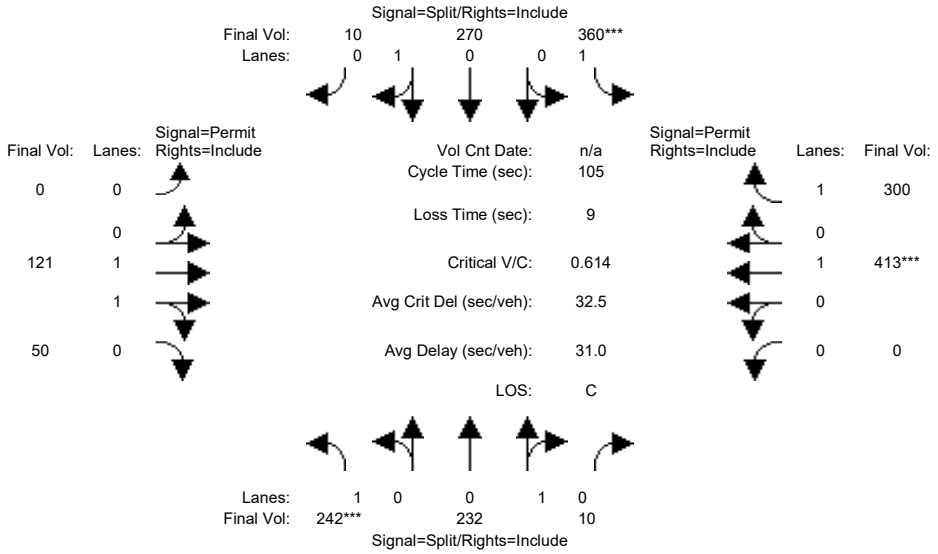
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	2	2	0	0	0	0	0	11	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	232	10	360	270	10	0	121	50	0	413	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	232	10	360	270	10	0	121	50	0	413	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	232	10	360	270	10	0	121	50	0	413	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	232	10	360	270	10	0	121	50	0	413	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.96	0.04	0.00	1.40	0.60	0.00	1.00	1.00
Final Sat.:	1750	1726	74	1750	1736	64	0	2617	1082	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.21	0.16	0.16	0.00	0.05	0.05	0.00	0.22	0.17
Crit Moves:	****			****							****	
Green Time:	23.6	23.6	23.6	35.2	35.2	35.2	0.0	37.2	37.2	0.0	37.2	37.2
Volume/Cap:	0.61	0.60	0.60	0.61	0.46	0.46	0.00	0.13	0.13	0.00	0.61	0.48
Delay/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
LOS by Move:	D	D+	D+	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	8	7	7	10	7	7	0	2	2	0	11	8

Note: Queue reported is the number of cars per lane.

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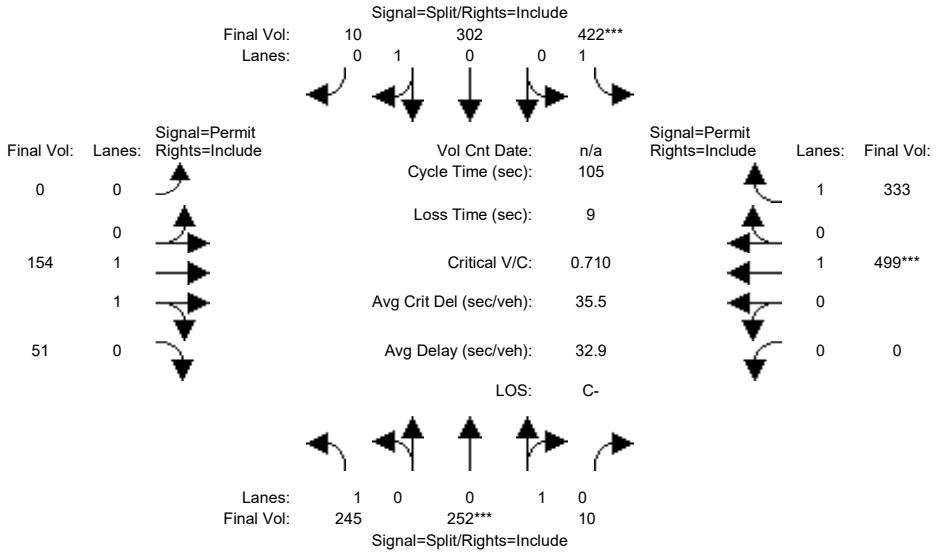
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	5	22	0	62	32	0	0	44	1	0	119	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	252	10	422	302	10	0	154	51	0	499	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	252	10	422	302	10	0	154	51	0	499	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	252	10	422	302	10	0	154	51	0	499	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	252	10	422	302	10	0	154	51	0	499	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.97	0.03	0.00	1.49	0.51	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1742	58	0	2779	920	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.24	0.17	0.17	0.00	0.06	0.06	0.00	0.26	0.19
Crit Moves:		****		****							****	
Green Time:	21.5	21.5	21.5	35.7	35.7	35.7	0.0	38.8	38.8	0.0	38.8	38.8
Volume/Cap:	0.68	0.71	0.71	0.71	0.51	0.51	0.00	0.15	0.15	0.00	0.71	0.51
Delay/Veh:	43.9	45.2	45.2	34.2	28.4	28.4	0.0	22.1	22.1	0.0	31.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	45.2	45.2	34.2	28.4	28.4	0.0	22.1	22.1	0.0	31.7	26.5
LOS by Move:	D	D	D	C-	C	C	A	C+	C+	A	C	C
HCM2kAvgQ:	8	8	8	13	8	8	0	2	2	0	14	9

Note: Queue reported is the number of cars per lane.

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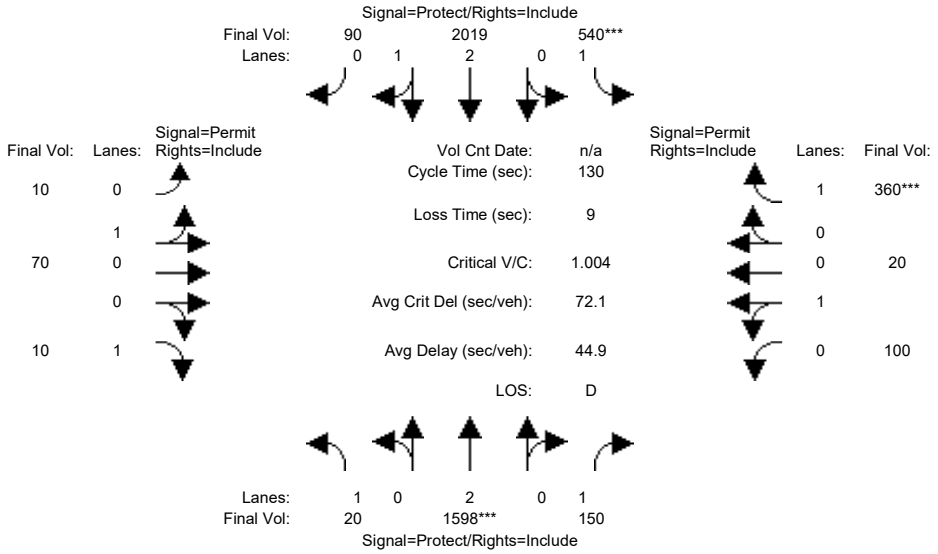
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1598	150	540	2019	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1598	150	540	2019	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5361	239	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.09	0.31	0.38	0.38	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.8	54.4	54.4	39.9	82.6	82.6	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	1.00	0.20	1.00	0.59	0.59	0.22	0.22	0.03	0.33	0.33	1.00
Delay/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	35	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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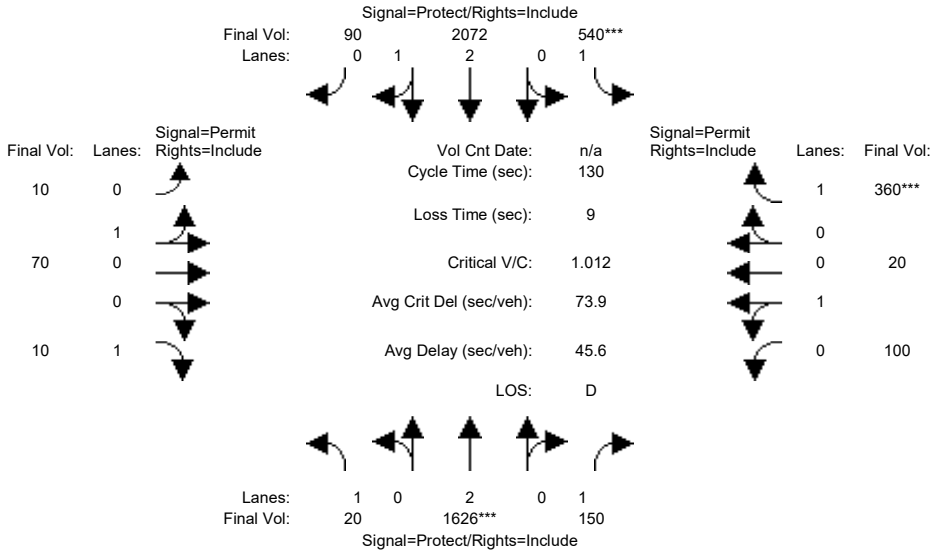
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	36	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1626	150	540	2072	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1626	150	540	2072	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1626	150	540	2072	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1626	150	540	2072	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5367	233	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.09	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.6	55.0	55.0	39.6	83.0	83.0	26.4	26.4	26.4	26.4	26.4	26.4
Volume/Cap:	0.13	1.01	0.20	1.01	0.60	0.60	0.22	0.22	0.03	0.33	0.33	1.01
Delay/Veh:	54.9	63.0	23.8	87.2	14.1	14.1	43.5	43.5	41.5	44.7	44.7	102.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	63.0	23.8	87.2	14.1	14.1	43.5	43.5	41.5	44.7	44.7	102.6
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	36	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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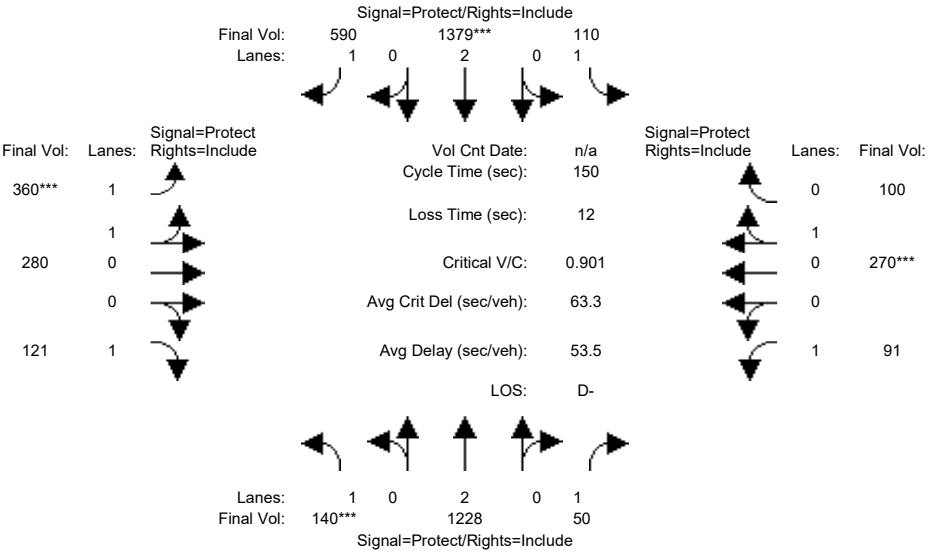
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	0	8	0	0	19	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1228	50	110	1379	590	360	280	121	91	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1228	50	110	1379	590	360	280	121	91	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.03	0.06	0.36	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.3	61.7	61.7	12.0	60.4	60.4	30.0	49.9	49.9	14.4	34.2	34.2
Volume/Cap:	0.90	0.79	0.07	0.79	0.90	0.84	0.90	0.54	0.21	0.54	0.90	0.90
Delay/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
LOS by Move:	F	D	C	F	D	D	E	D	D+	E	E-	E-
HCM2kAvgQ:	8	24	1	6	31	27	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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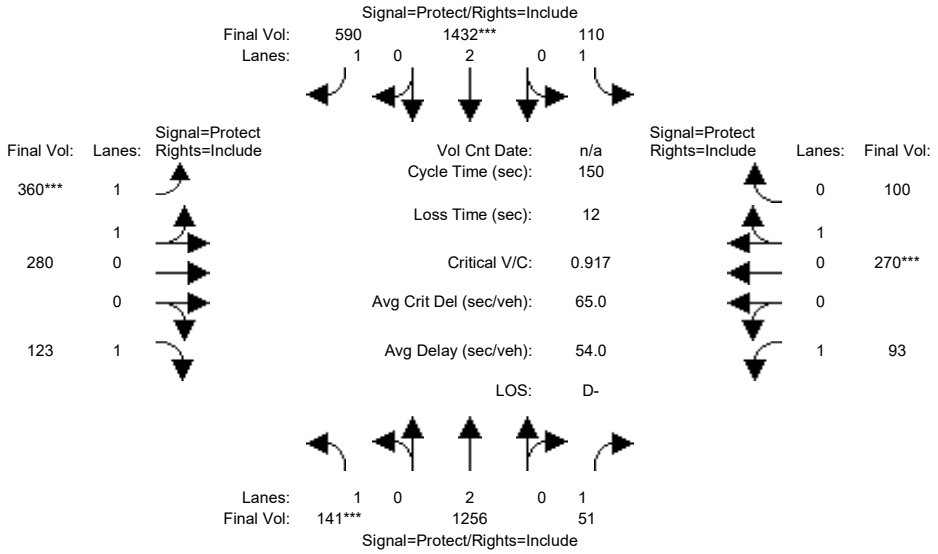
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	36	1	0	72	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1256	51	110	1432	590	360	280	123	93	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1256	51	110	1432	590	360	280	123	93	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1256	51	110	1432	590	360	280	123	93	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1256	51	110	1432	590	360	280	123	93	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.03	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	62.9	62.9	12.0	61.7	61.7	29.5	48.8	48.8	14.4	33.6	33.6
Volume/Cap:	0.92	0.79	0.07	0.79	0.92	0.82	0.92	0.55	0.22	0.55	0.92	0.92
Delay/Veh:	116.4	40.5	26.1	93.0	50.6	46.7	76.0	42.3	36.9	68.8	82.2	82.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	40.5	26.1	93.0	50.6	46.7	76.0	42.3	36.9	68.8	82.2	82.2
LOS by Move:	F	D	C	F	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	25	1	6	33	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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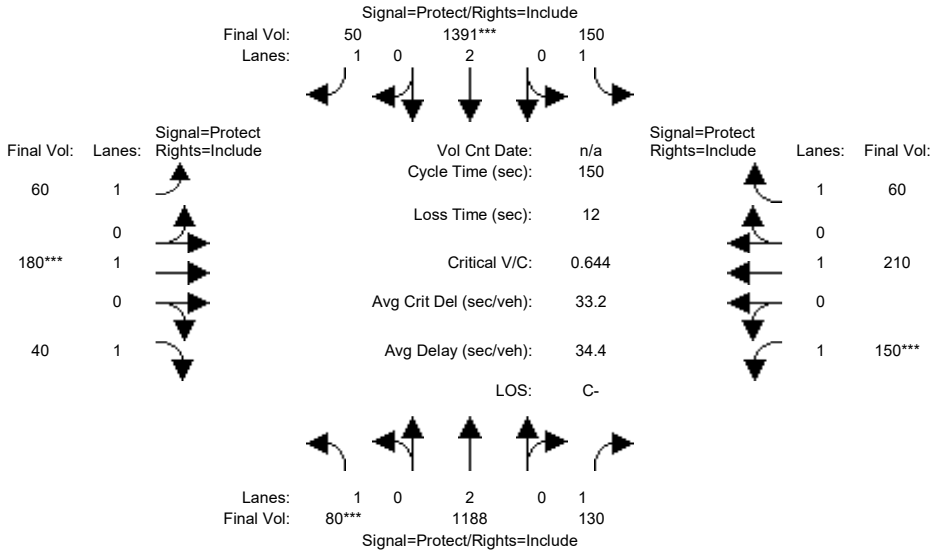
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1188	130	150	1391	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1188	130	150	1391	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.07	0.09	0.37	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.7	75.3	75.3	20.6	85.3	85.3	12.5	22.1	22.1	20.0	29.6	29.6
Volume/Cap:	0.64	0.62	0.15	0.62	0.64	0.05	0.41	0.64	0.16	0.64	0.56	0.17
Delay/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
LOS by Move:	E-	C	C+	E	C+	B	E	E	E+	E	E+	D
HCM2kAvgQ:	4	19	3	7	20	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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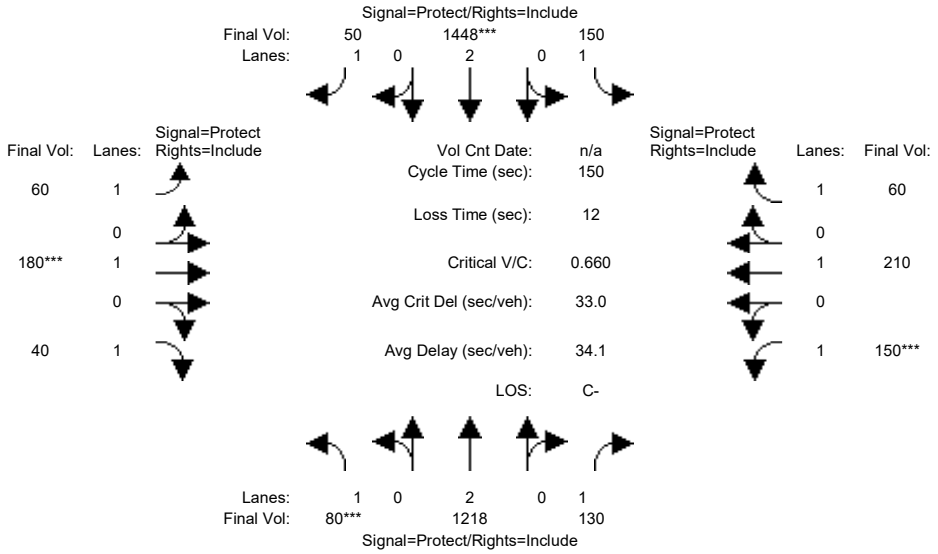
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	38	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1218	130	150	1448	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1218	130	150	1448	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1218	130	150	1448	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1218	130	150	1448	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.09	0.38	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.4	76.5	76.5	20.5	86.6	86.6	12.2	21.5	21.5	19.5	28.8	28.8
Volume/Cap:	0.66	0.63	0.15	0.63	0.66	0.05	0.42	0.66	0.16	0.66	0.57	0.18
Delay/Veh:	80.8	27.1	19.5	66.4	22.4	13.8	67.6	66.6	56.6	69.1	57.3	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	27.1	19.5	66.4	22.4	13.8	67.6	66.6	56.6	69.1	57.3	50.9
LOS by Move:	F	C	B-	E	C+	B	E	E	E+	E	E+	D
HCM2kAvgQ:	4	19	3	7	21	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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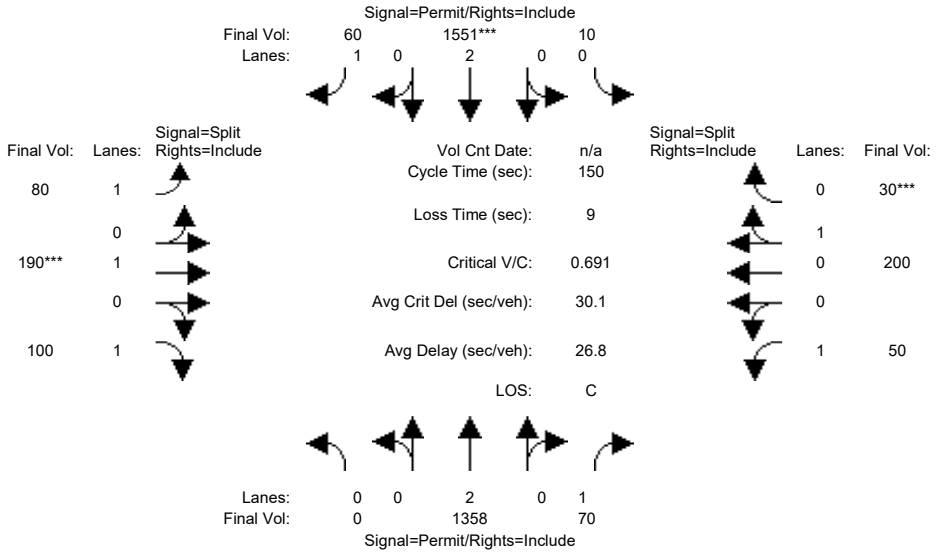
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1358	70	10	1551	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1358	70	10	1551	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	24	3676	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.42	0.42	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	91.6	91.6	91.6	91.6	91.6	21.7	21.7	21.7	27.7	27.7	27.7
Volume/Cap:	0.00	0.59	0.07	0.69	0.69	0.06	0.32	0.69	0.39	0.15	0.69	0.69
Delay/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
LOS by Move:	A	B-	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	18	1	24	24	1	3	8	4	2	11	11

Note: Queue reported is the number of cars per lane.

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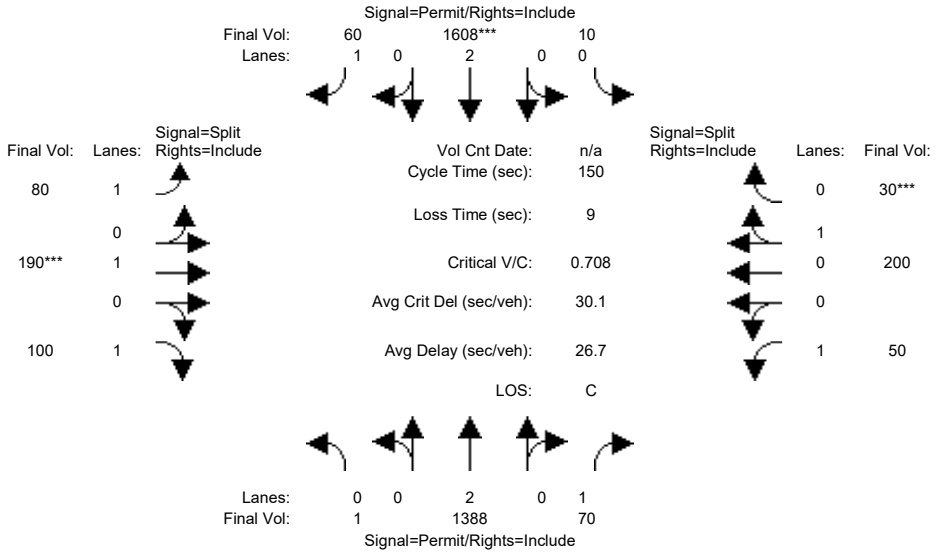
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	1	38	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1388	70	10	1608	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1388	70	10	1608	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1388	70	10	1608	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1388	70	10	1608	60	80	190	100	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	3	3697	1750	23	3677	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.04	0.44	0.44	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	92.7	92.7	92.7	92.7	92.7	92.7	21.2	21.2	21.2	27.1	27.1	27.1
Volume/Cap:	0.61	0.61	0.06	0.71	0.71	0.06	0.32	0.71	0.40	0.16	0.71	0.71
Delay/Veh:	18.0	18.0	11.4	20.5	20.5	11.4	58.7	69.8	59.7	52.1	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.0	11.4	20.5	20.5	11.4	58.7	69.8	59.7	52.1	64.7	64.7
LOS by Move:	B	B	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	19	19	1	25	25	1	3	8	4	2	12	12

Note: Queue reported is the number of cars per lane.

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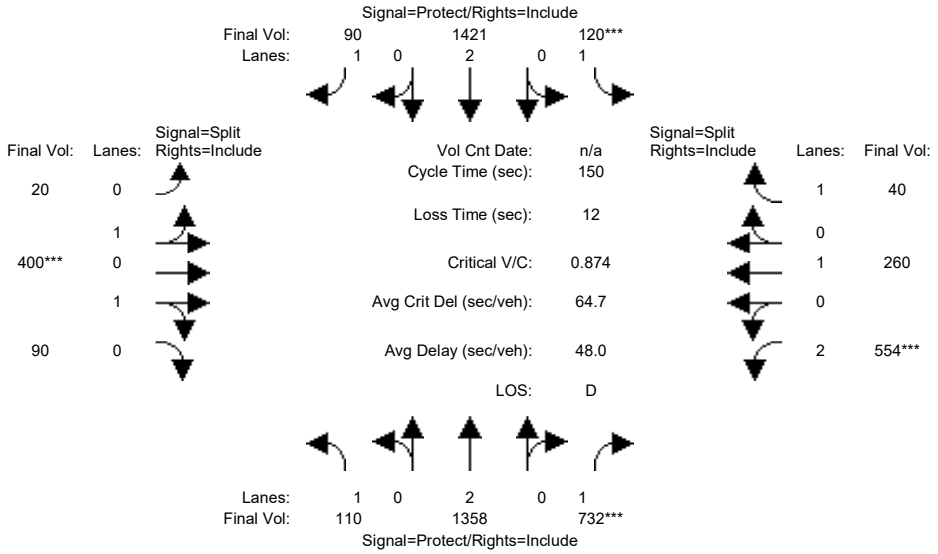
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	8	2	0	21	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1358	732	120	1421	90	20	400	90	554	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1358	732	120	1421	90	20	400	90	554	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.37	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	12.0	71.8	71.8	11.8	71.5	71.5	24.3	24.3	24.3	30.2	30.2	30.2
Volume/Cap:	0.78	0.75	0.87	0.87	0.78	0.11	0.87	0.87	0.87	0.87	0.68	0.11
Delay/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E	D
HCM2kAvgQ:	6	25	34	6	27	2	15	15	15	16	11	2

Note: Queue reported is the number of cars per lane.

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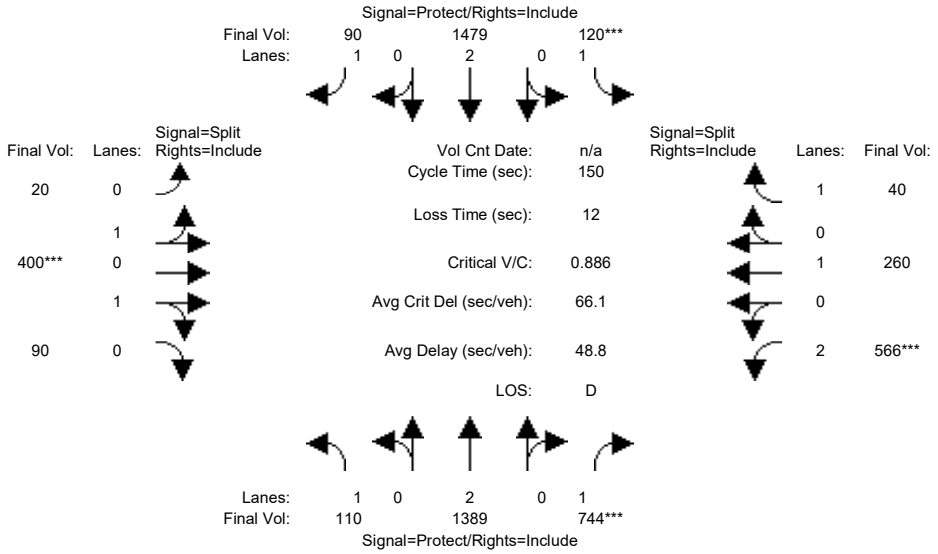
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	39	14	0	79	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1389	744	120	1479	90	20	400	90	566	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1389	744	120	1479	90	20	400	90	566	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1389	744	120	1479	90	20	400	90	566	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1389	744	120	1479	90	20	400	90	566	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.43	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.6	72.0	72.0	11.6	72.0	72.0	24.0	24.0	24.0	30.4	30.4	30.4
Volume/Cap:	0.81	0.76	0.89	0.89	0.81	0.11	0.89	0.89	0.89	0.89	0.67	0.11
Delay/Veh:	97.6	33.9	46.5	113.5	36.1	21.5	77.0	77.0	77.0	72.1	59.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	33.9	46.5	113.5	36.1	21.5	77.0	77.0	77.0	72.1	59.9	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	35	6	28	2	15	15	15	17	11	2

Note: Queue reported is the number of cars per lane.

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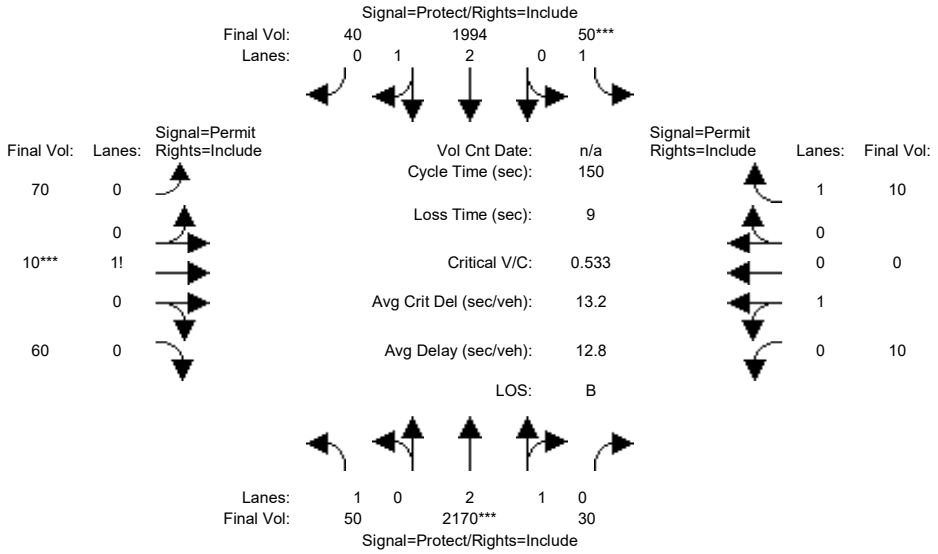
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2170	30	50	1994	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2170	30	50	1994	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5524	76	1750	5490	110	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.03	0.36	0.36	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	13.5	110	110.5	8.0	105	105.0	22.5	22.5	22.5	22.5	0.0	22.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.52	0.52	0.53	0.53	0.53	0.04	0.00	0.04
Delay/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	14	14	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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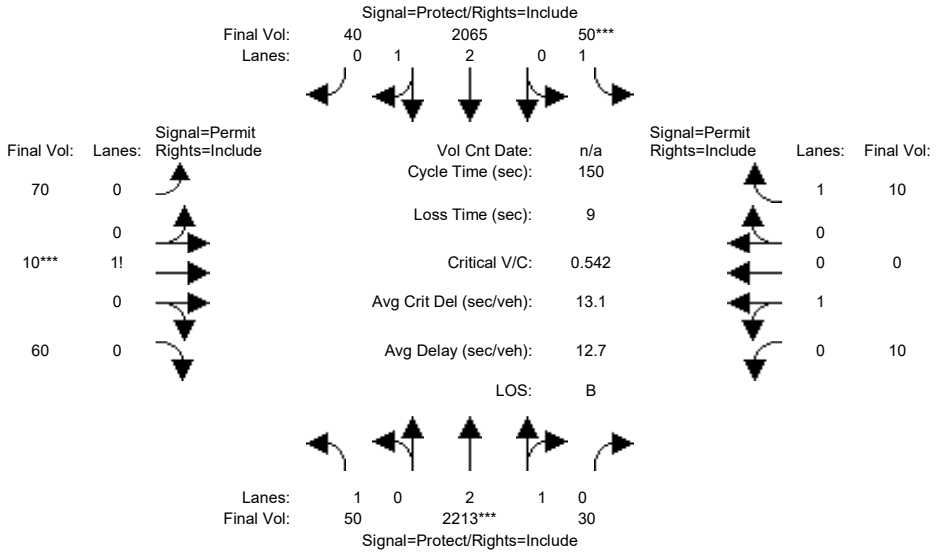
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	53	0	0	95	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2213	30	50	2065	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2213	30	50	2065	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2213	30	50	2065	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2213	30	50	2065	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5525	75	1750	5493	106	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.38	0.38	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****		****				****				
Green Time:	13.1	111	110.9	7.9	106	105.7	22.2	22.2	22.2	22.2	0.0	22.2
Volume/Cap:	0.33	0.54	0.54	0.54	0.53	0.53	0.54	0.54	0.54	0.04	0.00	0.04
Delay/Veh:	65.5	8.6	8.6	75.7	10.6	10.6	61.5	61.5	61.5	54.8	0.0	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	8.6	8.6	75.7	10.6	10.6	61.5	61.5	61.5	54.8	0.0	54.9
LOS by Move:	E	A	A	E-	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	15	15	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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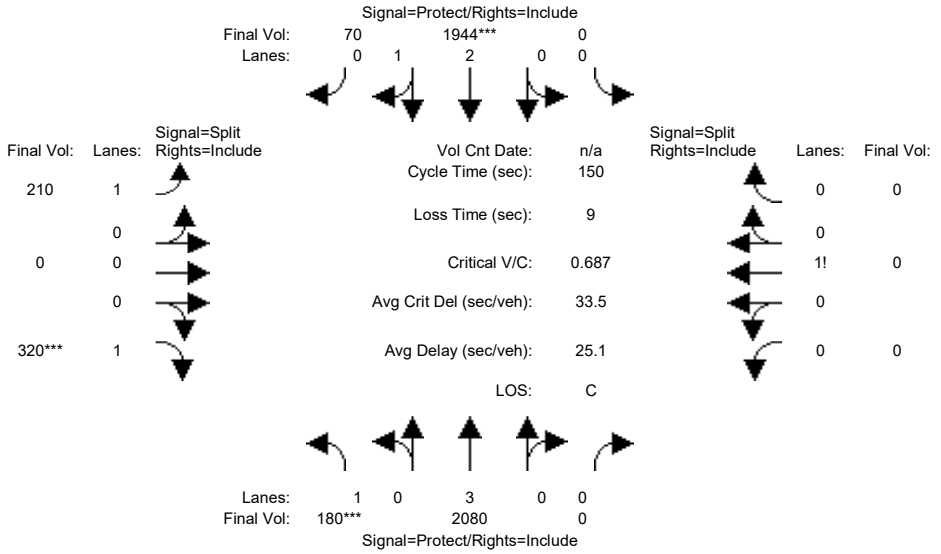
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2080	0	0	1944	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2080	0	0	1944	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5405	195	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.00	0.00	0.36	0.36	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.5	101	0.0	0.0	78.6	78.6	40.0	0.0	40.0	0.0	0.0	0.0
Volume/Cap:	0.69	0.54	0.00	0.00	0.69	0.69	0.45	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	8	16	0	0	23	23	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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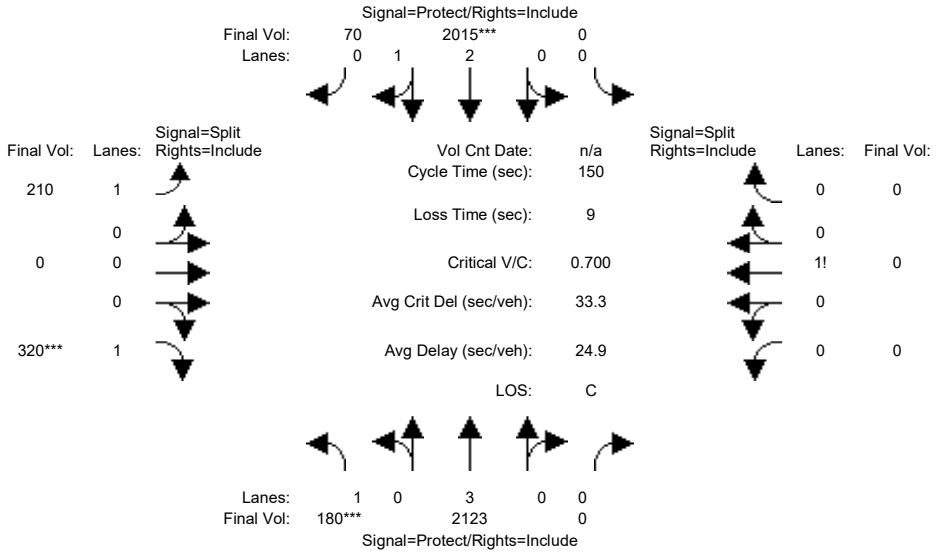
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	53	0	0	95	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2123	0	0	2015	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2123	0	0	2015	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2123	0	0	2015	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2123	0	0	2015	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5412	188	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.00	0.37	0.37	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.0	102	0.0	0.0	79.8	79.8	39.2	0.0	39.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.55	0.00	0.00	0.70	0.70	0.46	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	69.2	12.5	0.0	0.0	26.9	26.9	47.3	0.0	54.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	12.5	0.0	0.0	26.9	26.9	47.3	0.0	54.9	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	9	16	0	0	24	24	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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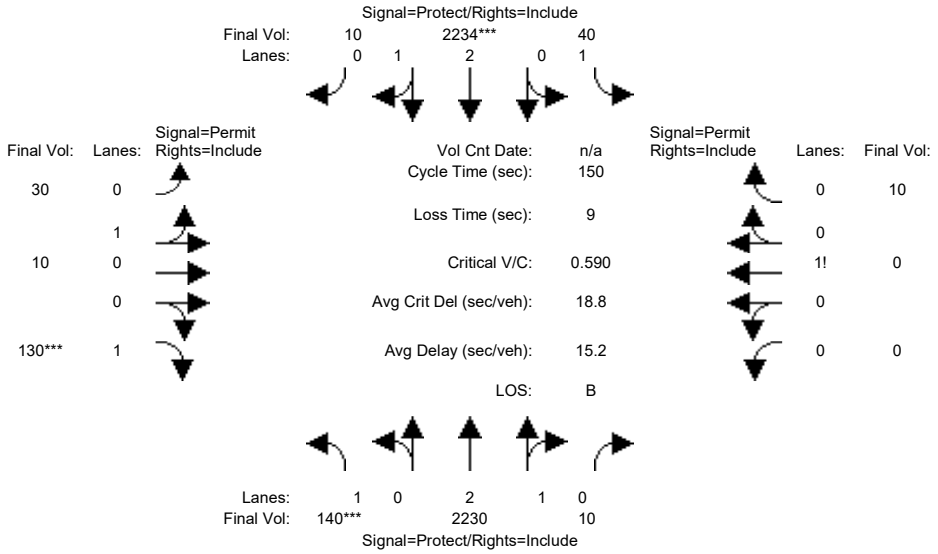
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2230	10	40	2234	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2230	10	40	2234	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5575	25	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.02	0.40	0.40	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.3	109	109.4	12.8	102	101.8	18.9	18.9	18.9	0.0	0.0	18.9
Volume/Cap:	0.59	0.55	0.55	0.27	0.59	0.59	0.18	0.18	0.59	0.00	0.00	0.05
Delay/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	15	15	2	18	18	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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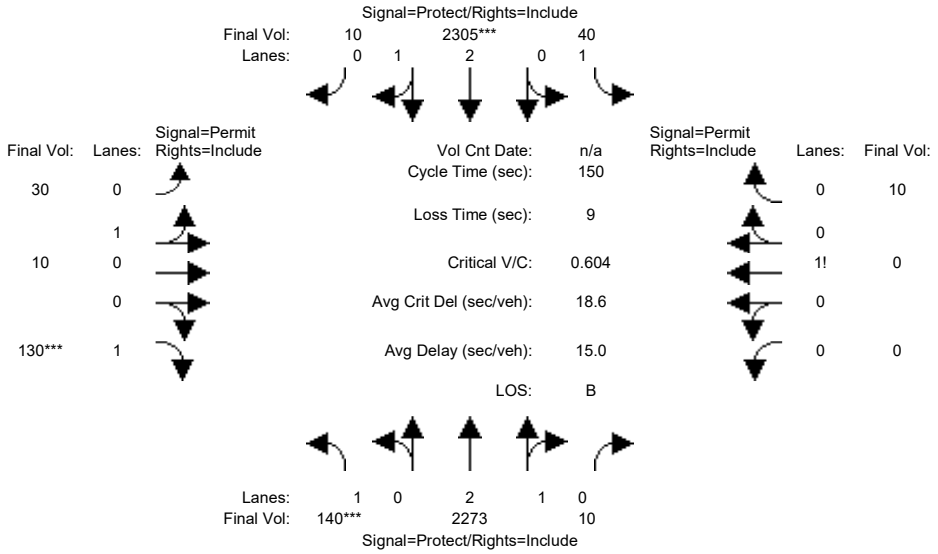
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	53	0	0	95	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2273	10	40	2305	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2273	10	40	2305	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2273	10	40	2305	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2273	10	40	2305	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5576	24	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.02	0.41	0.41	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	19.9	110	110.0	12.6	103	102.7	18.5	18.5	18.5	0.0	0.0	18.5
Volume/Cap:	0.60	0.56	0.56	0.27	0.60	0.60	0.18	0.18	0.60	0.00	0.00	0.05
Delay/Veh:	65.8	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.1	0.0	0.0	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.1	0.0	0.0	58.1
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	15	15	2	19	19	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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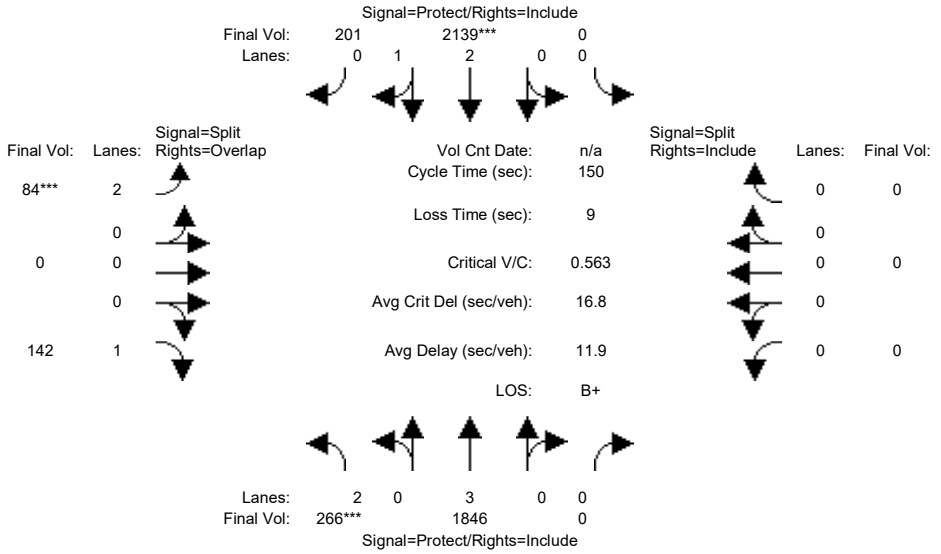
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	6	6	0	0	9	11	4	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1846	0	0	2139	201	84	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1846	0	0	2139	201	84	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5118	481	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.00	0.42	0.42	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	22.0	131	0.0	0.0	109	109.0	10.0	0.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.37	0.00	0.00	0.58	0.58	0.40	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D-	A	A	A
HCM2kAvgQ:	7	5	0	0	17	17	2	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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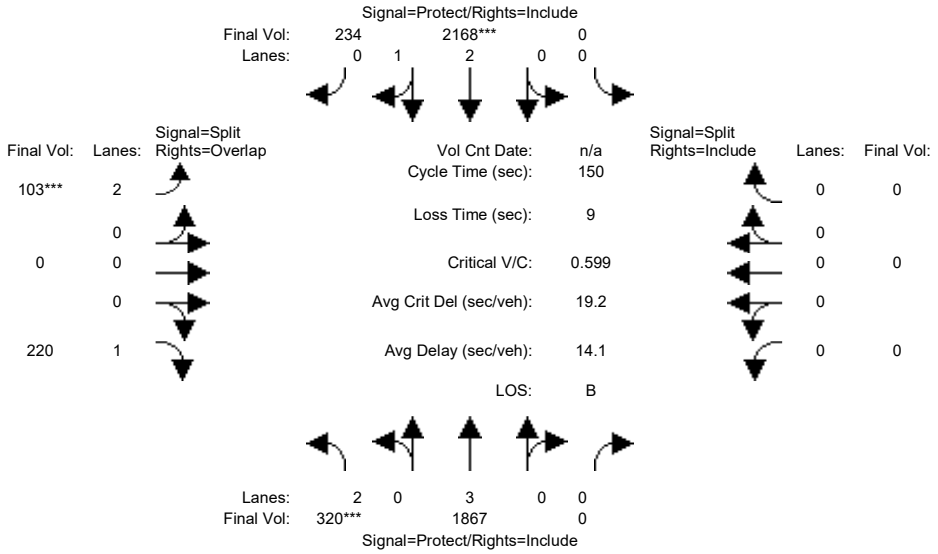
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	60	27	0	0	38	44	23	0	80	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1867	0	0	2168	234	103	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1867	0	0	2168	234	103	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1867	0	0	2168	234	103	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1867	0	0	2168	234	103	0	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.70	0.30	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5054	545	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.43	0.43	0.03	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	25.1	131	0.0	0.0	106	105.9	10.0	0.0	35.1	0.0	0.0	0.0
Volume/Cap:	0.61	0.38	0.00	0.00	0.61	0.61	0.49	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	59.9	1.8	0.0	0.0	11.6	11.6	69.3	0.0	51.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	1.8	0.0	0.0	11.6	11.6	69.3	0.0	51.8	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	B+	E	A	D-	A	A	A
HCM2kAvgQ:	8	5	0	0	19	19	3	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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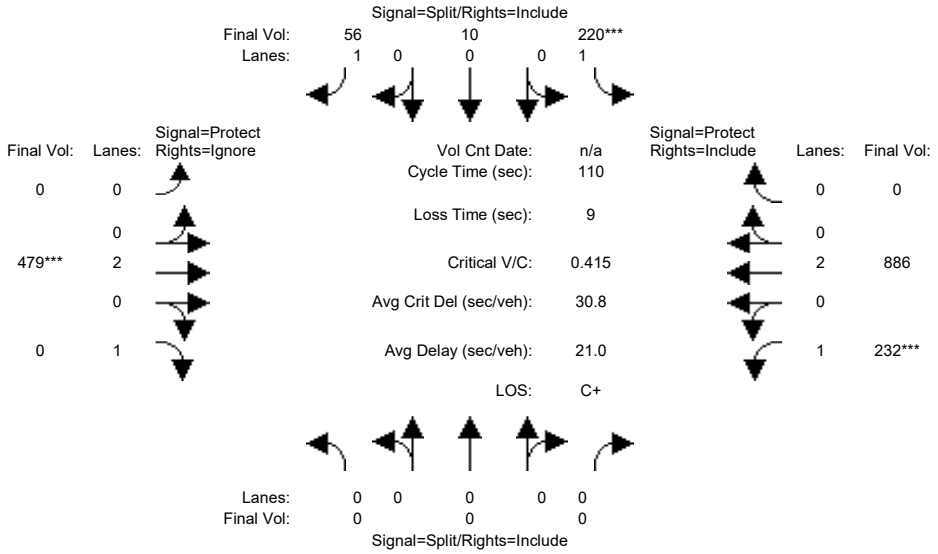
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	0	0	6	0	9	2	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	10	56	0	479	52	232	886	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	220	10	56	0	479	0	232	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	10	56	0	479	0	232	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	220	10	56	0	479	0	232	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.15	0.85	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	273	1527	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.04	0.04	0.00	0.13	0.00	0.13	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.4	32.4	32.4	0.0	33.4	0.0	35.2	68.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.12	0.12	0.00	0.41	0.00	0.41	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B+	A
HCM2kAvgQ:	0	0	0	6	2	2	0	6	0	6	7	0

Note: Queue reported is the number of cars per lane.

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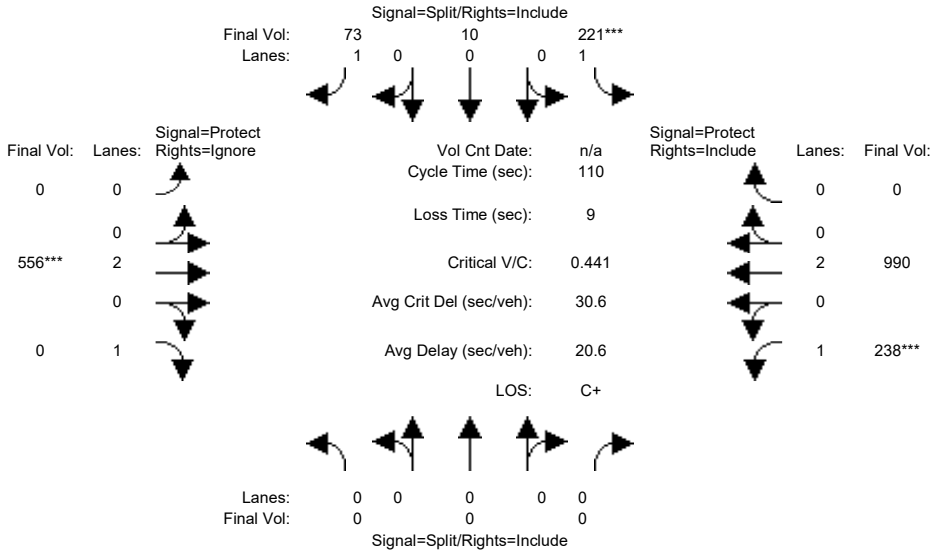
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	1	0	23	0	86	20	8	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	73	0	556	70	238	990	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	73	0	556	0	238	990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	73	0	556	0	238	990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	73	0	556	0	238	990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.12	0.88	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	217	1583	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.05	0.05	0.00	0.15	0.00	0.14	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.6	30.6	30.6	0.0	36.5	0.0	33.9	70.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.17	0.17	0.00	0.44	0.00	0.44	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	33.1	30.1	30.1	0.0	29.0	0.0	31.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.1	30.1	30.1	0.0	29.0	0.0	31.0	9.8	0.0
LOS by Move:	A	A	A	C-	C	C	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	7	2	2	0	7	0	6	8	0

Note: Queue reported is the number of cars per lane.

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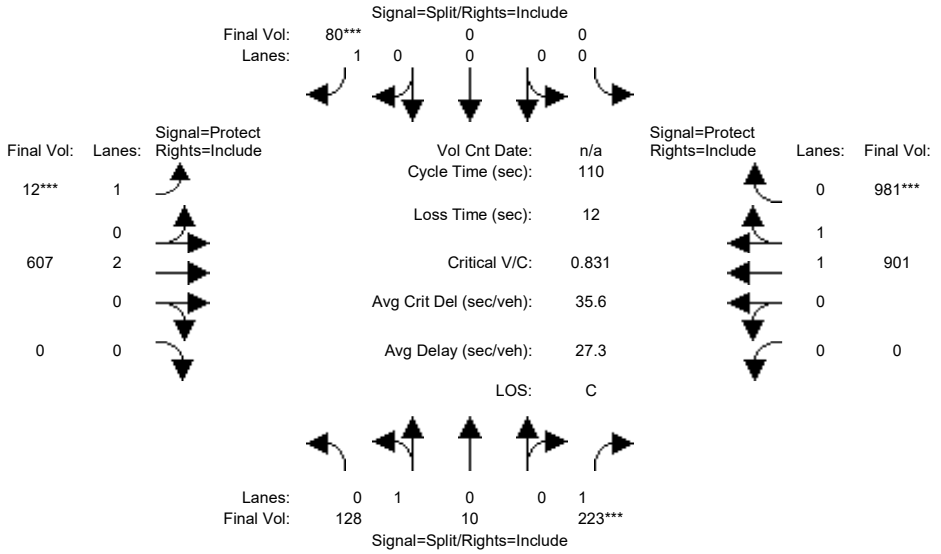
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	8	0	3	0	0	0	2	7	0	0	21	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	10	223	0	0	80	12	607	0	0	901	981
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	10	223	0	0	80	12	607	0	0	901	981
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	10	223	0	0	80	12	607	0	0	901	981
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	10	223	0	0	80	12	607	0	0	901	981
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1670	130	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.47	0.56
Crit Moves:			****			****	****					****
Green Time:	15.0	15.0	15.0	0.0	0.0	10.0	7.0	73.0	0.0	0.0	66.0	66.0
Volume/Cap:	0.56	0.56	0.93	0.00	0.00	0.50	0.11	0.24	0.00	0.00	0.79	0.93
Delay/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
LOS by Move:	D	D	F	A	A	D	D	A	A	A	B-	C
HCM2kAvgQ:	5	5	12	0	0	3	0	4	0	0	23	35

Note: Queue reported is the number of cars per lane.

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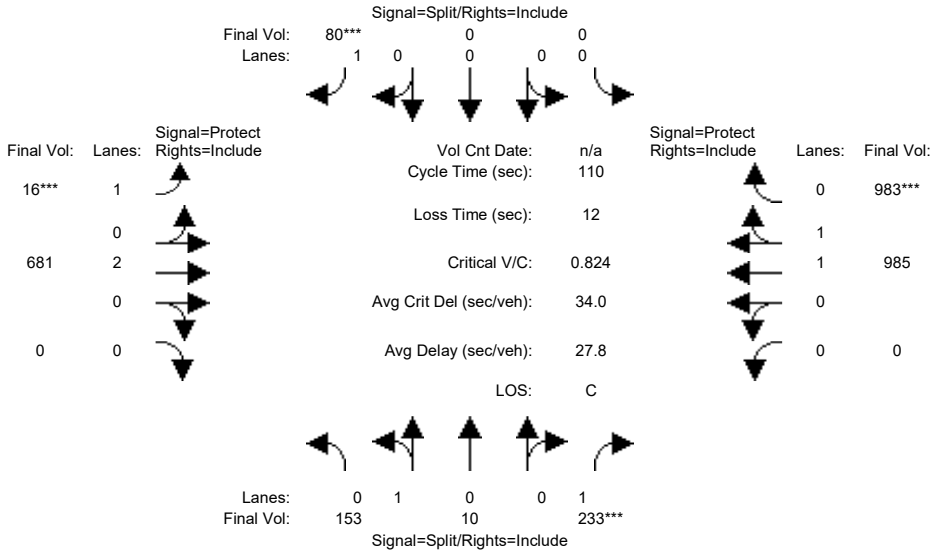
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	33	0	13	0	0	0	6	81	0	0	105	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	10	233	0	0	80	16	681	0	0	985	983
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	10	233	0	0	80	16	681	0	0	985	983
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	10	233	0	0	80	16	681	0	0	985	983
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	10	233	0	0	80	16	681	0	0	985	983
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1690	110	1750	0	0	1750	1750	3800	0	0	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.00	0.00	0.05	0.01	0.18	0.00	0.00	0.52	0.55
Crit Moves:			****			****	****					****
Green Time:	15.9	15.9	15.9	0.0	0.0	10.0	7.0	72.1	0.0	0.0	65.1	65.1
Volume/Cap:	0.63	0.63	0.92	0.00	0.00	0.50	0.14	0.27	0.00	0.00	0.88	0.92
Delay/Veh:	49.1	49.1	82.8	0.0	0.0	50.2	49.3	8.0	0.0	0.0	23.2	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	82.8	0.0	0.0	50.2	49.3	8.0	0.0	0.0	23.2	27.4
LOS by Move:	D	D	F	A	A	D	D	A	A	A	C	C
HCM2kAvgQ:	6	6	12	0	0	3	1	5	0	0	29	33

Note: Queue reported is the number of cars per lane.

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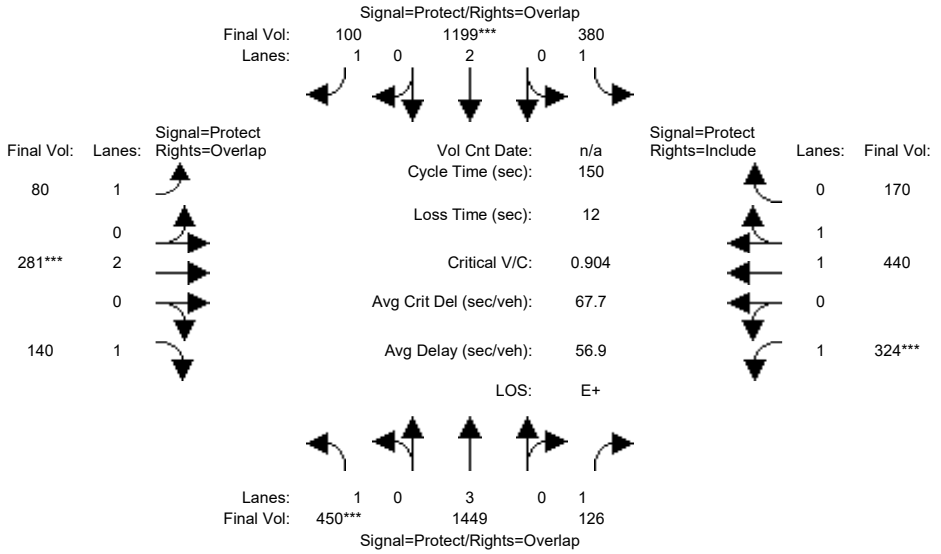
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	0	19	6	0	9	0	0	11	0	4	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1449	126	380	1199	100	80	281	140	324	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1449	126	380	1199	100	80	281	140	324	440	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.07	0.22	0.32	0.06	0.05	0.07	0.08	0.19	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	42.7	51.2	82.0	43.8	52.4	64.7	12.4	12.3	54.9	30.7	30.6	30.6
Volume/Cap:	0.90	0.74	0.13	0.74	0.90	0.13	0.55	0.90	0.22	0.90	0.81	0.81
Delay/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
LOS by Move:	E	D	B	D-	E+	C	E	F	C-	F	E	E
HCM2kAvgQ:	22	19	3	17	27	3	4	7	5	17	14	14

Note: Queue reported is the number of cars per lane.

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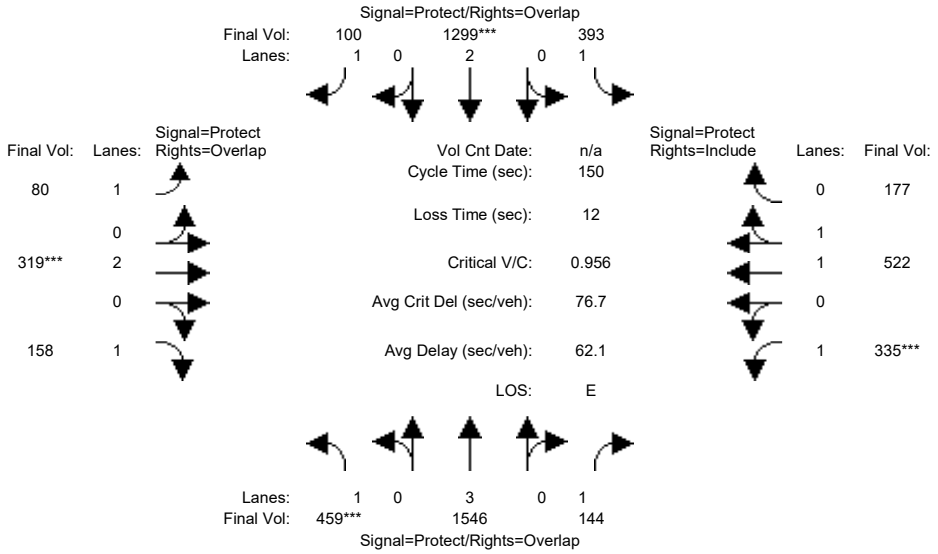
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	9	116	24	13	109	0	0	49	18	15	112	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	459	1546	144	393	1299	100	80	319	158	335	522	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	1546	144	393	1299	100	80	319	158	335	522	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	1546	144	393	1299	100	80	319	158	335	522	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	1546	144	393	1299	100	80	319	158	335	522	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2762	937
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.08	0.22	0.34	0.06	0.05	0.08	0.09	0.19	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	41.2	51.9	81.9	42.9	53.6	64.9	11.3	13.2	54.3	30.0	31.9	31.9
Volume/Cap:	0.96	0.78	0.15	0.78	0.96	0.13	0.61	0.96	0.25	0.96	0.89	0.89
Delay/Veh:	83.6	46.2	16.9	57.2	62.2	25.7	75.2	106	33.7	95.8	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	46.2	16.9	57.2	62.2	25.7	75.2	106	33.7	95.8	69.2	69.2
LOS by Move:	F	D	B	E+	E	C	E-	F	C-	F	E	E
HCM2kAvgQ:	24	21	3	18	32	3	4	9	5	18	17	17

Note: Queue reported is the number of cars per lane.

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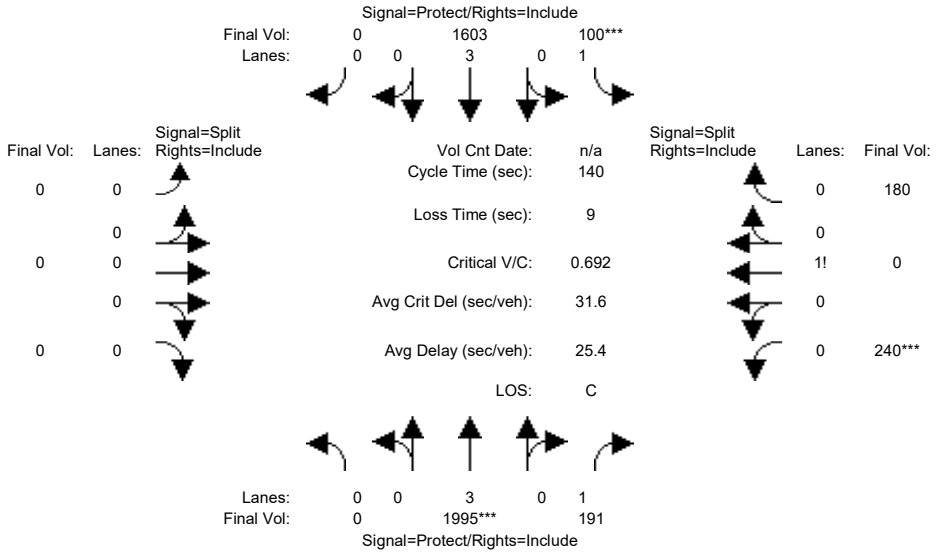
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	25	1	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1995	191	100	1603	0	0	0	0	240	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1995	191	100	1603	0	0	0	0	240	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1000	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.11	0.06	0.28	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	70.8	70.8	11.6	82.4	0.0	0.0	0.0	0.0	48.6	0.0	48.6
Volume/Cap:	0.00	0.69	0.22	0.69	0.48	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	21	5	4	12	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

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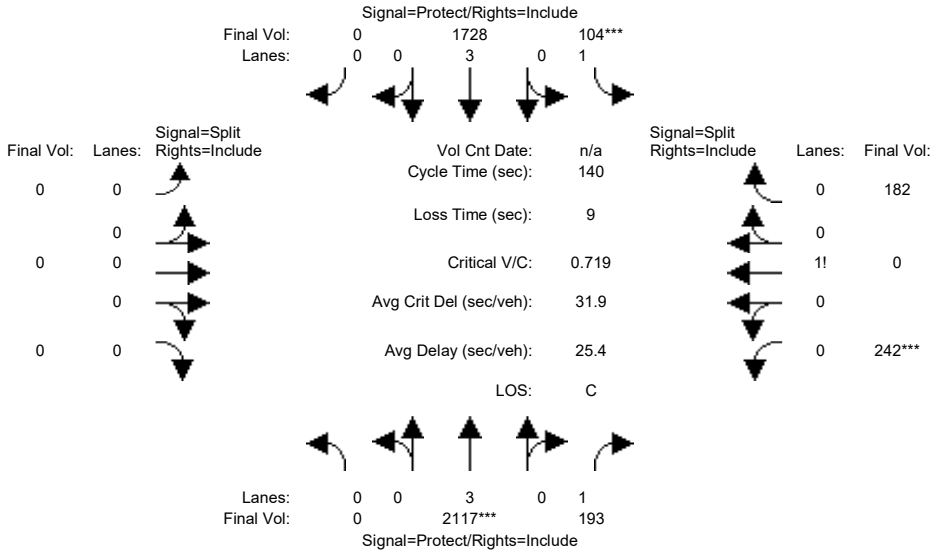
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	147	3	4	138	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2117	193	104	1728	0	0	0	0	242	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2117	193	104	1728	0	0	0	0	242	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2117	193	104	1728	0	0	0	0	242	0	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2117	193	104	1728	0	0	0	0	242	0	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	999	0	751
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.11	0.06	0.30	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	72.3	72.3	11.6	83.8	0.0	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.00	0.72	0.21	0.72	0.51	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	26.9	18.5	78.7	16.3	0.0	0.0	0.0	0.0	44.9	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	18.5	78.7	16.3	0.0	0.0	0.0	0.0	44.9	0.0	44.9
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	23	5	4	13	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

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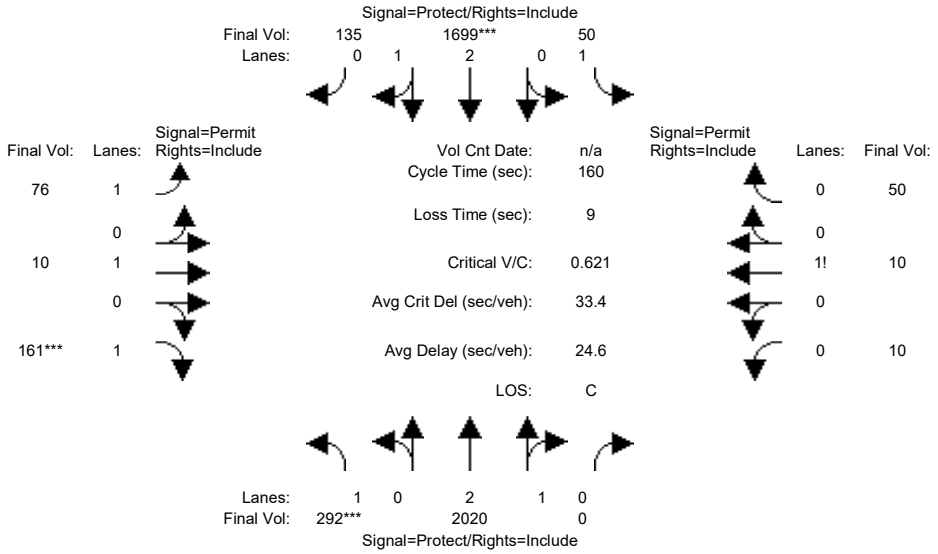
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	32	20	0	0	9	5	6	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	2020	0	50	1699	135	76	10	161	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	2020	0	50	1699	135	76	10	161	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	412	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.00	0.03	0.33	0.33	0.04	0.01	0.09	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	43.0	114	0.0	13.8	84.3	84.3	23.7	23.7	23.7	23.7	23.7	23.7
Volume/Cap:	0.62	0.51	0.00	0.33	0.62	0.62	0.29	0.04	0.62	0.27	0.27	0.27
Delay/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
LOS by Move:	D-	B+	A	E	C	C	E	E+	E	E	E	E
HCM2kAvgQ:	13	15	0	2	21	21	3	0	8	3	3	3

Note: Queue reported is the number of cars per lane.

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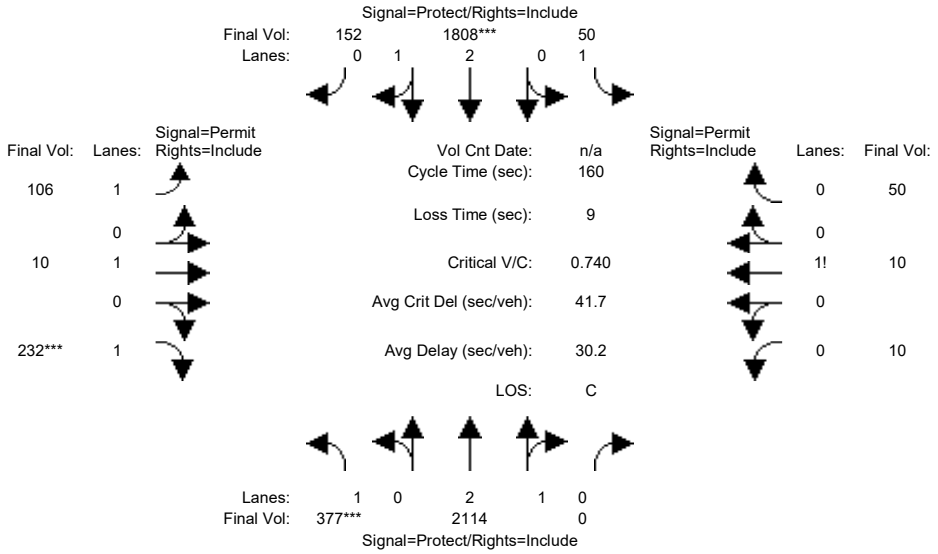
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	117	114	0	0	118	22	36	0	92	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	2114	0	50	1808	152	106	10	232	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	2114	0	50	1808	152	106	10	232	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	2114	0	50	1808	152	106	10	232	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	2114	0	50	1808	152	106	10	232	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.76	0.24	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5165	434	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.00	0.03	0.35	0.35	0.06	0.01	0.13	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	46.6	110	0.0	12.7	75.7	75.7	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.74	0.55	0.00	0.36	0.74	0.74	0.34	0.03	0.74	0.22	0.22	0.22
Delay/Veh:	56.9	12.9	0.0	71.4	35.3	35.3	58.0	54.2	71.1	56.5	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	12.9	0.0	71.4	35.3	35.3	58.0	54.2	71.1	56.5	56.5	56.5
LOS by Move:	E+	B	A	E	D+	D+	E+	D-	E	E+	E+	E+
HCM2kAvgQ:	18	17	0	2	26	26	5	0	12	3	3	3

Note: Queue reported is the number of cars per lane.

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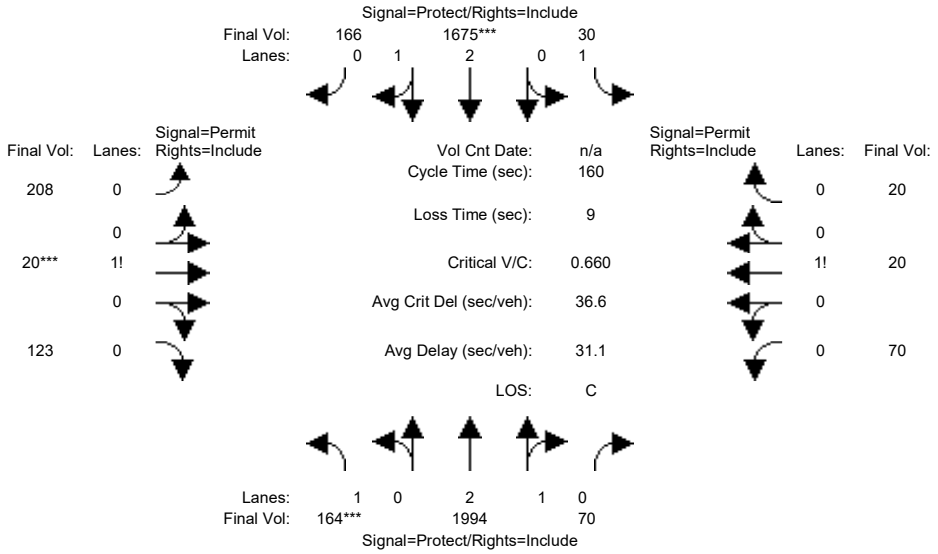
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	4	44	0	0	25	6	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1994	70	30	1675	166	208	20	123	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1994	70	30	1675	166	208	20	123	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	2.72	0.28	0.59	0.06	0.35	0.64	0.18	0.18
Final Sat.:	1750	5410	190	1750	5094	505	1037	100	613	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.02	0.33	0.33	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	22.7	91.5	91.5	10.9	79.7	79.7	48.6	48.6	48.6	48.6	48.6	48.6
Volume/Cap:	0.66	0.64	0.64	0.25	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21
Delay/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	8	23	23	1	22	22	17	17	17	4	4	4

Note: Queue reported is the number of cars per lane.

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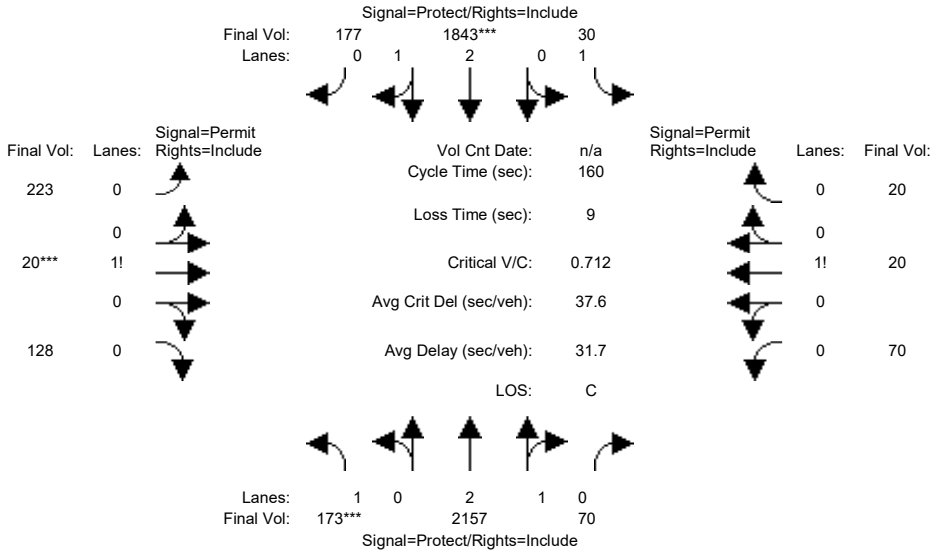
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	13	207	0	0	193	17	23	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2157	70	30	1843	177	223	20	128	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2157	70	30	1843	177	223	20	128	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2157	70	30	1843	177	223	20	128	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	2157	70	30	1843	177	223	20	128	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.90	0.10	1.00	2.73	0.27	0.60	0.05	0.35	0.64	0.18	0.18
Final Sat.:	1750	5424	176	1750	5109	491	1052	94	604	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.02	0.36	0.36	0.21	0.21	0.21	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	22.2	93.1	93.1	10.2	81.1	81.1	47.7	47.7	47.7	47.7	47.7	47.7
Volume/Cap:	0.71	0.68	0.68	0.27	0.71	0.71	0.71	0.71	0.71	0.21	0.21	0.21
Delay/Veh:	75.3	23.8	23.8	72.6	31.3	31.3	54.6	54.6	54.6	42.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	23.8	23.8	72.6	31.3	31.3	54.6	54.6	54.6	42.3	42.3	42.3
LOS by Move:	E-	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	9	25	25	1	25	25	18	18	18	4	4	4

Note: Queue reported is the number of cars per lane.

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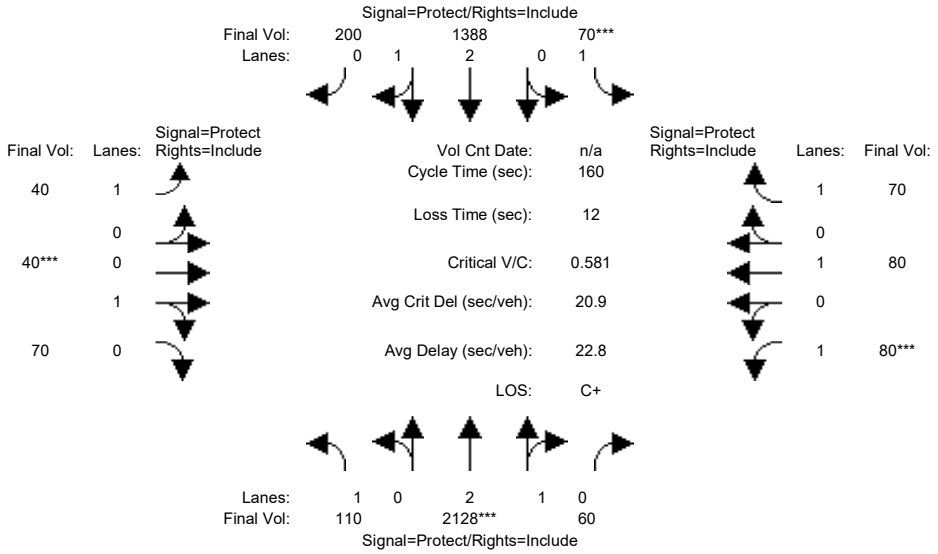
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	48	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2128	60	70	1388	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2128	60	70	1388	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.61	0.39	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5446	154	1750	4894	705	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.28	0.28	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	21.5	108	107.6	11.0	97.1	97.1	12.1	16.8	16.8	12.6	17.3	17.3
Volume/Cap:	0.47	0.58	0.58	0.58	0.47	0.47	0.30	0.58	0.58	0.58	0.39	0.37
Delay/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
LOS by Move:	E	B	B	E-	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	18	18	4	14	14	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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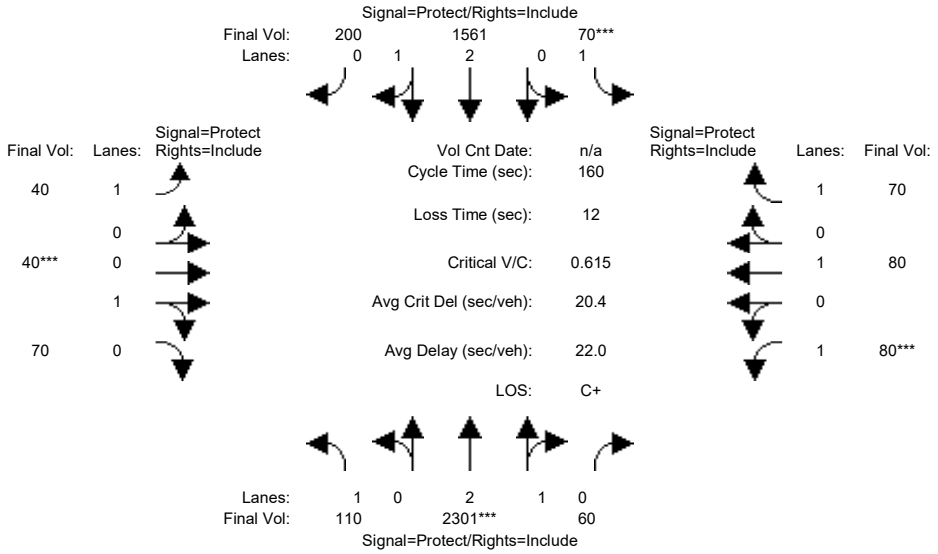
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	221	0	0	201	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2301	60	70	1561	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2301	60	70	1561	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2301	60	70	1561	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2301	60	70	1561	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.65	0.35	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5457	142	1750	4963	636	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.04	0.31	0.31	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	20.0	110	109.8	10.4	100	100.2	11.5	15.9	15.9	11.9	16.4	16.4
Volume/Cap:	0.50	0.61	0.61	0.61	0.50	0.50	0.32	0.61	0.61	0.61	0.41	0.39
Delay/Veh:	67.2	13.9	13.9	82.5	16.4	16.4	72.0	75.3	75.3	80.3	68.7	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	13.9	13.9	82.5	16.4	16.4	72.0	75.3	75.3	80.3	68.7	68.6
LOS by Move:	E	B	B	F	B	B	E	E-	E-	F	E	E
HCM2kAvgQ:	5	19	19	4	15	15	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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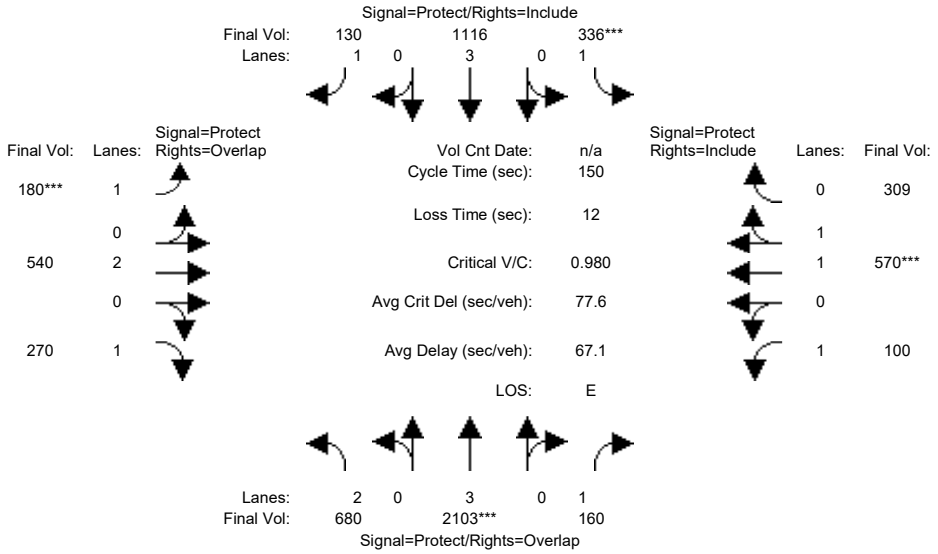
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	0	13	0	6	6	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2103	160	336	1116	130	180	540	270	100	570	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2103	160	336	1116	130	180	540	270	100	570	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2398	1300
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.09	0.19	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	45.0	56.5	71.4	29.4	40.8	40.8	15.7	37.2	82.2	14.9	36.4	36.4
Volume/Cap:	0.72	0.98	0.19	0.98	0.72	0.27	0.98	0.57	0.28	0.57	0.98	0.98
Delay/Veh:	49.5	61.1	22.8	103.0	51.0	43.2	127.3	50.3	18.3	69.0	81.5	81.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	61.1	22.8	144.2	71.5	60.5	127.3	50.3	18.3	69.0	81.5	81.5
LOS by Move:	D	E	C+	F	E	E	F	D	B-	E	F	F
HCM2kAvgQ:	16	32	4	21	16	5	9	10	7	4	20	20

Note: Queue reported is the number of cars per lane.

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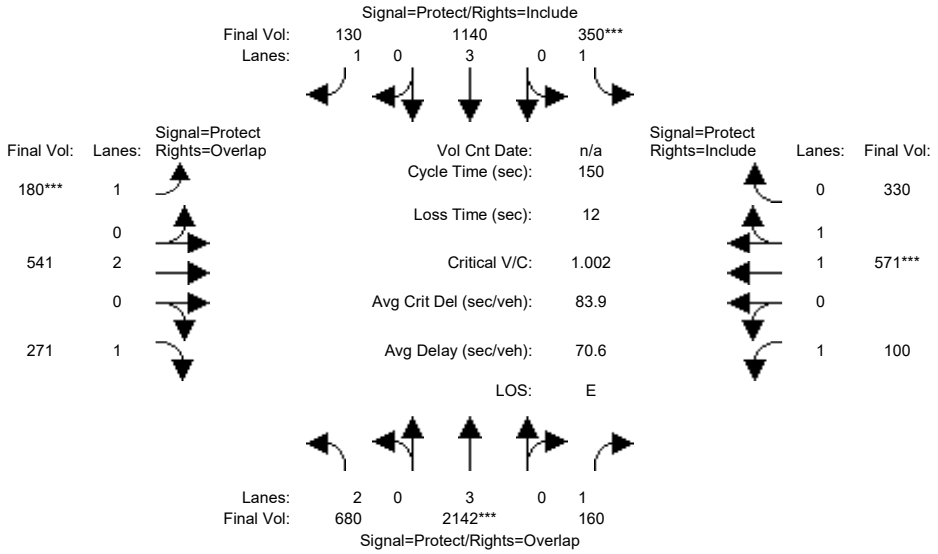
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	0	52	0	20	30	0	0	1	1	0	1	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2142	160	350	1140	130	180	541	271	100	571	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2142	160	350	1140	130	180	541	271	100	571	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2142	160	350	1140	130	180	541	271	100	571	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	2142	160	350	1140	130	180	541	271	100	571	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.25	0.75
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2344	1355
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.09	0.20	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	44.7	56.2	71.1	29.9	41.4	41.4	15.4	37.0	81.7	14.8	36.5	36.5
Volume/Cap:	0.72	1.00	0.19	1.00	0.72	0.27	1.00	0.58	0.28	0.58	1.00	1.00
Delay/Veh:	49.9	66.9	23.0	108.8	50.8	42.7	135.1	50.5	18.6	69.3	87.4	87.4
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	66.9	23.0	152.3	71.1	59.8	135.1	50.5	18.6	69.3	87.4	87.4
LOS by Move:	D	E	C+	F	E	E+	F	D	B-	E	F	F
HCM2kAvgQ:	16	34	4	23	17	5	9	10	7	4	21	21

Note: Queue reported is the number of cars per lane.

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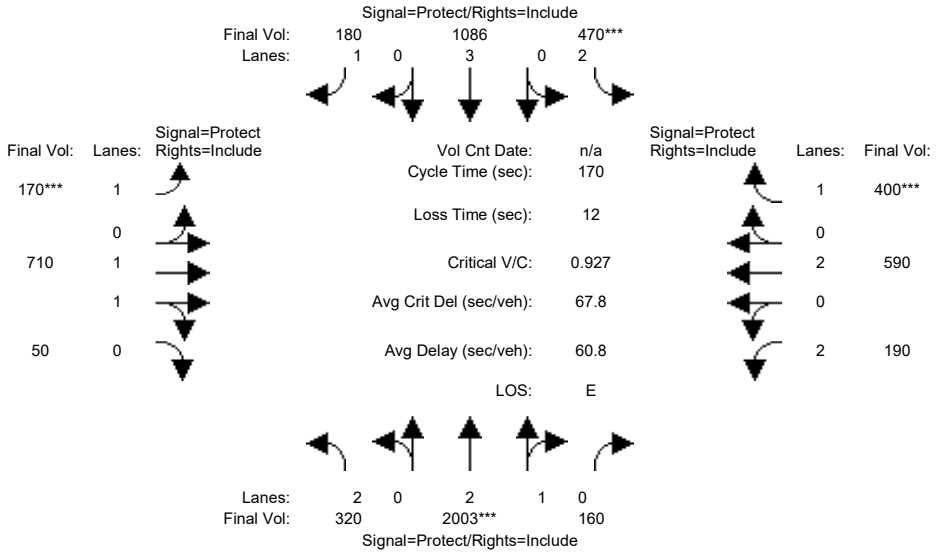
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	13	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2003	160	470	1086	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2003	160	470	1086	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5185	414	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	34.2	70.9	70.9	27.4	64.1	64.1	17.8	46.2	46.2	13.6	41.9	41.9
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	40	40	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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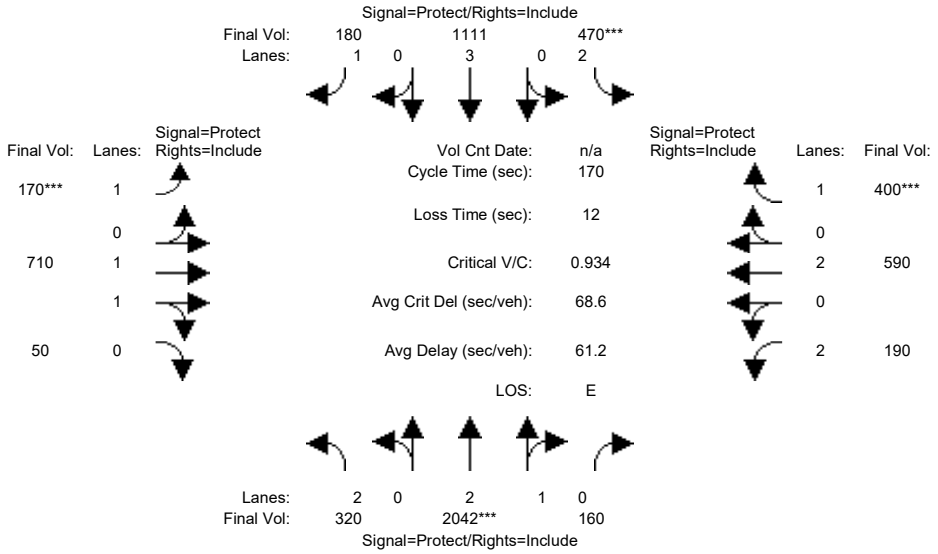
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	52	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2042	160	470	1111	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2042	160	470	1111	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2042	160	470	1111	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2042	160	470	1111	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5193	407	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	33.8	71.6	71.6	27.2	64.9	64.9	17.7	45.8	45.8	13.5	41.6	41.6
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.4	54.7	54.7	95.3	40.6	36.4	123.5	60.6	60.6	89.6	58.9	90.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	54.7	54.7	95.3	40.6	36.4	123.5	60.6	60.6	89.6	58.9	90.5
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	41	41	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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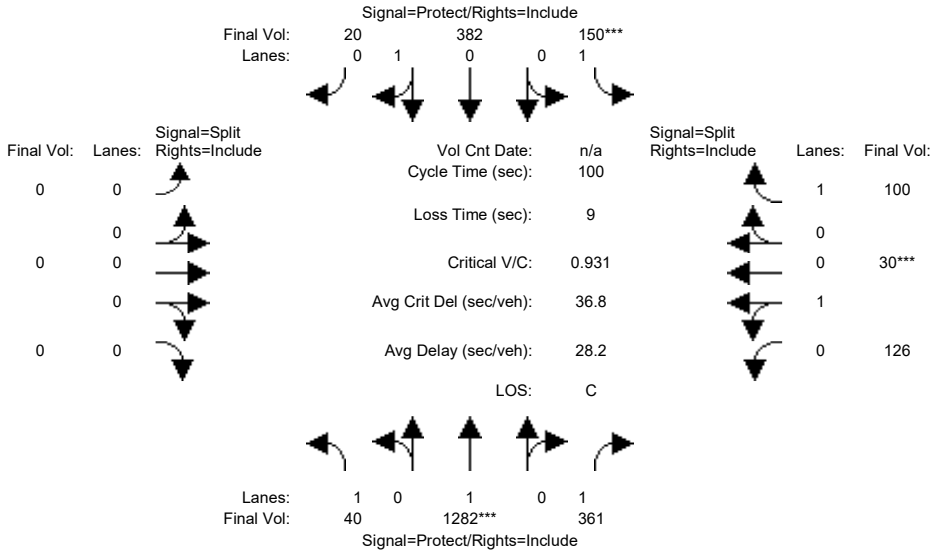
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	2	1	0	2	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1282	361	150	382	20	0	0	0	126	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1282	361	150	382	20	0	0	0	126	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1282	361	150	382	20	0	0	0	126	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1282	361	150	382	20	0	0	0	126	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1710	90	0	0	0	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.21	0.09	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.06
Crit Moves:		****		****							****	
Green Time:	19.3	71.9	71.9	9.1	61.7	61.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.94	0.29	0.94	0.36	0.36	0.00	0.00	0.00	0.87	0.87	0.57
Delay/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
LOS by Move:	C-	C	A	F	A	A	A	A	A	E-	E-	D
HCM2kAvgQ:	1	39	4	8	6	6	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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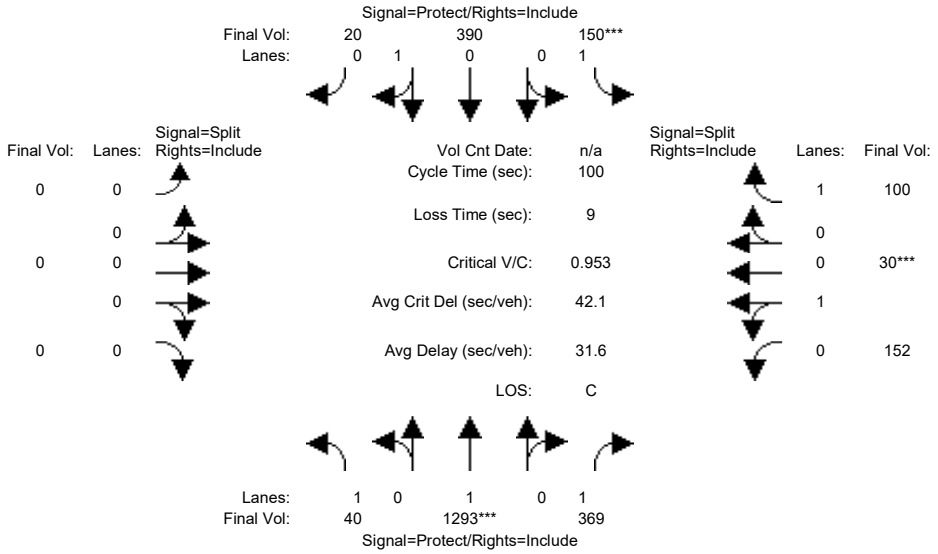
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	13	9	0	10	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1293	369	150	390	20	0	0	0	152	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1293	369	150	390	20	0	0	0	152	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1293	369	150	390	20	0	0	0	152	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1293	369	150	390	20	0	0	0	152	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.84	0.16	1.00
Final Sat.:	1750	1900	1750	1750	1712	88	0	0	0	1503	297	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.21	0.09	0.23	0.23	0.00	0.00	0.00	0.10	0.10	0.06
Crit Moves:		****		****							****	
Green Time:	18.9	71.4	71.4	9.0	61.5	61.5	0.0	0.0	0.0	10.6	10.6	10.6
Volume/Cap:	0.12	0.95	0.30	0.95	0.37	0.37	0.00	0.00	0.00	0.95	0.95	0.54
Delay/Veh:	33.8	27.5	5.3	102.9	9.8	9.8	0.0	0.0	0.0	96.0	96.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	27.5	5.3	102.9	9.8	9.8	0.0	0.0	0.0	96.0	96.0	45.5
LOS by Move:	C-	C	A	F	A	A	A	A	A	F	F	D
HCM2kAvgQ:	1	42	4	9	7	7	0	0	0	6	6	3

Note: Queue reported is the number of cars per lane.

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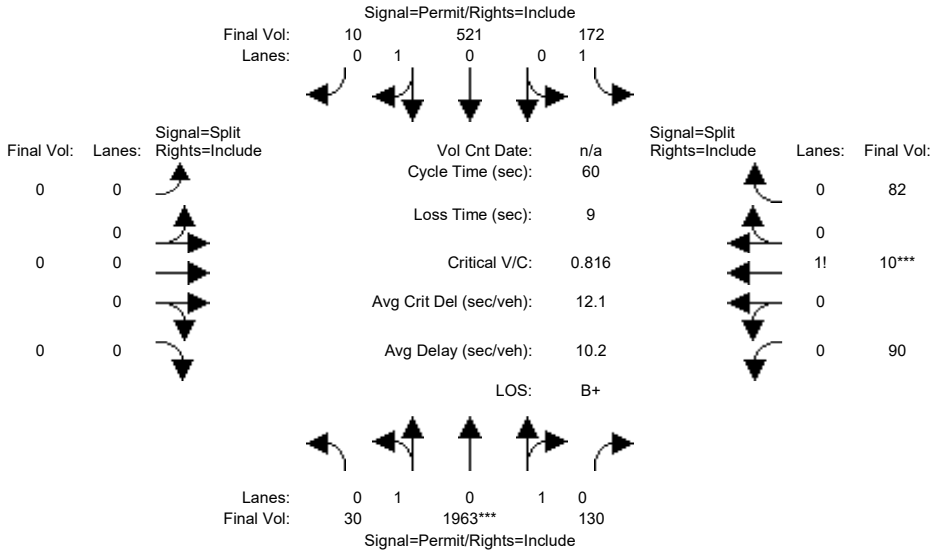
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	3	0	2	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1963	130	172	521	10	0	0	0	90	10	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1963	130	172	521	10	0	0	0	90	10	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1963	130	172	521	10	0	0	0	90	10	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1963	130	172	521	10	0	0	0	90	10	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.50	0.05	0.45
Final Sat.:	51	3329	220	1750	1766	34	0	0	0	865	96	788
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.10	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.14	0.43	0.43	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	1	5	5	0	0	0	3	3	3

Note: Queue reported is the number of cars per lane.

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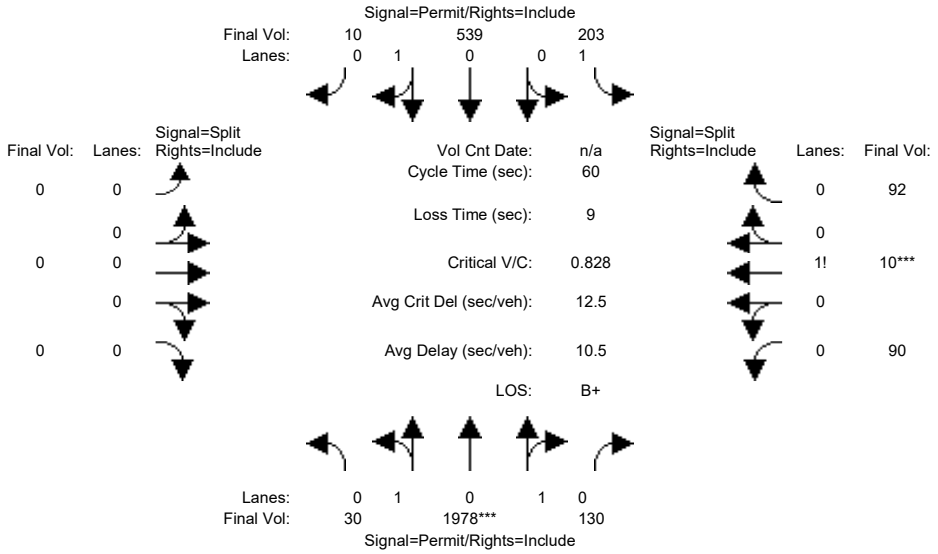
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	18	0	33	19	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1978	130	203	539	10	0	0	0	90	10	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1978	130	203	539	10	0	0	0	90	10	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1978	130	203	539	10	0	0	0	90	10	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1978	130	203	539	10	0	0	0	90	10	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.47	0.05	0.48
Final Sat.:	51	3331	219	1750	1767	33	0	0	0	820	91	839
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.12	0.31	0.31	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.17	0.45	0.45	0.00	0.00	0.00	0.66	0.66	0.66
Delay/Veh:	11.0	11.0	11.0	3.5	4.6	4.6	0.0	0.0	0.0	28.8	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	3.5	4.6	4.6	0.0	0.0	0.0	28.8	28.8	28.8
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	2	5	5	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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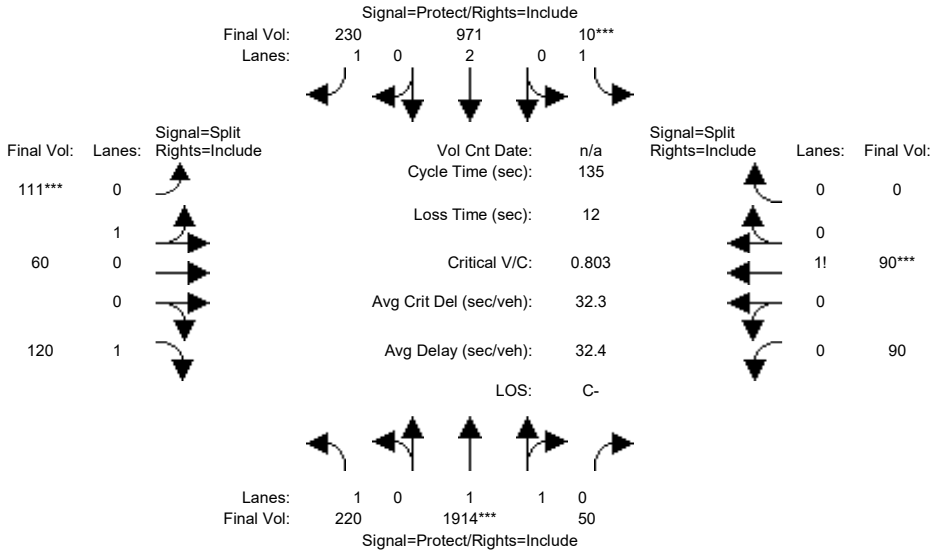
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	0	4	0	0	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1914	50	10	971	230	111	60	120	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1914	50	10	971	230	111	60	120	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1914	50	10	971	230	111	60	120	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1914	50	10	971	230	111	60	120	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3606	94	1750	3800	1750	1168	632	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.3	84.8	84.8	7.0	61.6	61.6	15.2	15.2	15.2	16.0	16.0	0.0
Volume/Cap:	0.56	0.84	0.84	0.11	0.56	0.29	0.84	0.84	0.61	0.84	0.84	0.00
Delay/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
LOS by Move:	D	C+	C+	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	34	34	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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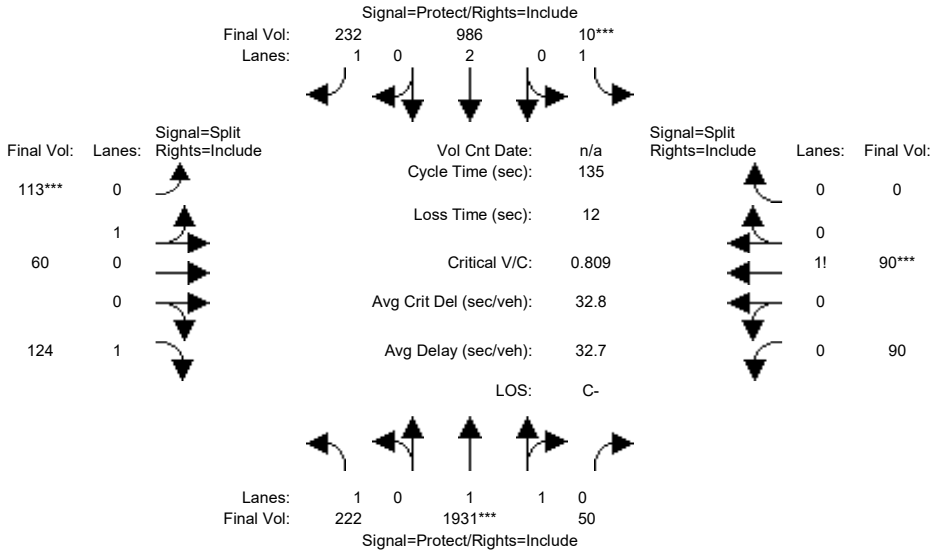
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	2	21	0	0	16	2	3	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1931	50	10	986	232	113	60	124	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1931	50	10	986	232	113	60	124	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1931	50	10	986	232	113	60	124	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1931	50	10	986	232	113	60	124	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3607	93	1750	3800	1750	1176	624	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.2	84.9	84.9	7.0	61.7	61.7	15.2	15.2	15.2	15.9	15.9	0.0
Volume/Cap:	0.57	0.85	0.85	0.11	0.57	0.29	0.85	0.85	0.63	0.85	0.85	0.00
Delay/Veh:	48.6	23.2	23.2	61.6	27.3	23.1	86.2	86.2	63.5	85.0	85.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	23.2	23.2	61.6	27.3	23.1	86.2	86.2	63.5	85.0	85.0	0.0
LOS by Move:	D	C	C	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	35	35	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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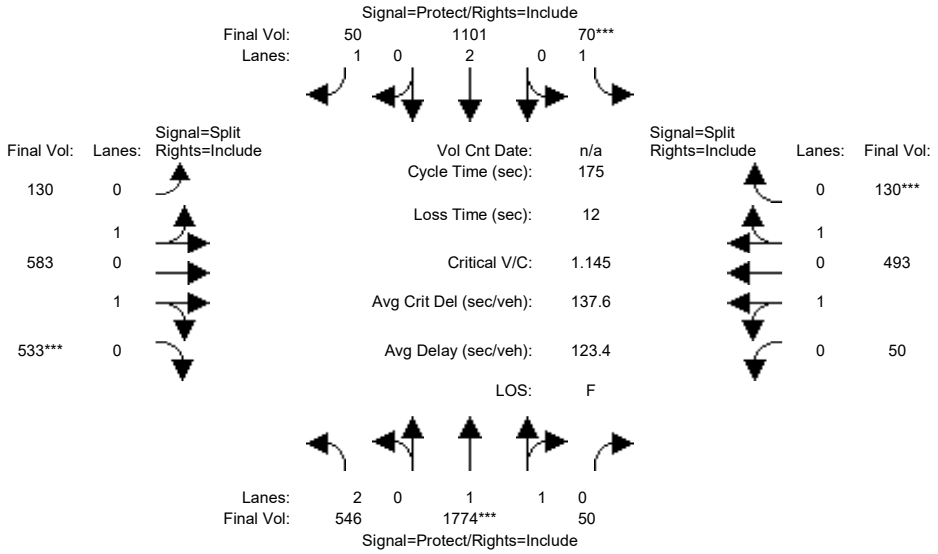
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	6	4	0	0	1	0	0	3	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	1774	50	70	1101	50	130	583	533	50	493	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	1774	50	70	1101	50	130	583	533	50	493	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	0.94	0.85	0.15	1.46	0.39
Final Sat.:	3150	3598	101	1750	3800	1750	376	1684	1540	267	2637	695
Capacity Analysis Module:												
Vol/Sat:	0.17	0.49	0.49	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****			****
Green Time:	30.7	75.0	75.0	7.0	51.3	51.3	52.6	52.6	52.6	28.4	28.4	28.4
Volume/Cap:	0.99	1.15	1.15	1.00	0.99	0.10	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	17	61	61	7	35	2	46	46	46	24	24	24

Note: Queue reported is the number of cars per lane.

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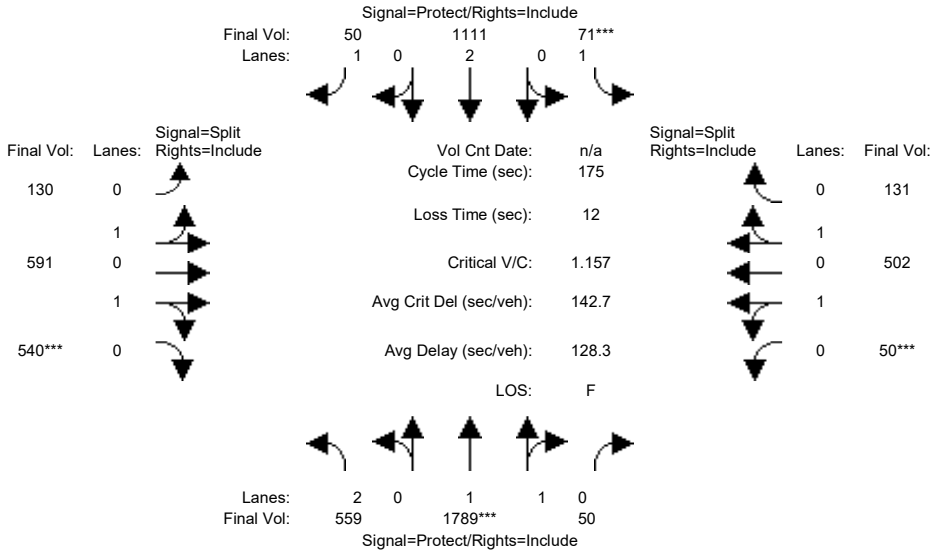
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	19	19	0	1	11	0	0	11	10	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	1789	50	71	1111	50	130	591	540	50	502	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1789	50	71	1111	50	130	591	540	50	502	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1789	50	71	1111	50	130	591	540	50	502	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	1789	50	71	1111	50	130	591	540	50	502	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.20	0.94	0.86	0.15	1.47	0.38
Final Sat.:	3150	3599	101	1750	3800	1750	371	1687	1542	264	2646	690
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.50	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****	****		
Green Time:	30.9	74.8	74.8	7.0	50.9	50.9	52.7	52.7	52.7	28.5	28.5	28.5
Volume/Cap:	1.01	1.16	1.16	1.01	1.01	0.10	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	111.6	131	131.0	195.6	90.5	45.4	145.0	145	145.0	164.3	164	164.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.6	131	131.0	195.6	90.5	45.4	145.0	145	145.0	164.3	164	164.3
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	18	63	63	7	36	2	47	47	47	25	25	25

Note: Queue reported is the number of cars per lane.

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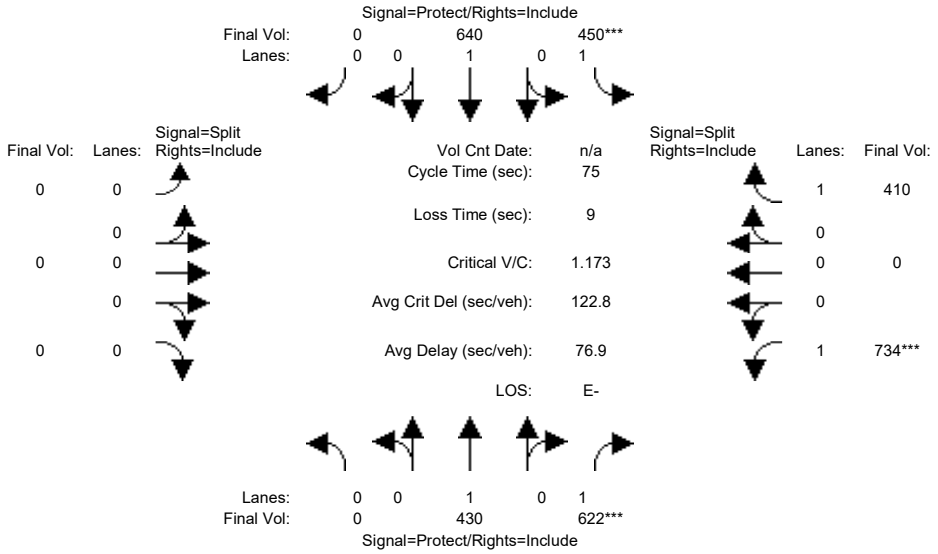
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	2	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	622	450	640	0	0	0	0	734	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	622	450	640	0	0	0	0	734	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	622	450	640	0	0	0	0	734	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	622	450	640	0	0	0	0	734	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.4	39.2	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.75	1.17	1.17	0.64	0.00	0.00	0.00	0.00	1.17	0.00	0.66
Delay/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	29	24	11	0	0	0	0	34	0	9

Note: Queue reported is the number of cars per lane.

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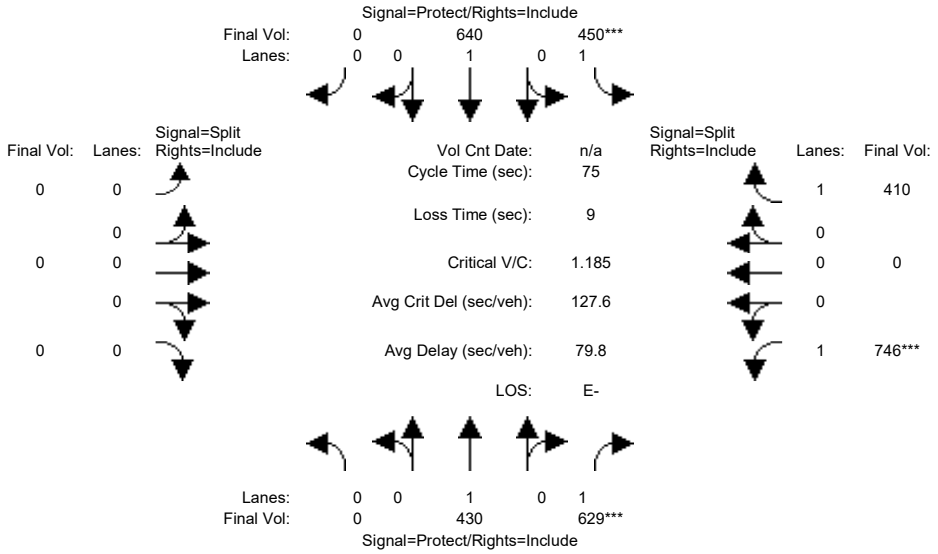
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	9	0	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	629	450	640	0	0	0	0	746	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	629	450	640	0	0	0	0	746	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	629	450	640	0	0	0	0	746	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	629	450	640	0	0	0	0	746	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.43	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.3	39.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.75	1.19	1.19	0.65	0.00	0.00	0.00	0.00	1.19	0.00	0.65
Delay/Veh:	0.0	28.8	127.3	136.3	14.5	0.0	0.0	0.0	0.0	122.7	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	127.3	136.3	14.5	0.0	0.0	0.0	0.0	122.7	0.0	22.5
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	30	24	11	0	0	0	0	35	0	9

Note: Queue reported is the number of cars per lane.

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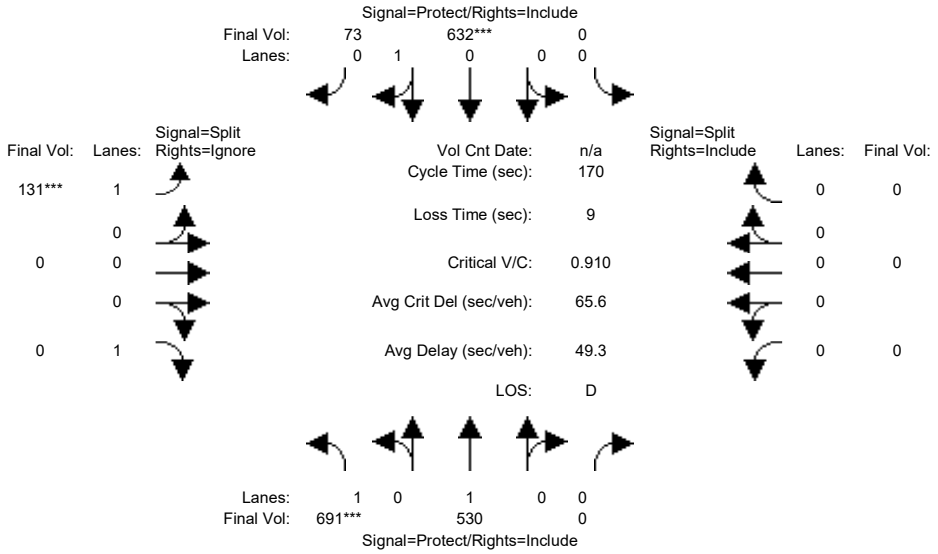
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	1	0	0	0	2	3	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	530	0	0	632	73	131	0	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	691	530	0	0	632	73	131	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	530	0	0	632	73	131	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	691	530	0	0	632	73	131	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1614	186	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.28	0.00	0.00	0.39	0.39	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.8	147	0.0	0.0	73.2	73.2	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.91	0.32	0.00	0.00	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	37	37	7	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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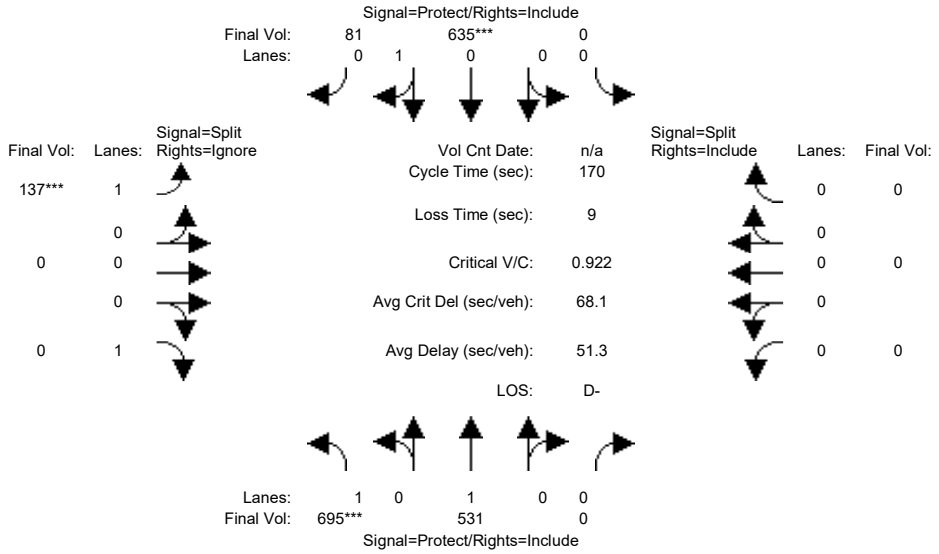
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	5	1	0	0	5	11	7	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	695	531	0	0	635	81	137	0	577	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	695	531	0	0	635	81	137	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	695	531	0	0	635	81	137	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	695	531	0	0	635	81	137	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1596	204	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.00	0.00	0.40	0.40	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.2	147	0.0	0.0	73.3	73.3	14.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.92	0.32	0.00	0.00	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	62.4	2.4	0.0	0.0	62.0	62.0	128.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	2.4	0.0	0.0	62.0	62.0	128.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	38	38	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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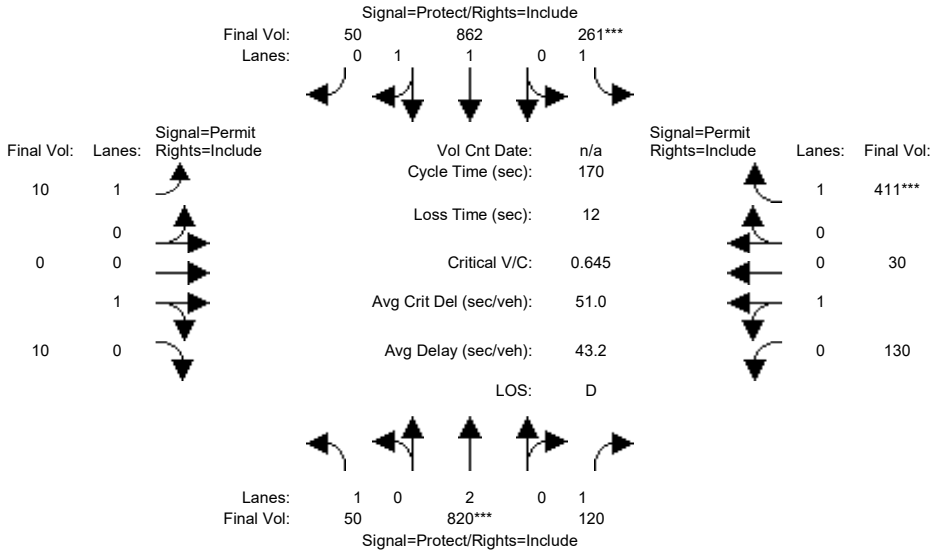
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	0	0	1	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	820	120	261	862	50	10	0	10	130	30	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	820	120	261	862	50	10	0	10	130	30	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	820	120	261	862	50	10	0	10	130	30	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	820	120	261	862	50	10	0	10	130	30	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3497	203	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.23
Crit Moves:		****		****								****
Green Time:	13.8	56.8	56.8	39.3	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	17	5	12	15	15	0	0	0	6	6	19

Note: Queue reported is the number of cars per lane.

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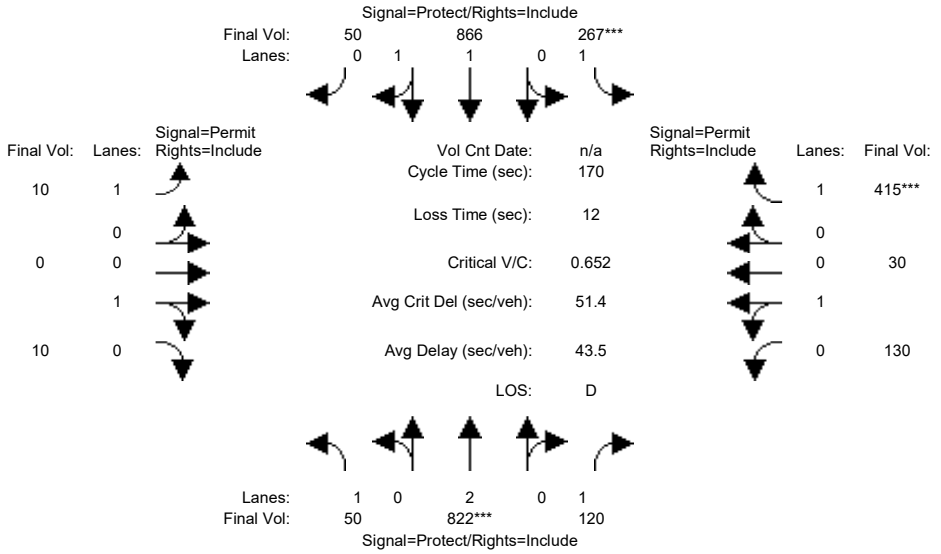
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	2	0	7	6	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	822	120	267	866	50	10	0	10	130	30	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	822	120	267	866	50	10	0	10	130	30	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	822	120	267	866	50	10	0	10	130	30	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	822	120	267	866	50	10	0	10	130	30	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3498	202	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.24
Crit Moves:		****		****								****
Green Time:	13.7	56.4	56.4	39.8	82.5	82.5	61.8	0.0	61.8	61.8	61.8	61.8
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.5	49.7	40.9	62.6	30.2	30.2	34.6	0.0	34.6	38.0	38.0	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	49.7	40.9	62.6	30.2	30.2	34.6	0.0	34.6	38.0	38.0	47.5
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	17	5	13	15	15	0	0	0	6	6	20

Note: Queue reported is the number of cars per lane.

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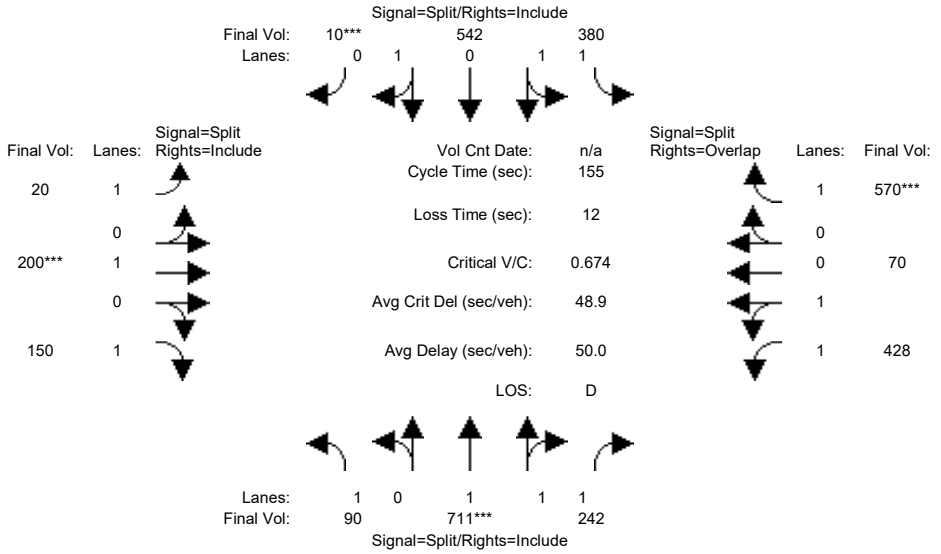
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	1	2	0	2	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	711	242	380	542	10	20	200	150	428	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	711	242	380	542	10	20	200	150	428	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	711	242	380	542	10	20	200	150	428	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	711	242	380	542	10	20	200	150	428	70	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.24	1.73	0.03	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3734	1800	2181	3111	57	1750	1900	1750	3051	499	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.13	0.17	0.17	0.17	0.01	0.11	0.09	0.14	0.14	0.33
Crit Moves:		****				****		****				****
Green Time:	43.8	43.8	43.8	40.1	40.1	40.1	24.2	24.2	24.2	34.9	34.9	75.0
Volume/Cap:	0.18	0.67	0.48	0.67	0.67	0.67	0.07	0.67	0.55	0.62	0.62	0.67
Delay/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	9	14	14	14	1	10	8	11	11	22

Note: Queue reported is the number of cars per lane.

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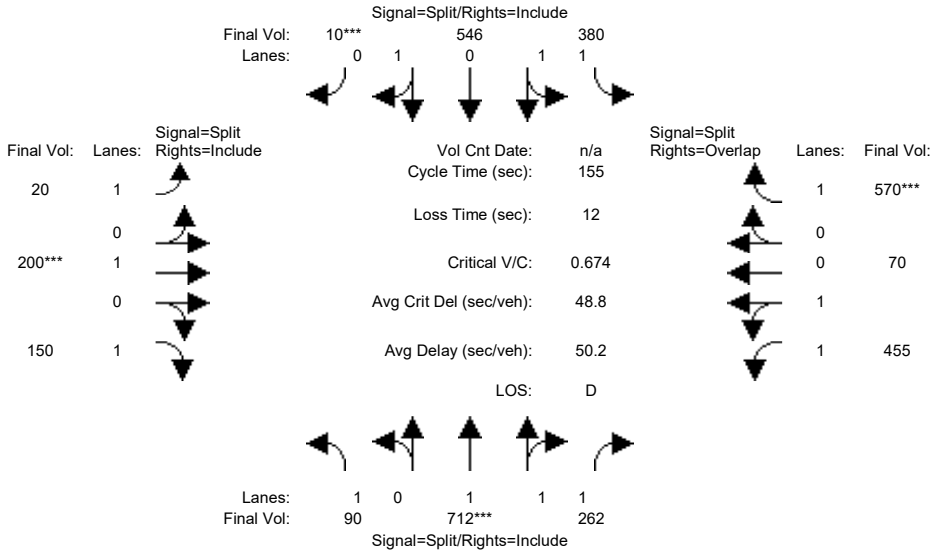
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	2	22	0	6	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	712	262	380	546	10	20	200	150	455	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	712	262	380	546	10	20	200	150	455	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	712	262	380	546	10	20	200	150	455	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	712	262	380	546	10	20	200	150	455	70	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.23	1.74	0.03	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3737	1800	2172	3120	57	1750	1900	1750	3077	473	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.15	0.17	0.17	0.17	0.01	0.11	0.09	0.15	0.15	0.33
Crit Moves:		****				****		****				****
Green Time:	43.8	43.8	43.8	40.3	40.3	40.3	24.2	24.2	24.2	34.7	34.7	74.9
Volume/Cap:	0.18	0.67	0.51	0.67	0.67	0.67	0.07	0.67	0.55	0.66	0.66	0.67
Delay/Veh:	42.2	50.5	46.9	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.9	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	10	14	14	14	1	10	8	12	12	22

Note: Queue reported is the number of cars per lane.

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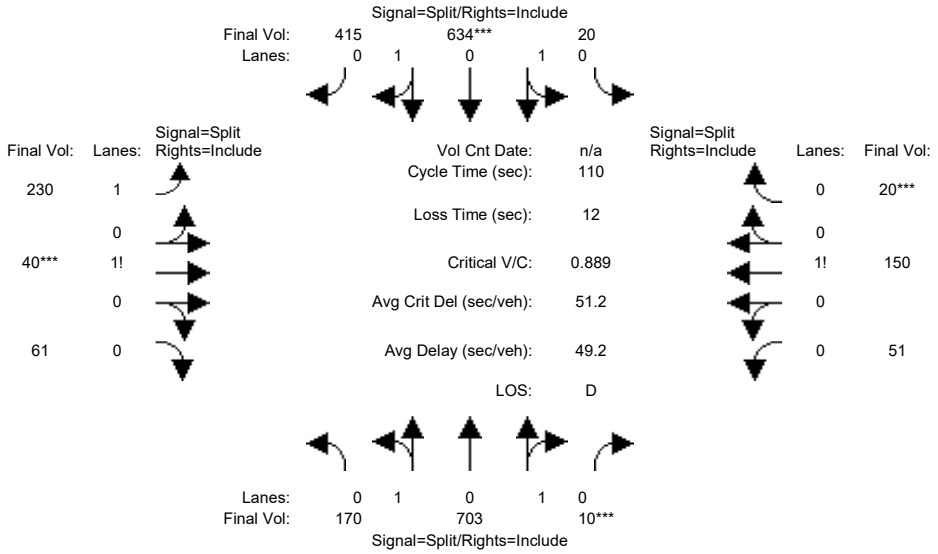
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	0	3	0	0	4	5	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	703	10	20	634	415	230	40	61	51	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	703	10	20	634	415	230	40	61	51	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	703	10	20	634	415	230	40	61	51	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	703	10	20	634	415	230	40	61	51	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.39	1.59	0.02	0.04	1.18	0.78	1.53	0.19	0.28	0.23	0.68	0.09
Final Sat.:	693	2866	41	67	2135	1398	2682	324	494	404	1188	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:			****		****			****				****
Green Time:	30.4	30.4	30.4	36.7	36.7	36.7	15.3	15.3	15.3	15.6	15.6	15.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.62	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
LOS by Move:	D	D	D	D	D	D	D	E	E	E-	E-	E-
HCM2kAvgQ:	16	16	16	19	19	19	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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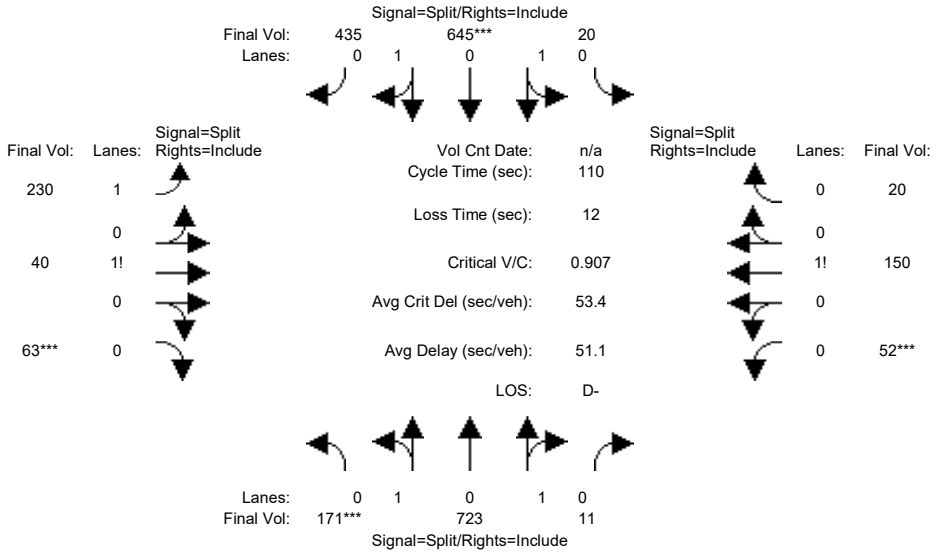
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	1	23	1	0	15	25	0	0	3	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	723	11	20	645	435	230	40	63	52	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	723	11	20	645	435	230	40	63	52	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	723	11	20	645	435	230	40	63	52	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	723	11	20	645	435	230	40	63	52	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.60	0.02	0.04	1.17	0.79	1.53	0.18	0.29	0.23	0.68	0.09
Final Sat.:	680	2876	44	65	2111	1424	2673	321	506	410	1182	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.31	0.31	0.31	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:	****				****				****	****		
Green Time:	30.5	30.5	30.5	37.0	37.0	37.0	15.1	15.1	15.1	15.4	15.4	15.4
Volume/Cap:	0.91	0.91	0.91	0.91	0.91	0.91	0.63	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	50.1	50.1	50.1	44.8	44.8	44.8	47.2	72.2	72.2	80.5	80.5	80.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	50.1	50.1	44.8	44.8	44.8	47.2	72.2	72.2	80.5	80.5	80.5
LOS by Move:	D	D	D	D	D	D	D	E	E	F	F	F
HCM2kAvgQ:	17	17	17	20	20	20	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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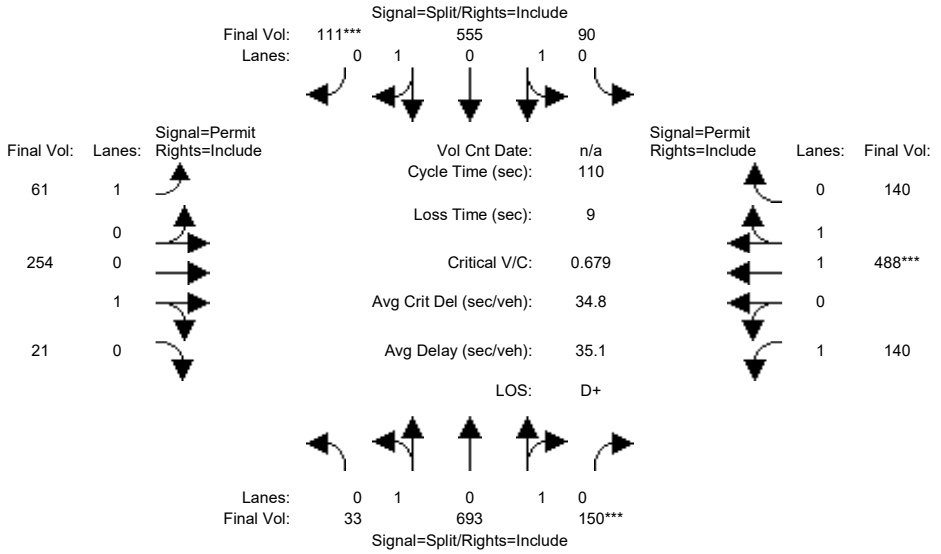
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	3	3	0	0	5	1	1	4	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	693	150	90	555	111	61	254	21	140	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	693	150	90	555	111	61	254	21	140	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	693	150	90	555	111	61	254	21	140	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	693	150	90	555	111	61	254	21	140	488	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.08	1.58	0.34	0.24	1.47	0.29	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	136	2848	616	429	2643	529	1750	1663	137	1750	2875	825
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.03	0.15	0.15	0.08	0.17	0.17
Crit Moves:			****			****					****	
Green Time:	39.4	39.4	39.4	34.0	34.0	34.0	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.61	0.61	0.32	0.68	0.68
Delay/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
LOS by Move:	C	C	C	C-	C-	C-	C-	D+	D+	C-	D	D
HCM2kAvgQ:	13	13	13	11	11	11	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

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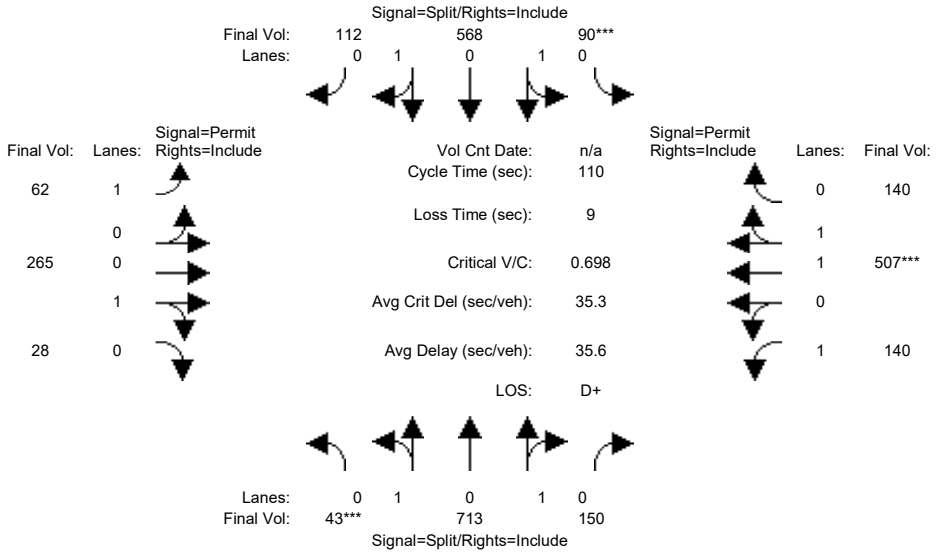
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	13	23	0	0	18	2	2	15	8	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	713	150	90	568	112	62	265	28	140	507	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	713	150	90	568	112	62	265	28	140	507	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	713	150	90	568	112	62	265	28	140	507	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	713	150	90	568	112	62	265	28	140	507	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.09	1.58	0.33	0.23	1.48	0.29	1.00	0.90	0.10	1.00	1.56	0.44
Final Sat.:	171	2833	596	421	2656	524	1750	1628	172	1750	2899	800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.21	0.21	0.21	0.04	0.16	0.16	0.08	0.17	0.17
Crit Moves:	****			****							****	
Green Time:	39.7	39.7	39.7	33.7	33.7	33.7	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.65	0.65	0.32	0.70	0.70
Delay/Veh:	31.7	31.7	31.7	35.6	35.6	35.6	32.2	40.2	40.2	34.0	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	31.7	35.6	35.6	35.6	32.2	40.2	40.2	34.0	39.8	39.8
LOS by Move:	C	C	C	D+	D+	D+	C-	D	D	C-	D	D
HCM2kAvgQ:	14	14	14	11	11	11	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

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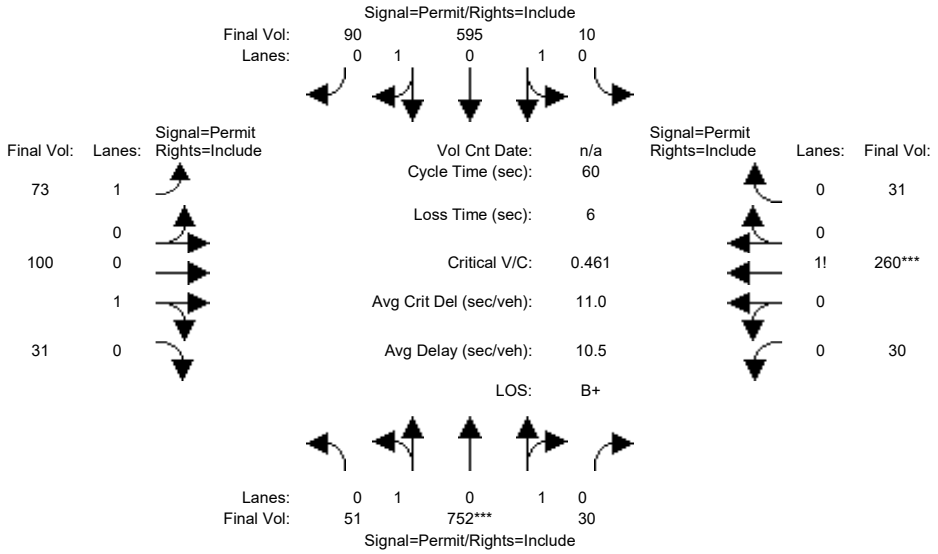
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	1	2	0	0	5	0	3	0	1	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	752	30	10	595	90	73	100	31	30	260	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	752	30	10	595	90	73	100	31	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	752	30	10	595	90	73	100	31	30	260	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	752	30	10	595	90	73	100	31	30	260	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.81	0.10
Final Sat.:	220	3250	130	52	3082	466	1750	1374	426	164	1417	169
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.04	0.07	0.07	0.18	0.18	0.18
Crit Moves:		****									****	
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.46	0.46	0.46	0.38	0.38	0.38	0.10	0.18	0.18	0.46	0.46	0.46
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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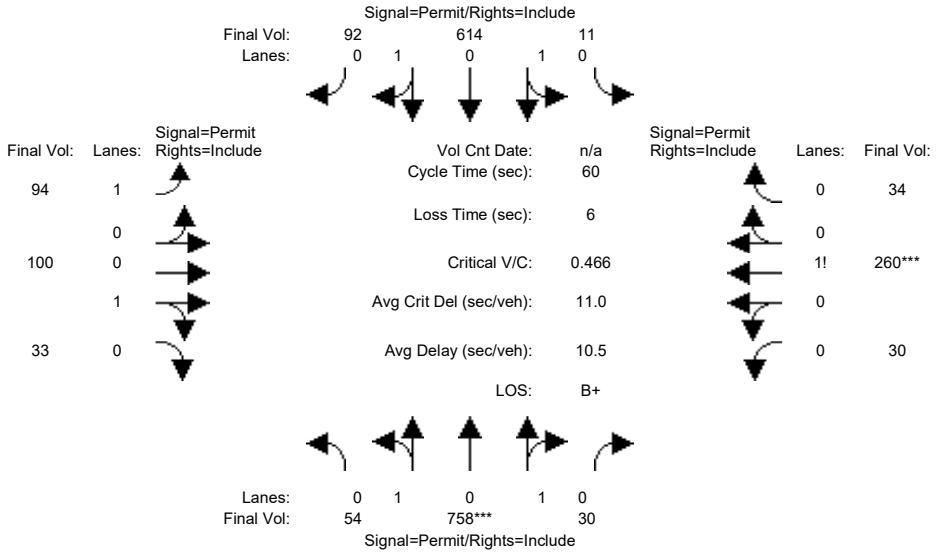
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	4	8	0	1	24	2	24	0	3	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	758	30	11	614	92	94	100	33	30	260	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	758	30	11	614	92	94	100	33	30	260	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	758	30	11	614	92	94	100	33	30	260	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	758	30	11	614	92	94	100	33	30	260	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.13	1.80	0.07	0.03	1.71	0.26	1.00	0.75	0.25	0.09	0.81	0.10
Final Sat.:	231	3241	128	55	3083	462	1750	1353	447	162	1404	184
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.20	0.20	0.20	0.05	0.07	0.07	0.19	0.19	0.19
Crit Moves:		****									****	
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.47	0.47	0.47	0.40	0.40	0.40	0.14	0.19	0.19	0.47	0.47	0.47
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.6	11.9	11.9	13.9	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.6	11.9	11.9	13.9	13.9	13.9
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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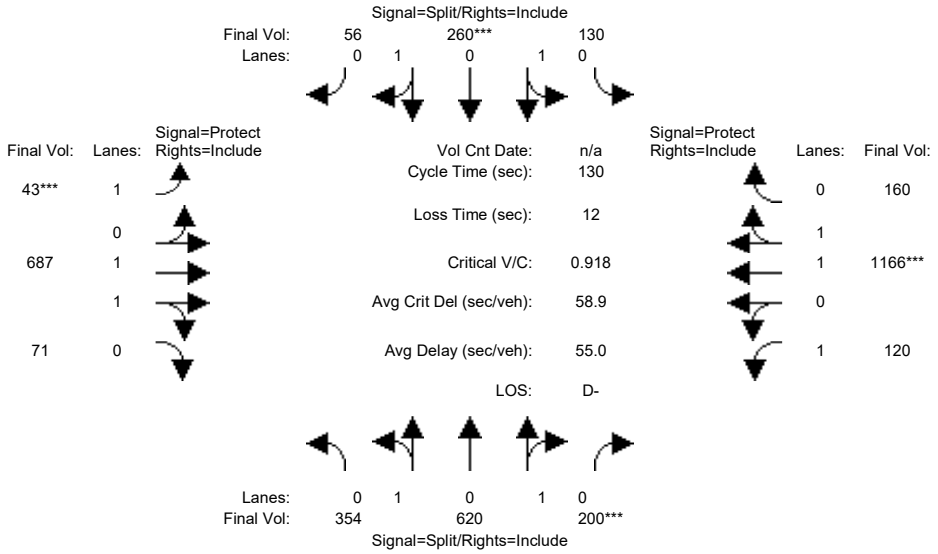
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	4	0	0	0	0	6	3	7	1	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	620	200	130	260	56	43	687	71	120	1166	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	620	200	130	260	56	43	687	71	120	1166	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	620	200	130	260	56	43	687	71	120	1166	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	620	200	130	260	56	43	687	71	120	1166	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.60	1.06	0.34	0.58	1.17	0.25	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	1086	1901	613	1049	2099	452	1750	3353	347	1750	3253	446
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.12	0.12	0.02	0.20	0.20	0.07	0.36	0.36
Crit Moves:			****		****		****				****	
Green Time:	44.8	44.8	44.8	17.0	17.0	17.0	7.0	42.1	42.1	14.1	49.2	49.2
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.95	0.46	0.63	0.63	0.63	0.95	0.95
Delay/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
LOS by Move:	E+	E+	E+	F	F	F	E	D+	D+	E	D-	D-
HCM2kAvgQ:	23	23	23	11	11	11	2	13	13	5	28	28

Note: Queue reported is the number of cars per lane.

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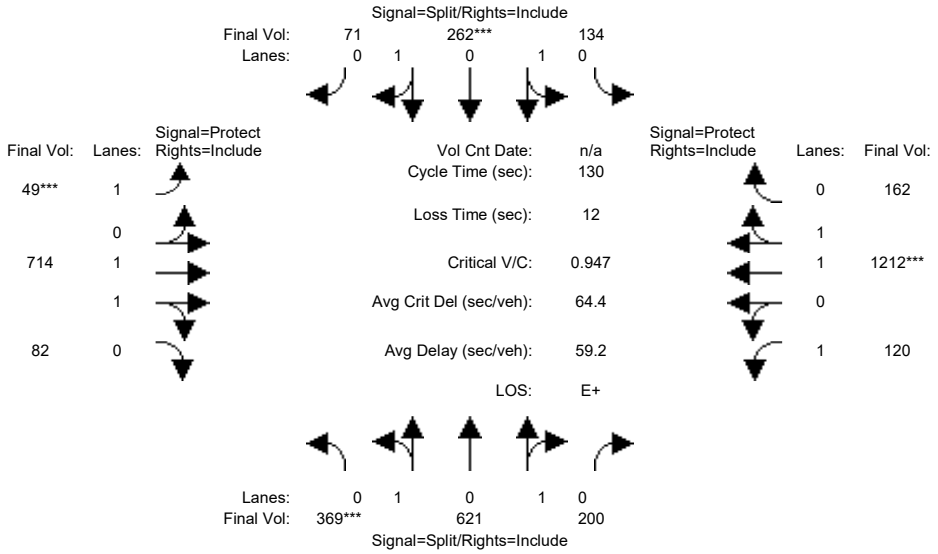
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	19	1	0	4	2	21	9	34	12	0	62	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	621	200	134	262	71	49	714	82	120	1212	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	621	200	134	262	71	49	714	82	120	1212	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	621	200	134	262	71	49	714	82	120	1212	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	621	200	134	262	71	49	714	82	120	1212	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.62	1.04	0.34	0.57	1.13	0.30	1.00	1.79	0.21	1.00	1.76	0.24
Final Sat.:	1116	1879	605	1033	2020	547	1750	3319	381	1750	3263	436
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.13	0.13	0.13	0.03	0.22	0.22	0.07	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	44.1	44.1	44.1	17.3	17.3	17.3	7.0	42.9	42.9	13.7	49.6	49.6
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.52	0.65	0.65	0.65	0.97	0.97
Delay/Veh:	62.1	62.1	62.1	90.4	90.4	90.4	65.0	38.4	38.4	64.0	57.6	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	62.1	62.1	90.4	90.4	90.4	65.0	38.4	38.4	64.0	57.6	57.6
LOS by Move:	E	E	E	F	F	F	E	D+	D+	E	E+	E+
HCM2kAvgQ:	24	24	24	12	12	12	2	14	14	5	30	30

Note: Queue reported is the number of cars per lane.

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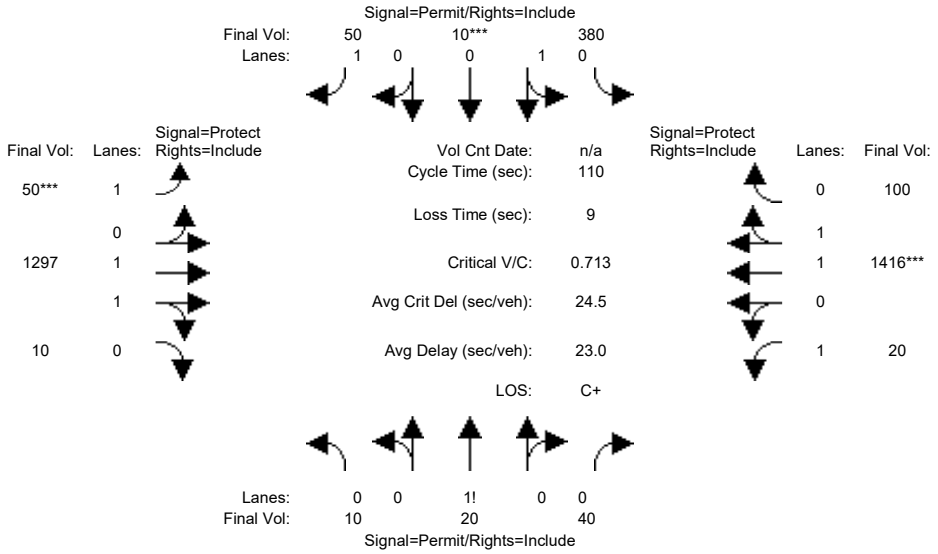
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive									Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100			
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	10	20	40	380	10	50	50	1297	10	20	1416	100			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	10	20	40	380	10	50	50	1297	10	20	1416	100			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	20	40	380	10	50	50	1297	10	20	1416	100			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	10	20	40	380	10	50	50	1297	10	20	1416	100			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95			
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14			
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3456	244			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.35	0.35	0.01	0.41	0.41			
Crit Moves:					****		****				****				
Green Time:	32.5	32.5	32.5	32.5	32.5	32.5	7.0	58.0	58.0	10.5	61.5	61.5			
Volume/Cap:	0.14	0.14	0.14	0.73	0.73	0.10	0.45	0.67	0.67	0.12	0.73	0.73			
Delay/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5			
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-			
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	20	20			

Note: Queue reported is the number of cars per lane.

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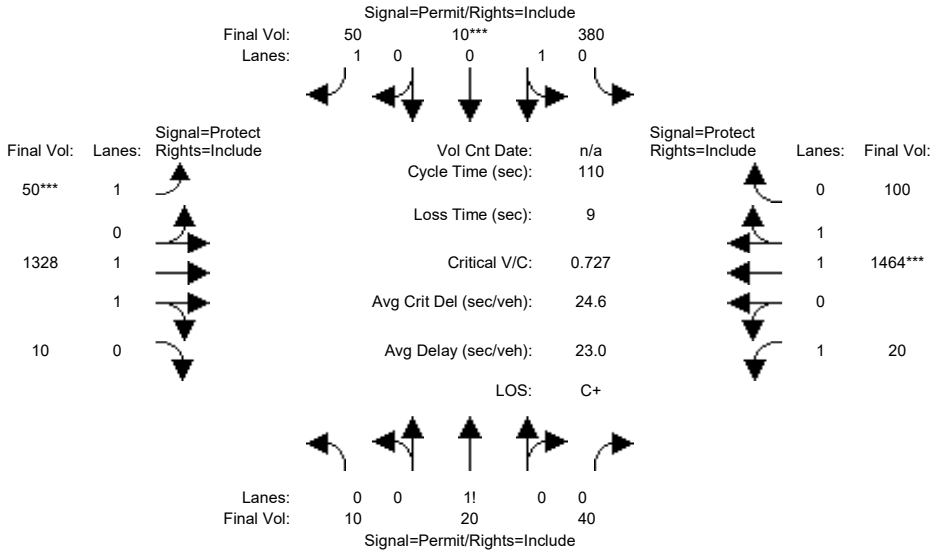
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	38	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1328	10	20	1464	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1328	10	20	1464	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1328	10	20	1464	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1328	10	20	1464	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3463	237
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.36	0.36	0.01	0.42	0.42
Crit Moves:					****		****				****	
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	7.0	58.8	58.8	10.3	62.1	62.1
Volume/Cap:	0.14	0.14	0.14	0.75	0.75	0.10	0.45	0.68	0.68	0.12	0.75	0.75
Delay/Veh:	29.0	29.0	29.0	41.4	41.4	28.7	52.5	19.6	19.6	46.0	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	29.0	41.4	41.4	28.7	52.5	19.6	19.6	46.0	19.6	19.6
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	21	21

Note: Queue reported is the number of cars per lane.

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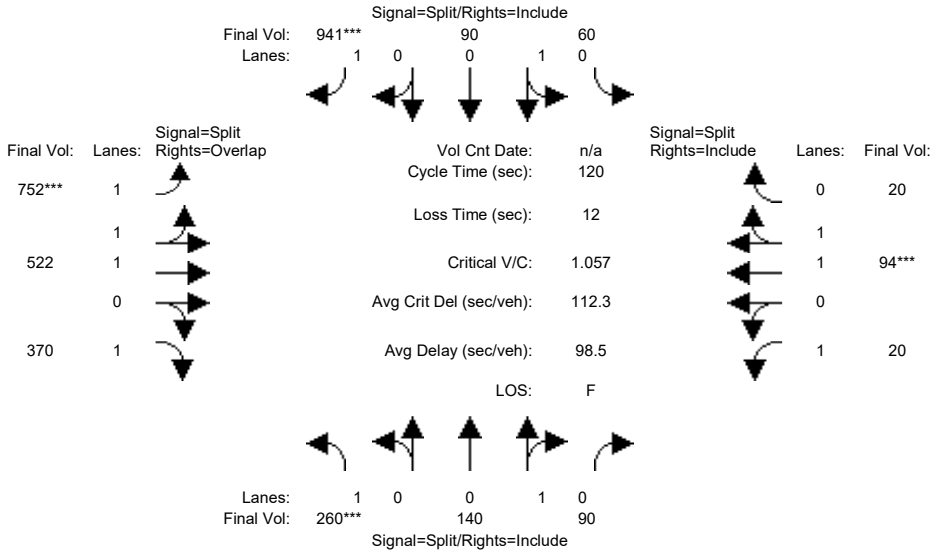
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	1	2	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	941	752	522	370	20	94	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	941	752	522	370	20	94	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	941	752	522	370	20	94	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	941	752	522	370	20	94	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.81	1.19	1.00	1.00	1.64	0.36
Final Sat.:	1750	1096	704	720	1080	1750	3214	2231	1750	1750	3050	649
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.23	0.23	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	15.8	15.8	15.8	57.3	57.3	57.3	24.9	24.9	40.7	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.37	0.37
Delay/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
LOS by Move:	F	F	F	B	B	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	2	2

Note: Queue reported is the number of cars per lane.

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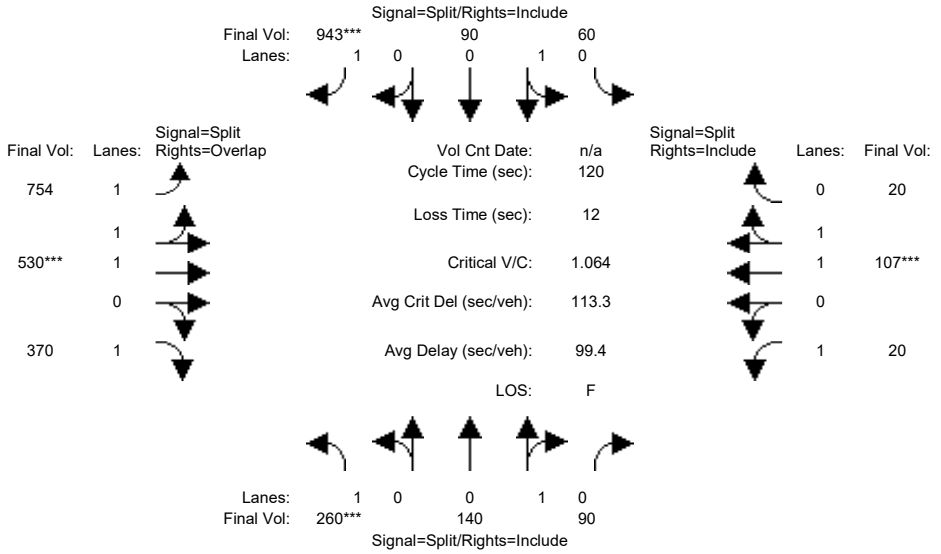
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	3	4	10	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	943	754	530	370	20	107	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	943	754	530	370	20	107	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	943	754	530	370	20	107	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	943	754	530	370	20	107	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.80	1.20	1.00	1.00	1.68	0.32
Final Sat.:	1750	1096	704	720	1080	1750	3198	2248	1750	1750	3117	583
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.24	0.24	0.21	0.01	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	15.8	15.8	15.8	57.2	57.2	57.2	25.0	25.0	40.8	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.41	0.41
Delay/Veh:	151.1	102	102.4	18.0	18.0	105.0	117.7	118	35.2	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.1	102	102.4	18.0	18.0	105.0	117.7	118	35.2	51.4	53.1	53.1
LOS by Move:	F	F	F	B-	B-	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	3	3

Note: Queue reported is the number of cars per lane.

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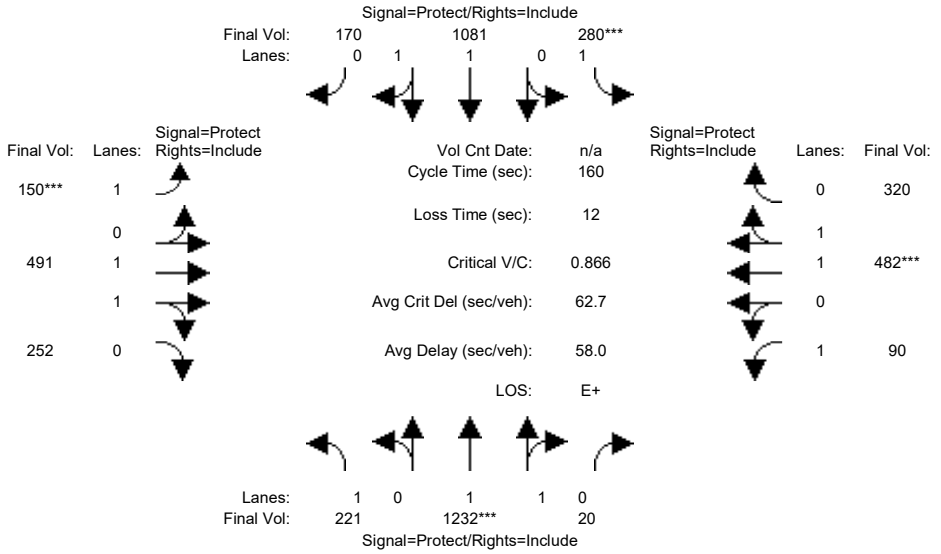
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	1	2	0	0	1	0	0	1	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1232	20	280	1081	170	150	491	252	90	482	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1232	20	280	1081	170	150	491	252	90	482	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.30	0.70	1.00	1.18	0.82
Final Sat.:	1750	3641	59	1750	3197	503	1750	2444	1254	1750	2223	1476
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	25.0	62.5	62.5	29.6	67.0	67.0	15.8	44.5	44.5	11.4	40.1	40.1
Volume/Cap:	0.81	0.87	0.87	0.87	0.81	0.81	0.87	0.72	0.72	0.72	0.87	0.87
Delay/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2kAvgQ:	13	31	31	17	29	29	7	15	15	5	20	20

Note: Queue reported is the number of cars per lane.

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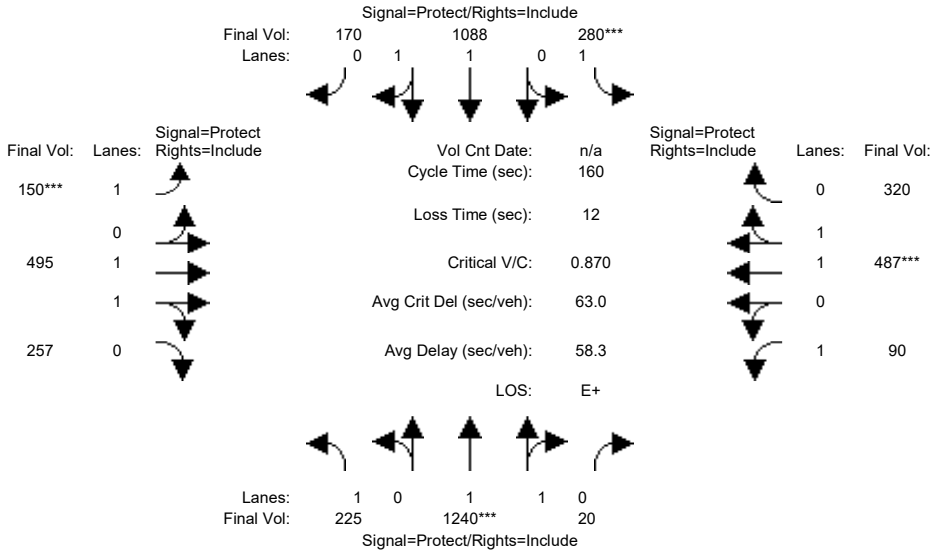
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	5	10	0	0	8	0	0	5	7	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1240	20	280	1088	170	150	495	257	90	487	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1240	20	280	1088	170	150	495	257	90	487	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1240	20	280	1088	170	150	495	257	90	487	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	1240	20	280	1088	170	150	495	257	90	487	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.30	0.70	1.00	1.19	0.81
Final Sat.:	1750	3641	59	1750	3200	500	1750	2435	1264	1750	2232	1466
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	25.3	62.7	62.7	29.4	66.8	66.8	15.8	44.6	44.6	11.3	40.1	40.1
Volume/Cap:	0.81	0.87	0.87	0.87	0.81	0.81	0.87	0.73	0.73	0.73	0.87	0.87
Delay/Veh:	81.8	50.9	50.9	85.0	44.6	44.6	105.8	54.9	54.9	92.5	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	50.9	50.9	85.0	44.6	44.6	105.8	54.9	54.9	92.5	66.3	66.3
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2kAvgQ:	14	31	31	17	29	29	7	16	16	5	20	20

Note: Queue reported is the number of cars per lane.

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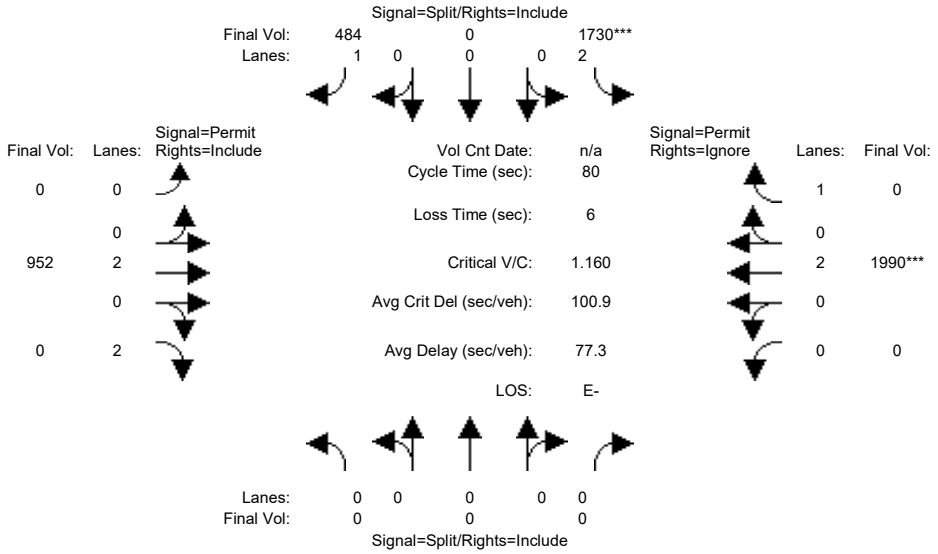
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	4	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	484	0	952	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	484	0	952	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.58	0.00	0.55	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	8	0	0	42	0

Note: Queue reported is the number of cars per lane.

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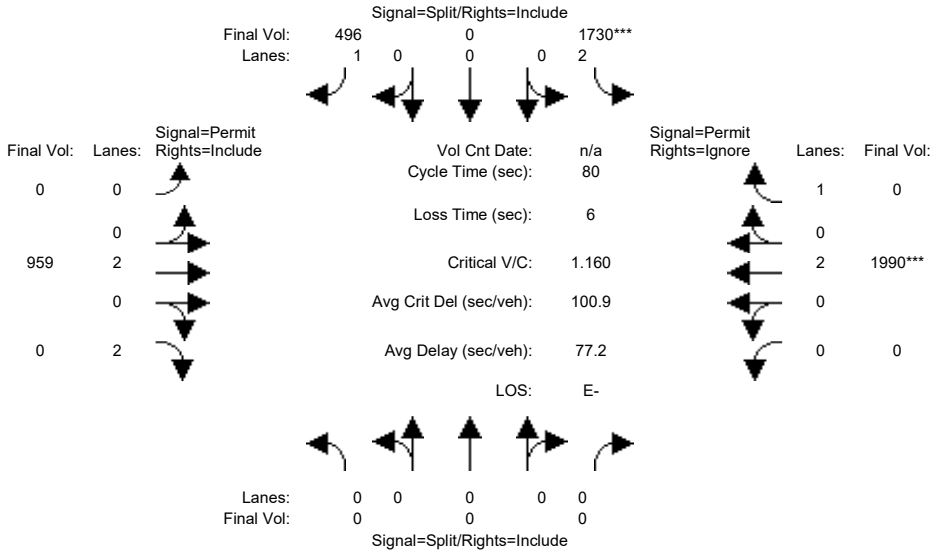
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	16	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	496	0	959	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	496	0	959	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	496	0	959	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	496	0	959	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.60	0.00	0.56	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	9	0	0	42	0

Note: Queue reported is the number of cars per lane.

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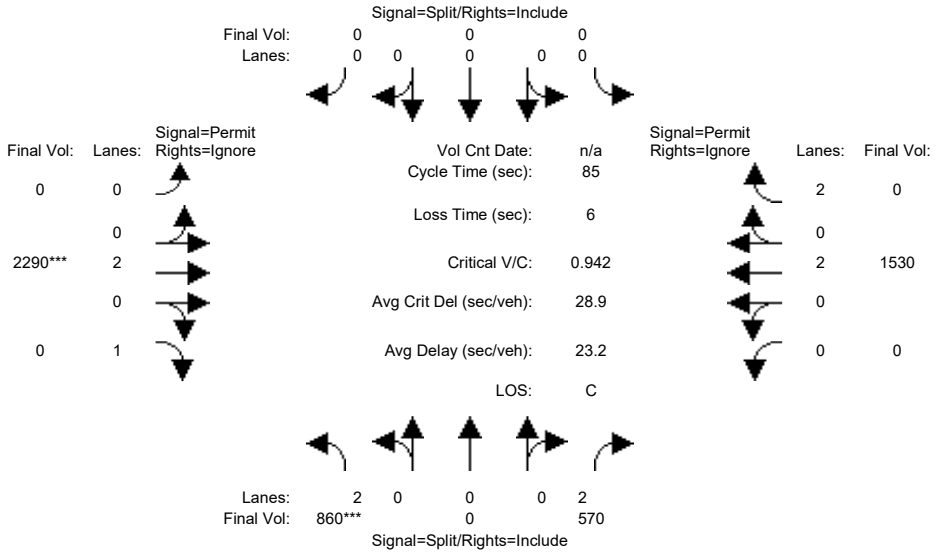
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	512	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2kAvgQ:	18	0	9	0	0	0	0	30	0	0	13	0

Note: Queue reported is the number of cars per lane.

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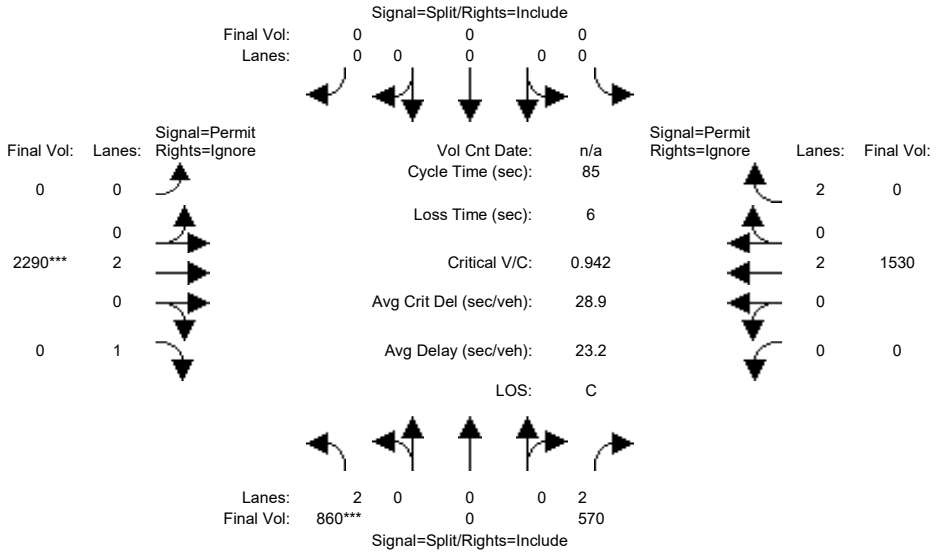
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	518	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2kAvgQ:	18	0	9	0	0	0	0	30	0	0	13	0

Note: Queue reported is the number of cars per lane.

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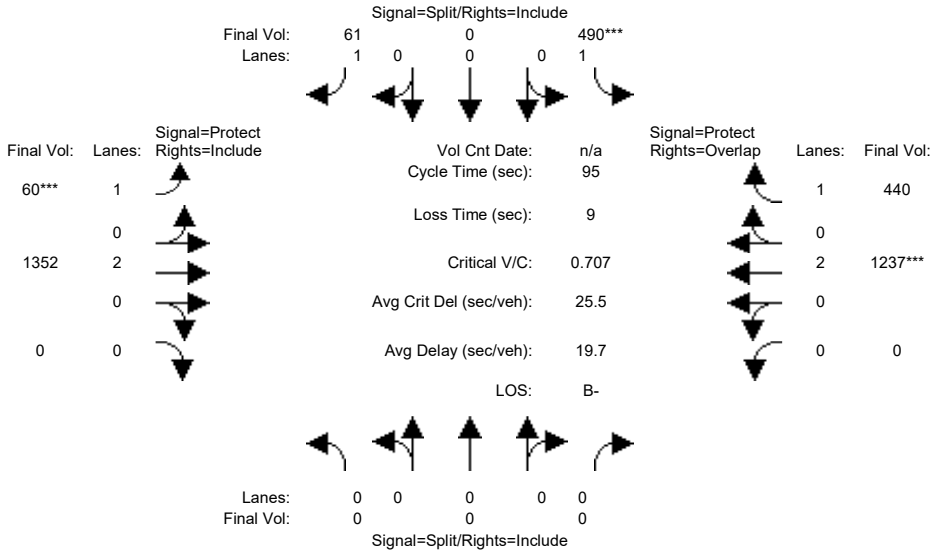
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	1	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	61	60	1352	0	0	1237	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	61	60	1352	0	0	1237	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.5	0.0	36.5	7.0	49.5	0.0	0.0	42.5	79.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.09	0.47	0.68	0.00	0.00	0.73	0.30
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	1	2	14	0	0	15	3

Note: Queue reported is the number of cars per lane.

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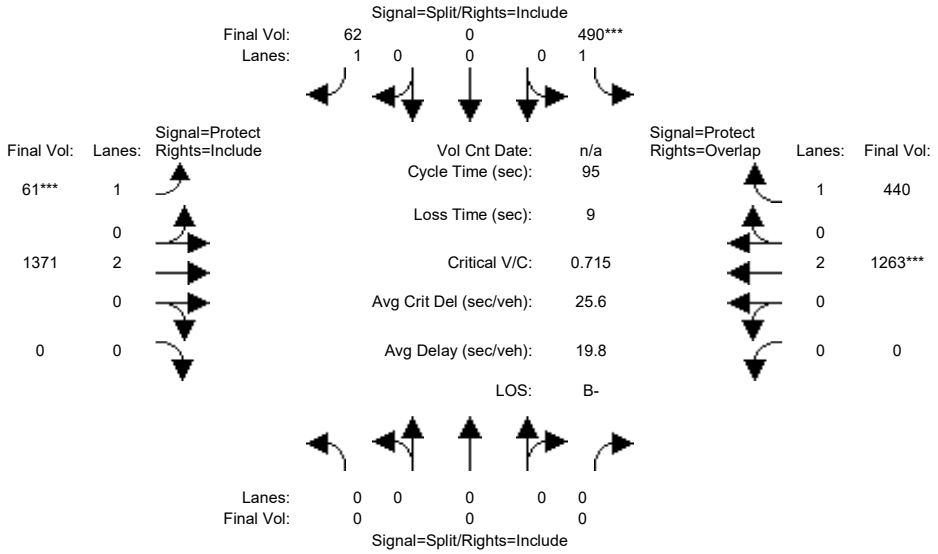
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	2	1	21	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	62	61	1371	0	0	1263	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	62	61	1371	0	0	1263	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	62	61	1371	0	0	1263	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	62	61	1371	0	0	1263	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.04	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.09	0.47	0.69	0.00	0.00	0.74	0.30
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.8	0.0	0.0	23.1	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.8	0.0	0.0	23.1	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	15	0	1	2	14	0	0	15	3

Note: Queue reported is the number of cars per lane.

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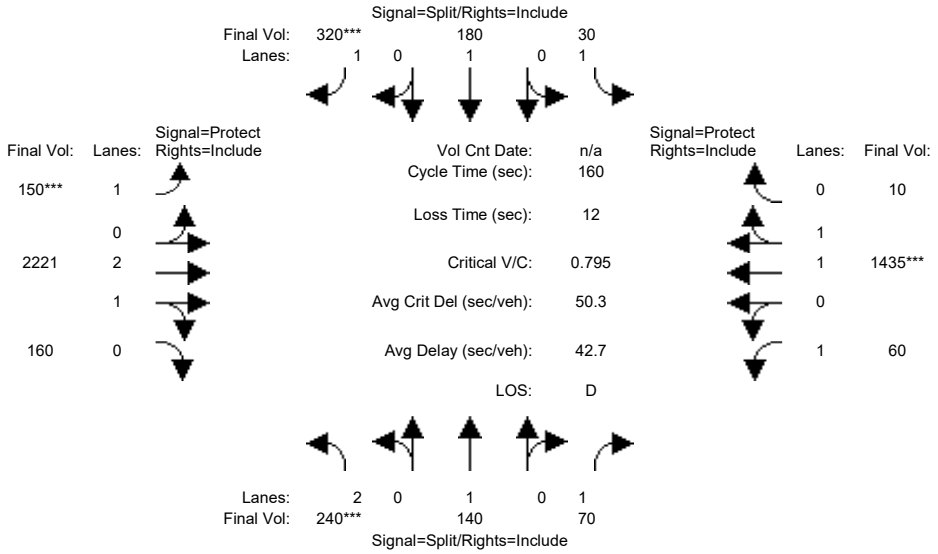
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2221	160	60	1435	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2221	160	60	1435	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5223	376	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.3	15.3	15.3	36.8	36.8	36.8	17.3	86.9	86.9	8.9	78.6	78.6
Volume/Cap:	0.79	0.77	0.42	0.07	0.41	0.79	0.79	0.78	0.78	0.61	0.79	0.79
Delay/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	7	18	8	31	31	3	30	30

Note: Queue reported is the number of cars per lane.

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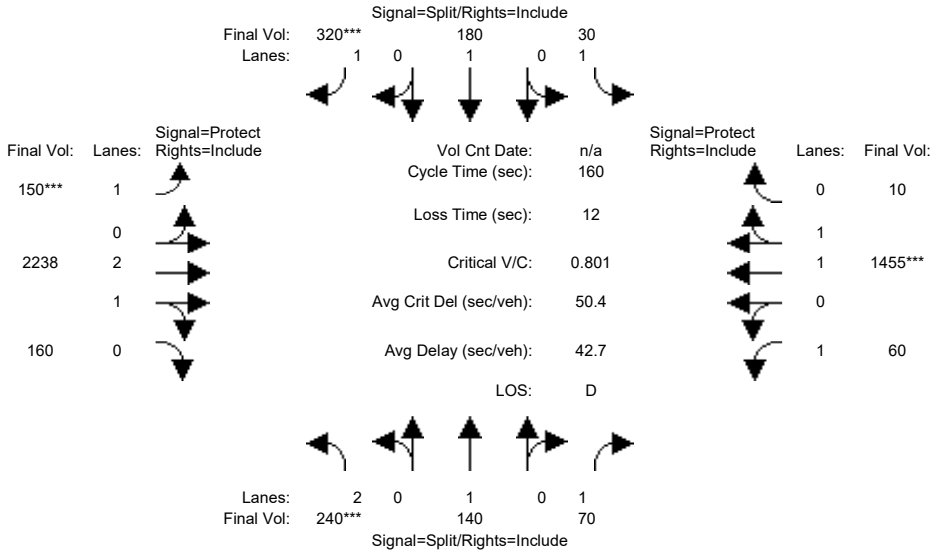
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	18	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2238	160	60	1455	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2238	160	60	1455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2238	160	60	1455	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2238	160	60	1455	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5226	374	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	15.2	15.2	15.2	36.5	36.5	36.5	17.1	87.3	87.3	8.9	79.1	79.1
Volume/Cap:	0.80	0.77	0.42	0.08	0.41	0.80	0.80	0.78	0.78	0.61	0.80	0.80
Delay/Veh:	85.1	89.3	69.9	48.5	53.3	69.3	91.0	30.3	30.3	85.0	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	89.3	69.9	48.5	53.3	69.3	91.0	30.3	30.3	85.0	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	8	18	8	31	31	3	31	31

Note: Queue reported is the number of cars per lane.

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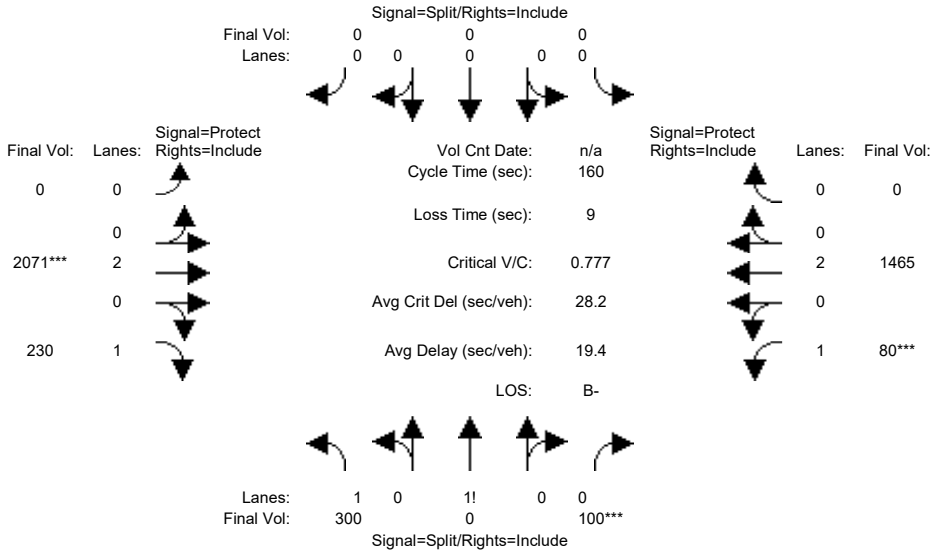
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2071	230	80	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2071	230	80	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.4	0.0	29.4	0.0	0.0	0.0	0.0	112	112.2	9.4	122	0.0
Volume/Cap:	0.58	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	32	4	4	13	0

Note: Queue reported is the number of cars per lane.

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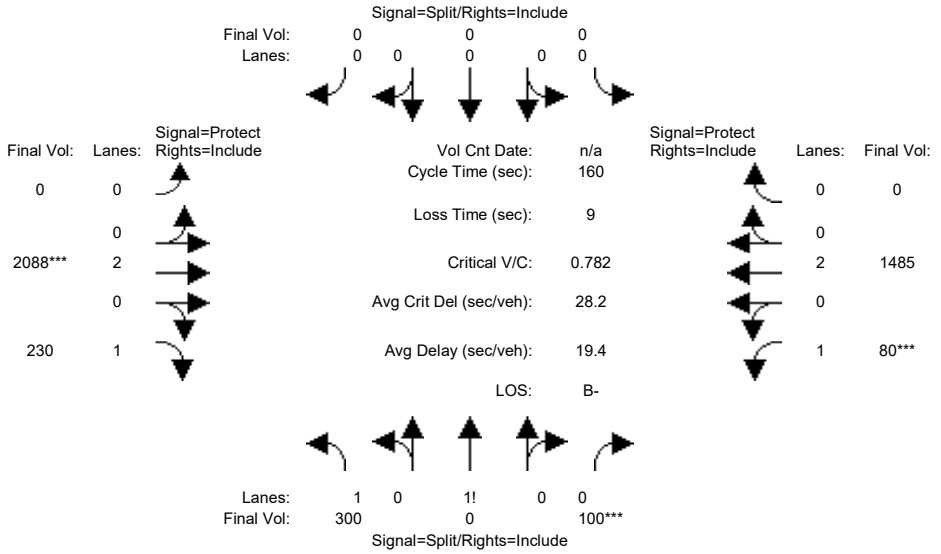
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	18	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2088	230	80	1485	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2088	230	80	1485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2088	230	80	1485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2088	230	80	1485	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	112	112.4	9.4	122	0.0
Volume/Cap:	0.59	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.2	0.0	70.0	0.0	0.0	0.0	0.0	17.3	8.2	105.7	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	0.0	70.0	0.0	0.0	0.0	0.0	17.3	8.2	105.7	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	33	4	4	13	0

Note: Queue reported is the number of cars per lane.

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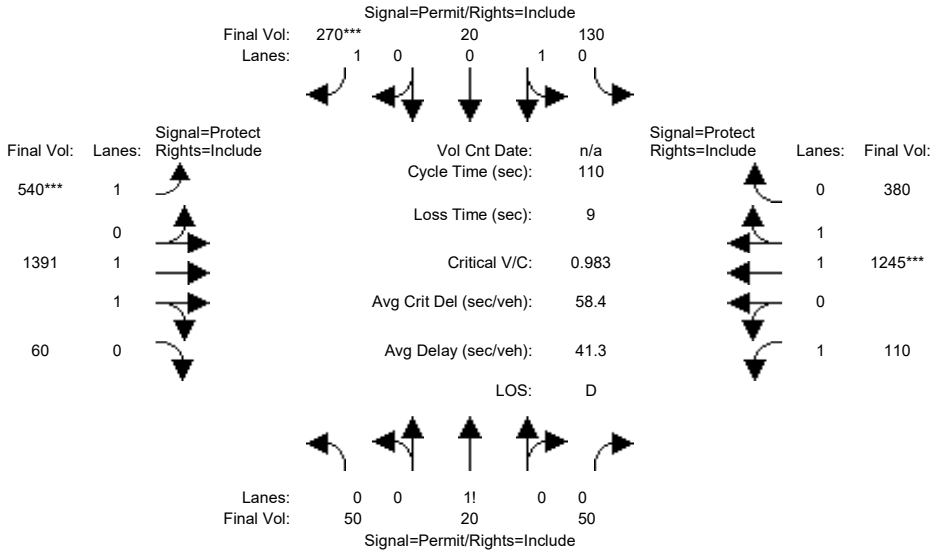
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1391	60	110	1245	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1391	60	110	1245	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3547	153	1750	2834	865
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.39	0.39	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	34.5	72.0	72.0	11.7	49.2	49.2
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.98	0.98	0.60	0.60	0.59	0.98	0.98
Delay/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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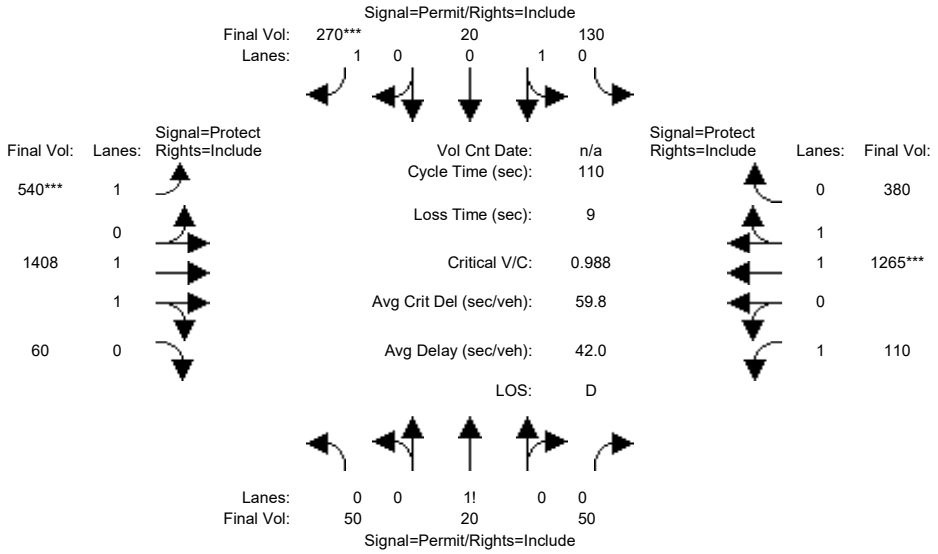
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	18	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1408	60	110	1265	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1408	60	110	1265	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1408	60	110	1265	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1408	60	110	1265	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.53	0.47
Final Sat.:	729	292	729	1560	240	1750	1750	3549	151	1750	2845	855
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.40	0.40	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	34.3	72.2	72.2	11.6	49.5	49.5
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.99	0.99	0.60	0.60	0.60	0.99	0.99
Delay/Veh:	43.2	43.2	43.2	44.7	44.7	97.4	73.0	11.2	11.2	52.2	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.2	44.7	44.7	97.4	73.0	11.2	11.2	52.2	49.3	49.3
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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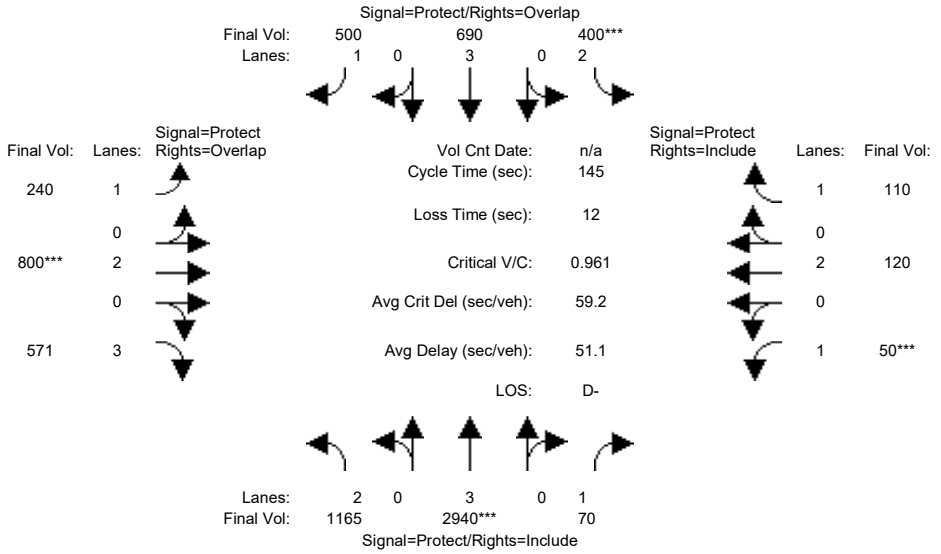
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	5	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1165	2940	70	400	690	500	240	800	571	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1165	2940	70	400	690	500	240	800	571	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****			****				****		****	
Green Time:	67.7	76.2	76.2	18.8	27.2	52.5	25.3	31.1	98.8	7.0	12.7	12.7
Volume/Cap:	0.79	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.18	0.59	0.36	0.72
Delay/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	27	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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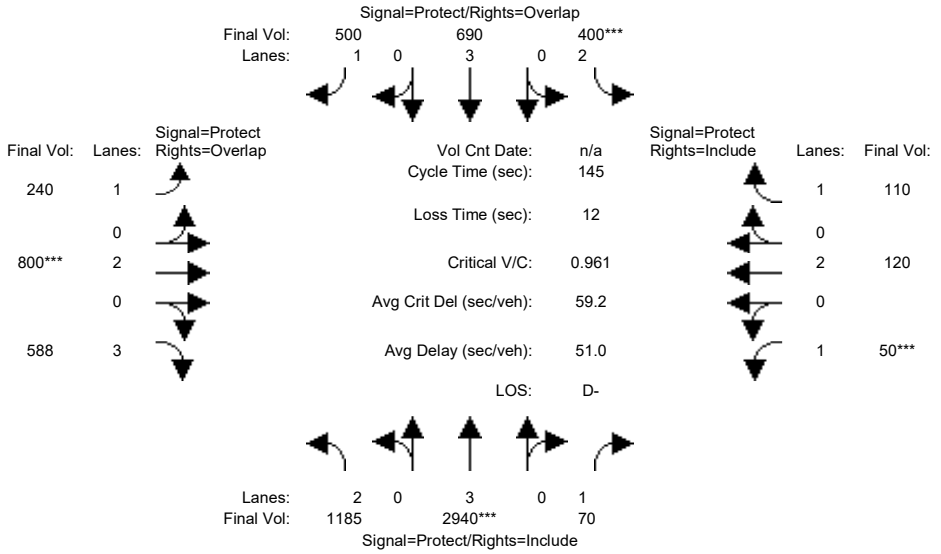
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	25	0	0	0	0	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1185	2940	70	400	690	500	240	800	588	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1185	2940	70	400	690	500	240	800	588	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1185	2940	70	400	690	500	240	800	588	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1185	2940	70	400	690	500	240	800	588	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****			****				****		****	
Green Time:	68.0	76.2	76.2	18.8	26.9	52.2	25.3	31.1	99.1	7.0	12.7	12.7
Volume/Cap:	0.80	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.19	0.59	0.36	0.72
Delay/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	28	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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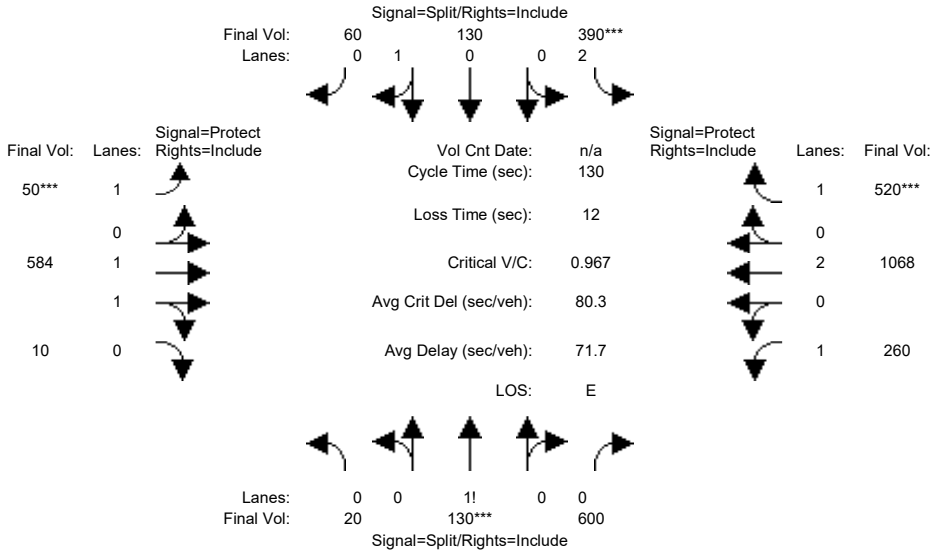
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	584	10	260	1068	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	584	10	260	1068	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	584	10	260	1068	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	584	10	260	1068	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.28	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	23.8	23.8	22.0	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.94	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E+	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	23	26

Note: Queue reported is the number of cars per lane.

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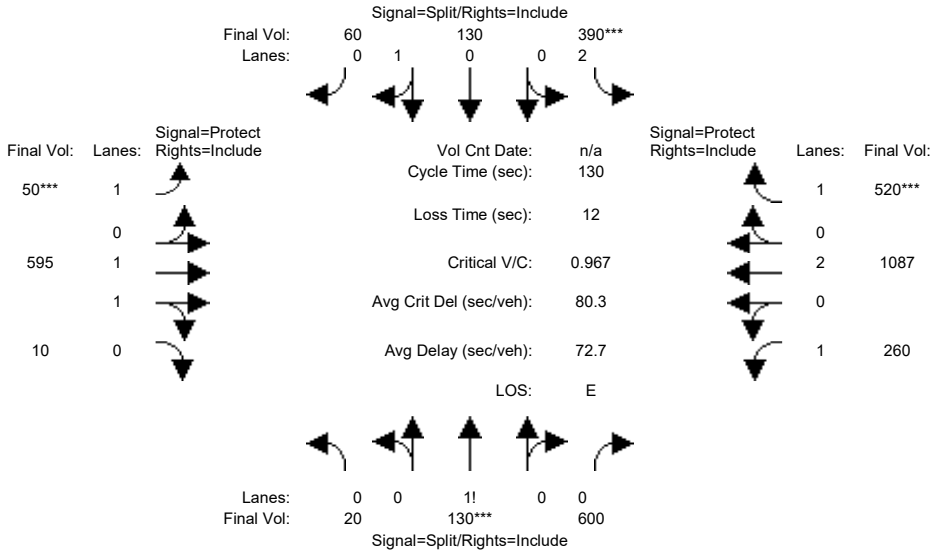
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	15	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	595	10	260	1087	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	595	10	260	1087	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	595	10	260	1087	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	595	10	260	1087	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3639	61	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.29	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	24.0	24.0	21.8	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.89	0.89	0.89	0.96	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.9	64.9	78.6	62.3	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.9	64.9	78.6	62.3	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	24	26

Note: Queue reported is the number of cars per lane.

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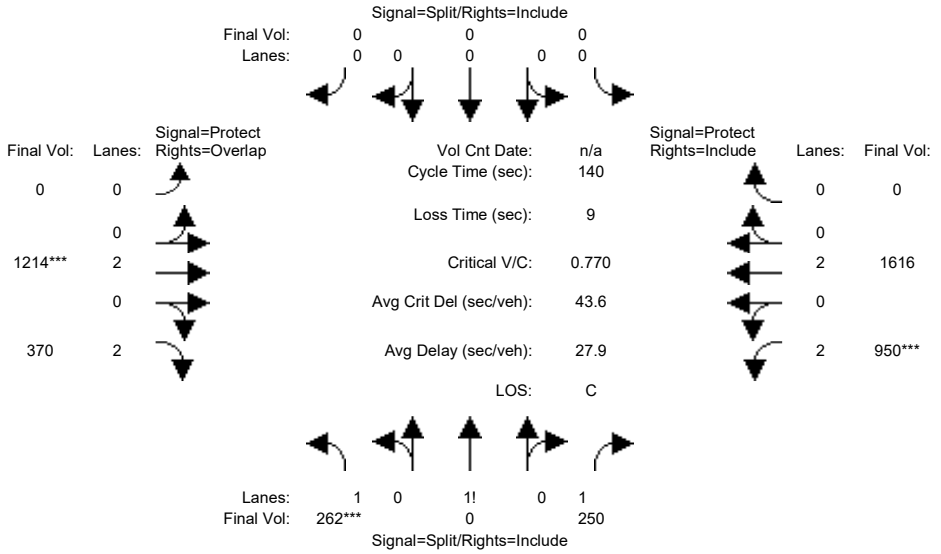
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	250	0	0	0	0	1214	370	950	1616	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	250	0	0	0	0	1214	370	950	1616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2646	0	2604	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	58.1	76.1	54.9	113	0.0
Volume/Cap:	0.77	0.00	0.75	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	21	5	20	11	0

Note: Queue reported is the number of cars per lane.

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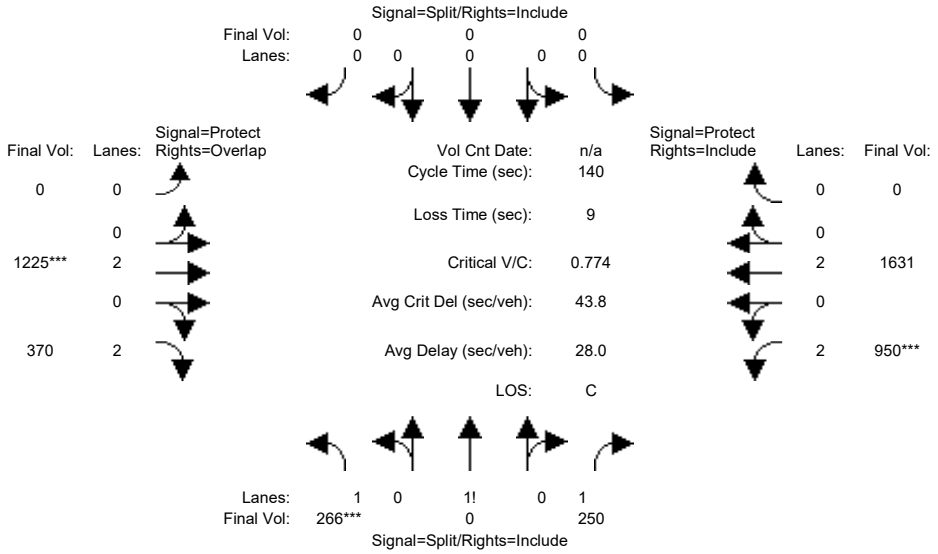
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	6	0	0	0	0	0	0	15	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	0	250	0	0	0	0	1225	370	950	1631	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	0	250	0	0	0	0	1225	370	950	1631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	0	250	0	0	0	0	1225	370	950	1631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	0	250	0	0	0	0	1225	370	950	1631	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.52	0.00	1.48	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2652	0	2598	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.1	0.0	18.1	0.0	0.0	0.0	0.0	58.3	76.5	54.5	113	0.0
Volume/Cap:	0.77	0.00	0.74	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.6	0.0	63.0	0.0	0.0	0.0	0.0	37.6	16.4	40.5	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	0.0	63.0	0.0	0.0	0.0	0.0	37.6	16.4	40.5	4.8	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	21	5	20	11	0

Note: Queue reported is the number of cars per lane.

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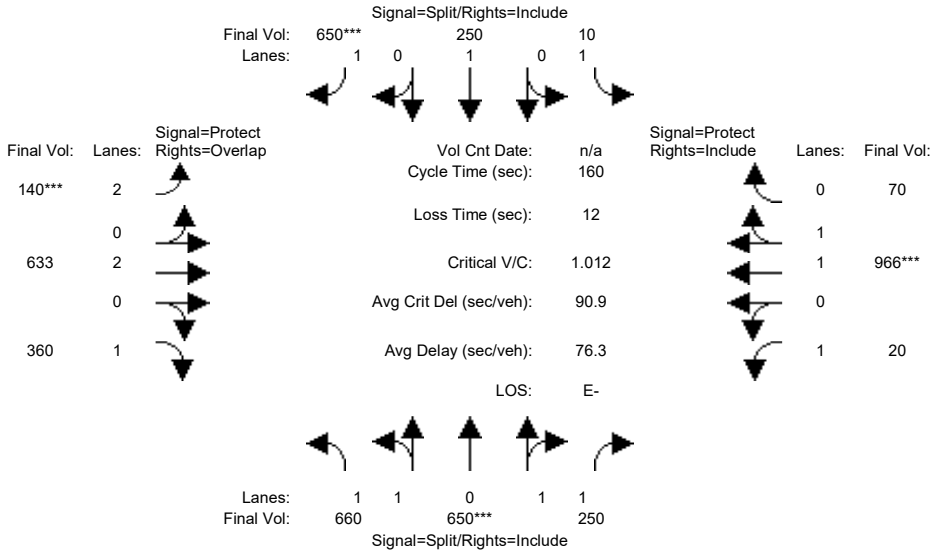
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	633	360	20	966	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	633	360	20	966	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	633	360	20	966	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	633	360	20	966	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	38.0	38.0	38.0	58.7	58.7	58.7	7.0	40.6	78.6	10.7	44.3	44.3
Volume/Cap:	1.01	1.01	0.60	0.02	0.36	1.01	1.01	0.66	0.42	0.17	1.01	1.01
Delay/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
LOS by Move:	F	F	D-	C-	D+	F	F	E+	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	41	5	13	11	1	30	30

Note: Queue reported is the number of cars per lane.

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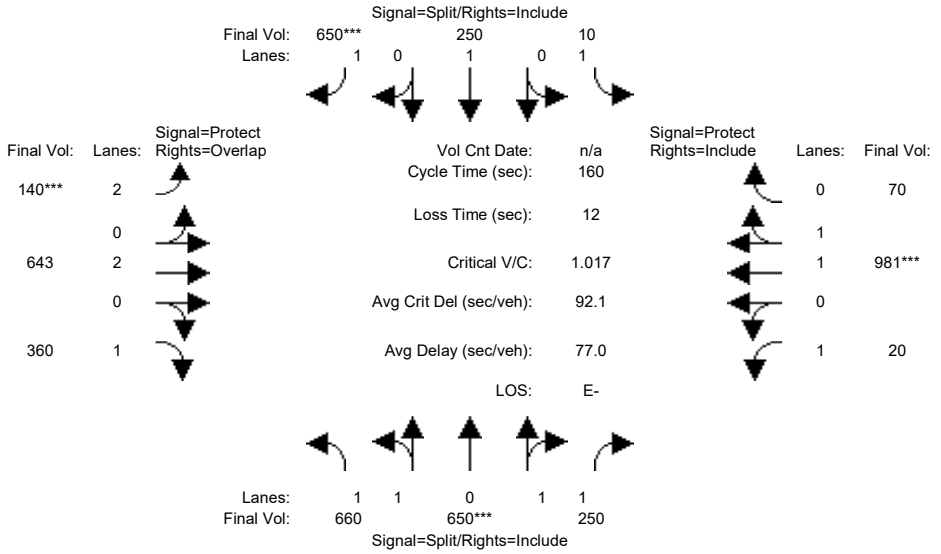
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	13	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	643	360	20	981	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	643	360	20	981	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	643	360	20	981	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	643	360	20	981	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3453	246
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	37.9	37.9	37.9	58.4	58.4	58.4	7.0	41.1	78.9	10.6	44.7	44.7
Volume/Cap:	1.02	1.02	0.60	0.02	0.36	1.02	1.02	0.66	0.42	0.17	1.02	1.02
Delay/Veh:	88.3	88.3	54.8	32.4	37.4	90.6	157.4	54.9	26.2	71.2	89.9	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	88.3	54.8	32.4	37.4	90.6	157.4	54.9	26.2	71.2	89.9	89.9
LOS by Move:	F	F	D-	C-	D+	F	F	D-	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	42	5	13	11	1	31	31

Note: Queue reported is the number of cars per lane.

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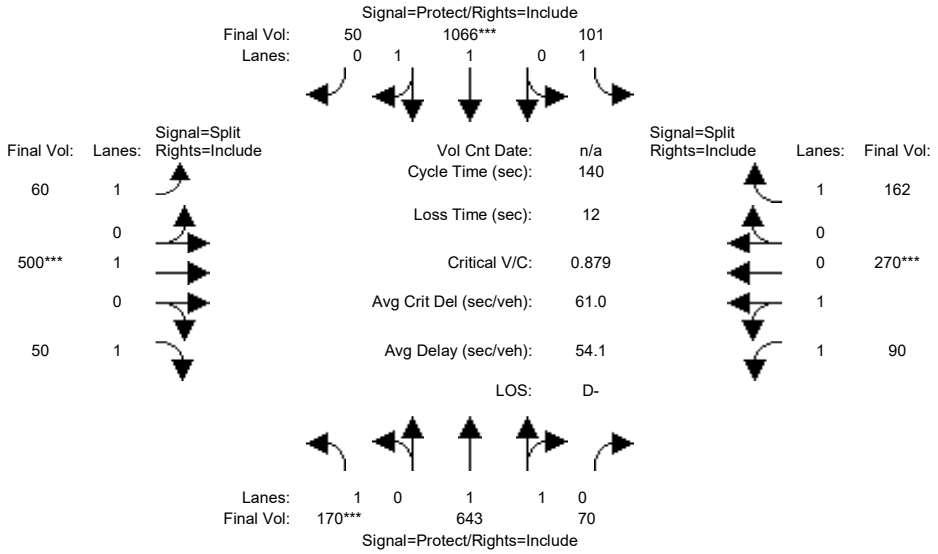
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	3	0	1	6	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	643	70	101	1066	50	60	500	50	90	270	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	643	70	101	1066	50	60	500	50	90	270	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	643	70	101	1066	50	60	500	50	90	270	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	643	70	101	1066	50	60	500	50	90	270	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3336	363	1750	3534	166	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.30	0.30	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.5	48.9	48.9	14.6	48.0	48.0	41.9	41.9	41.9	22.6	22.6	22.6
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.11	0.88	0.10	0.32	0.88	0.57
Delay/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	12	12	4	24	24	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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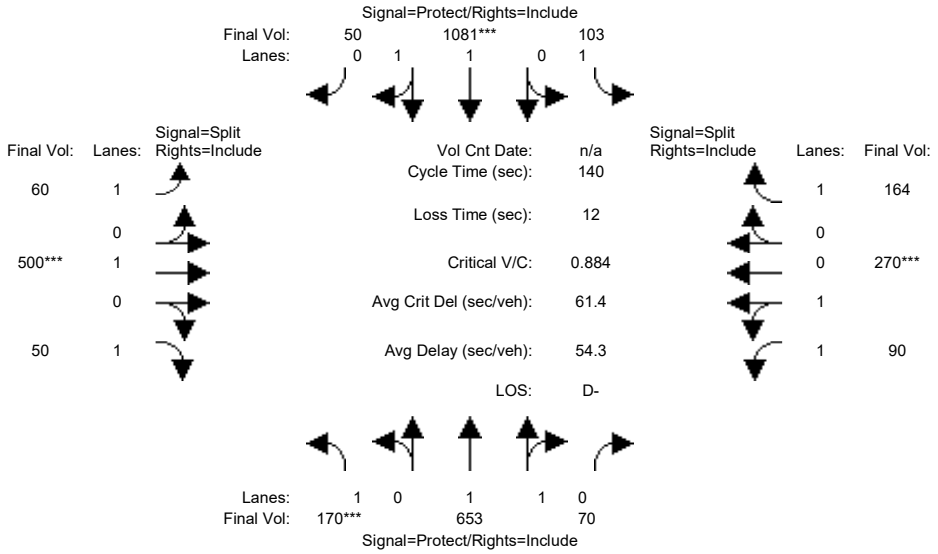
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	13	0	3	21	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	653	70	103	1081	50	60	500	50	90	270	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	653	70	103	1081	50	60	500	50	90	270	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	653	70	103	1081	50	60	500	50	90	270	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	653	70	103	1081	50	60	500	50	90	270	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3342	358	1750	3536	164	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.06	0.31	0.31	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.4	49.0	49.0	14.8	48.4	48.4	41.7	41.7	41.7	22.5	22.5	22.5
Volume/Cap:	0.88	0.56	0.56	0.56	0.88	0.88	0.12	0.88	0.10	0.32	0.88	0.58
Delay/Veh:	96.2	37.3	37.3	63.3	50.7	50.7	35.8	62.1	35.6	52.1	77.3	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.2	37.3	37.3	63.3	50.7	50.7	35.8	62.1	35.6	52.1	77.3	57.5
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	12	12	4	24	24	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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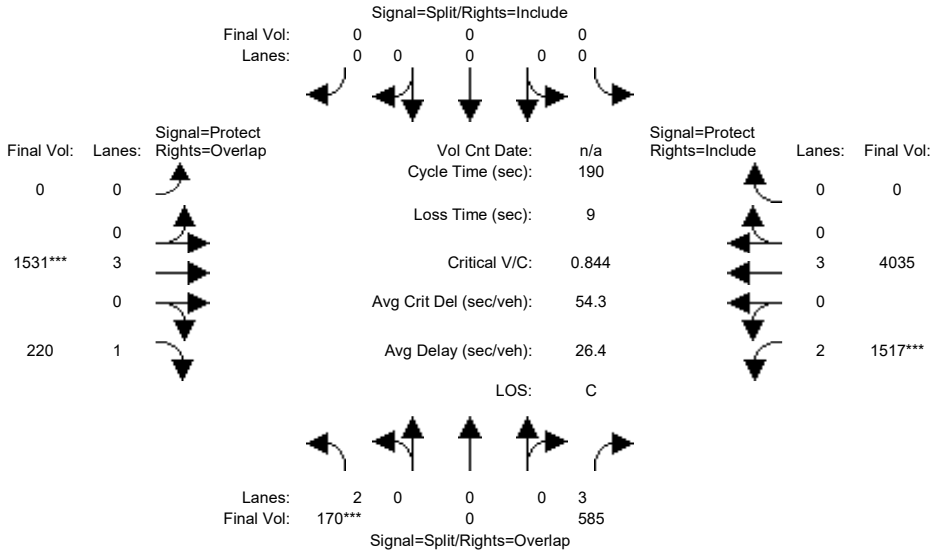
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	5	0	0	0	0	1	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	585	0	0	0	0	1531	220	1517	4035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	585	0	0	0	0	1531	220	1517	4035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.48	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.1	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.6	108.4	169	0.0
Volume/Cap:	0.84	0.00	0.20	0.00	0.00	0.00	0.00	0.84	0.33	0.84	0.80	0.00
Delay/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	26	9	44	31	0

Note: Queue reported is the number of cars per lane.

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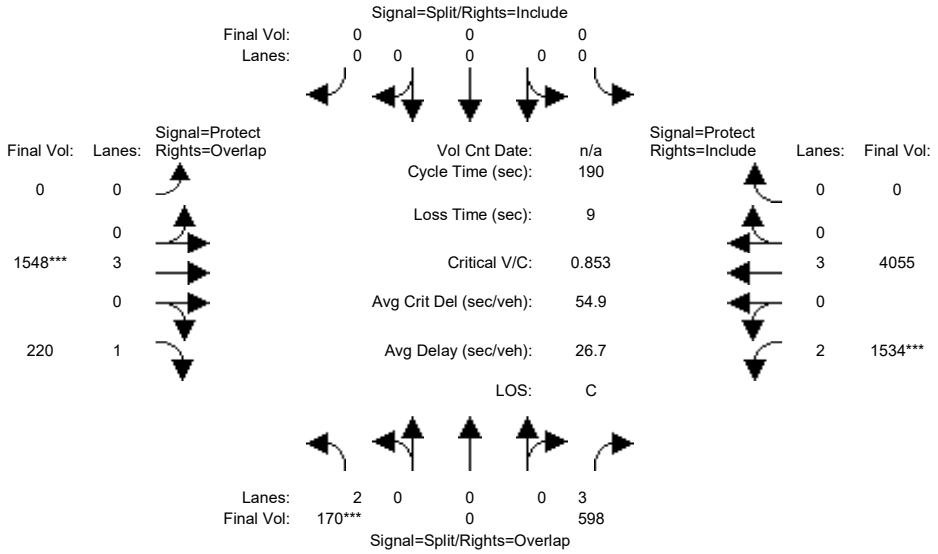
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	18	0	0	0	0	18	0	24	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	598	0	0	0	0	1548	220	1534	4055	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	598	0	0	0	0	1548	220	1534	4055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	598	0	0	0	0	1548	220	1534	4055	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	598	0	0	0	0	1548	220	1534	4055	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.49	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.0	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.5	108.5	169	0.0
Volume/Cap:	0.85	0.00	0.21	0.00	0.00	0.00	0.00	0.85	0.33	0.85	0.80	0.00
Delay/Veh:	116.2	0.0	14.7	0.0	0.0	0.0	0.0	64.7	41.8	38.3	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.2	0.0	14.7	0.0	0.0	0.0	0.0	64.7	41.8	38.3	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	26	9	46	31	0

Note: Queue reported is the number of cars per lane.

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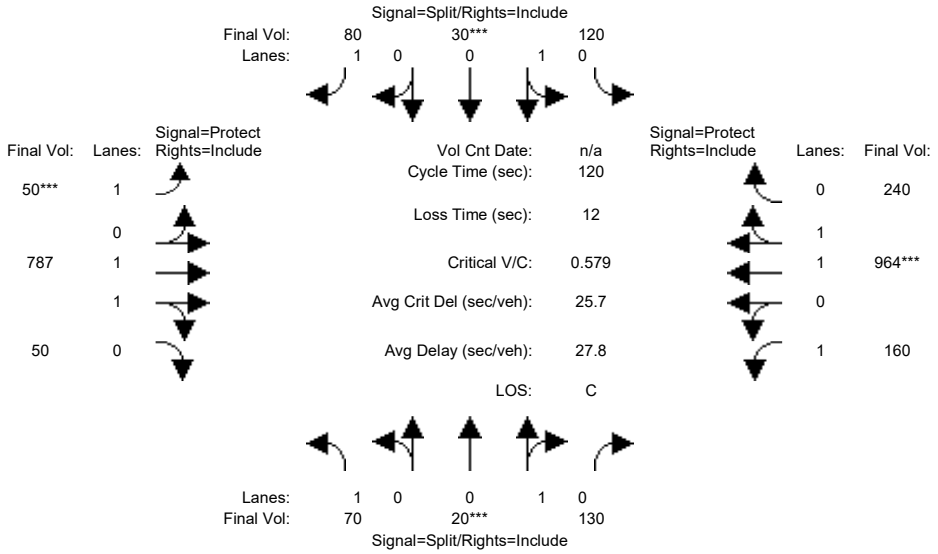
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	17	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	787	50	160	964	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	787	50	160	964	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	787	50	160	964	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	787	50	160	964	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.59	0.41
Final Sat.:	1750	240	1560	1440	360	1750	1750	3479	221	1750	2962	737
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.23	0.23	0.09	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	7.0	52.6	52.6	21.2	66.8	66.8
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.52	0.52	0.52	0.58	0.58
Delay/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	14	14

Note: Queue reported is the number of cars per lane.

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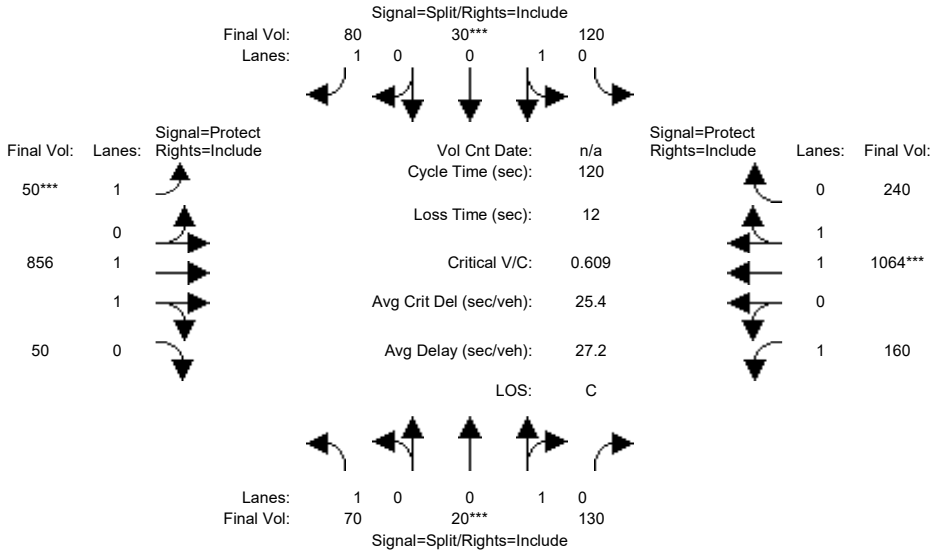
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	86	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	856	50	160	1064	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	856	50	160	1064	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	856	50	160	1064	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	856	50	160	1064	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.89	0.11	1.00	1.62	0.38
Final Sat.:	1750	240	1560	1440	360	1750	1750	3496	204	1750	3019	681
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.24	0.24	0.09	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	16.2	16.2	16.2	16.2	16.2	16.2	7.0	55.0	55.0	20.5	68.6	68.6
Volume/Cap:	0.30	0.62	0.62	0.62	0.62	0.34	0.49	0.53	0.53	0.53	0.62	0.62
Delay/Veh:	47.5	53.7	53.7	53.7	53.7	47.9	58.4	23.6	23.6	47.2	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	53.7	53.7	53.7	53.7	47.9	58.4	23.6	23.6	47.2	17.6	17.6
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	15	15

Note: Queue reported is the number of cars per lane.

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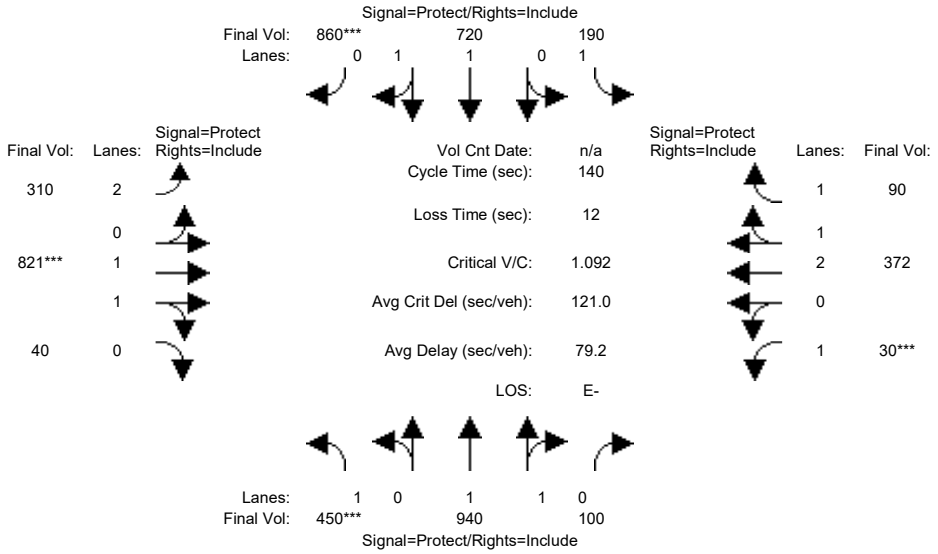
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	821	40	30	372	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	821	40	30	372	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	821	40	30	372	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	821	40	30	372	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3528	172	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****		****		
Green Time:	31.7	66.6	66.6	25.7	60.6	60.6	20.7	28.7	28.7	7.0	15.0	15.0
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.67	1.14	1.14	0.34	0.61	0.47
Delay/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
LOS by Move:	F	C	C	E+	D	F	E	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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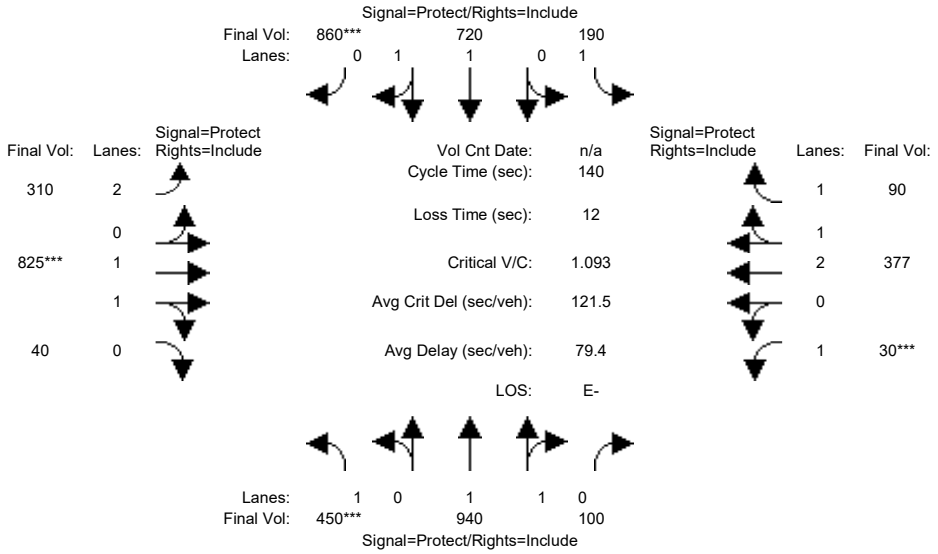
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	5	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	825	40	30	377	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	825	40	30	377	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	825	40	30	377	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	825	40	30	377	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3529	171	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****			****	
Green Time:	31.7	66.5	66.5	25.7	60.5	60.5	20.7	28.8	28.8	7.0	15.1	15.1
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.66	1.14	1.14	0.34	0.62	0.46
Delay/Veh:	142.1	27.4	27.4	55.3	41.5	110.6	59.9	133	132.8	66.6	61.3	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.1	27.4	27.4	55.3	41.5	110.6	59.9	133	132.8	66.6	61.3	59.0
LOS by Move:	F	C	C	E+	D	F	E+	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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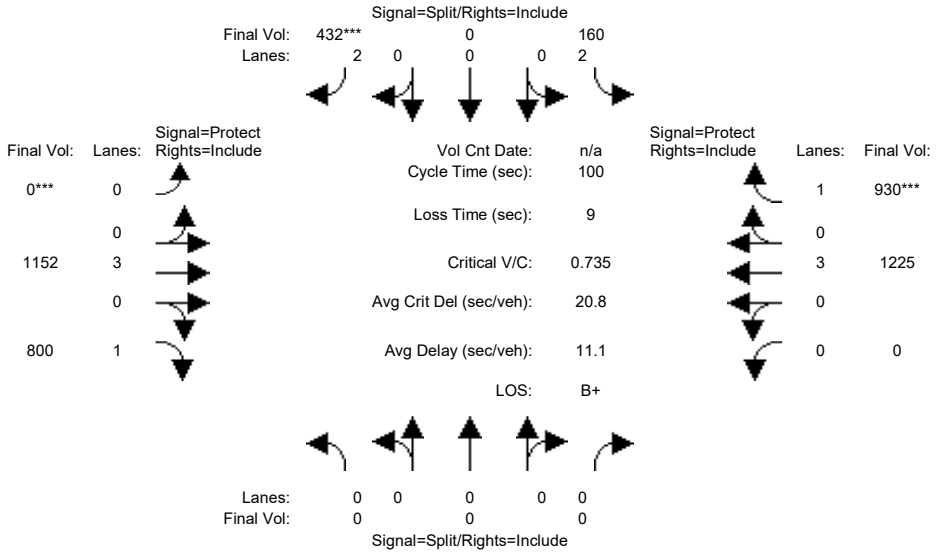
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	2	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	432	0	1152	800	0	1225	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	432	0	1152	800	0	1225	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.21	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	0.0	72.3	72.3	0.0	72.3	72.3
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.28	0.63	0.00	0.30	0.73
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
LOS by Move:	A	A	A	D+	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	18

Note: Queue reported is the number of cars per lane.

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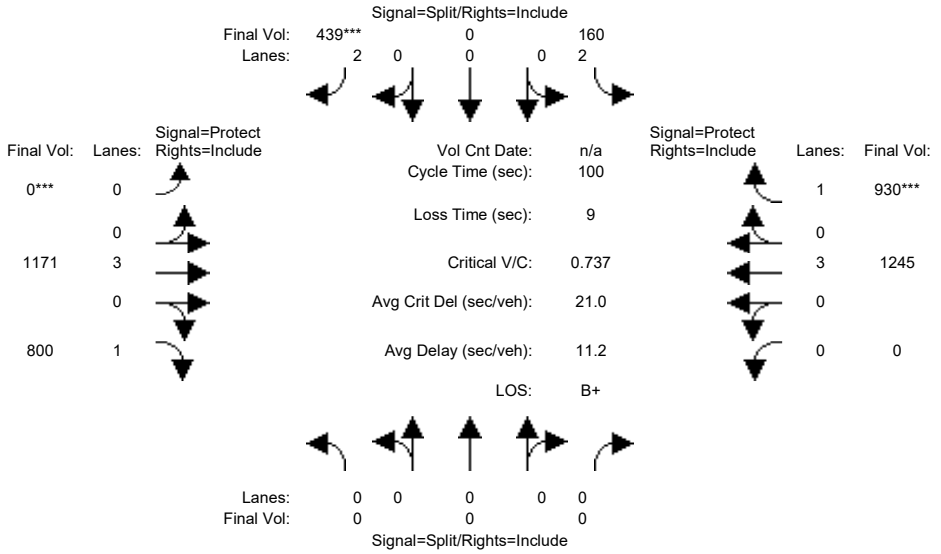
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	9	0	21	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	439	0	1171	800	0	1245	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	439	0	1171	800	0	1245	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	439	0	1171	800	0	1245	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	439	0	1171	800	0	1245	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.21	0.46	0.00	0.22	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.28	0.63	0.00	0.30	0.74
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.2	0.0	5.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.2	0.0	5.0	10.6
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	18

Note: Queue reported is the number of cars per lane.

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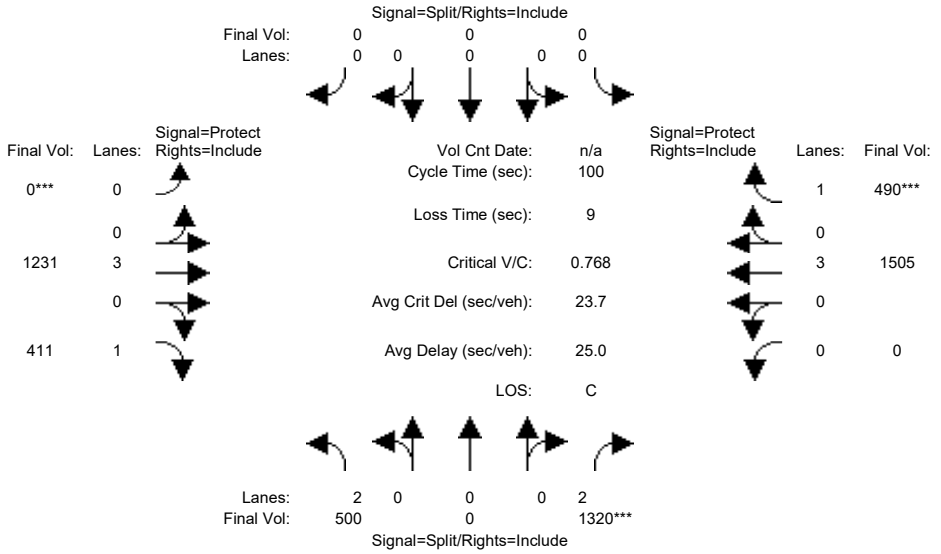
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	1	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1231	411	0	1505	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1231	411	0	1505	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.23	0.00	0.26	0.28
Crit Moves:			****				****					****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.59	0.64	0.00	0.72	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2kAvgQ:	5	0	20	0	0	0	0	10	11	0	13	14

Note: Queue reported is the number of cars per lane.

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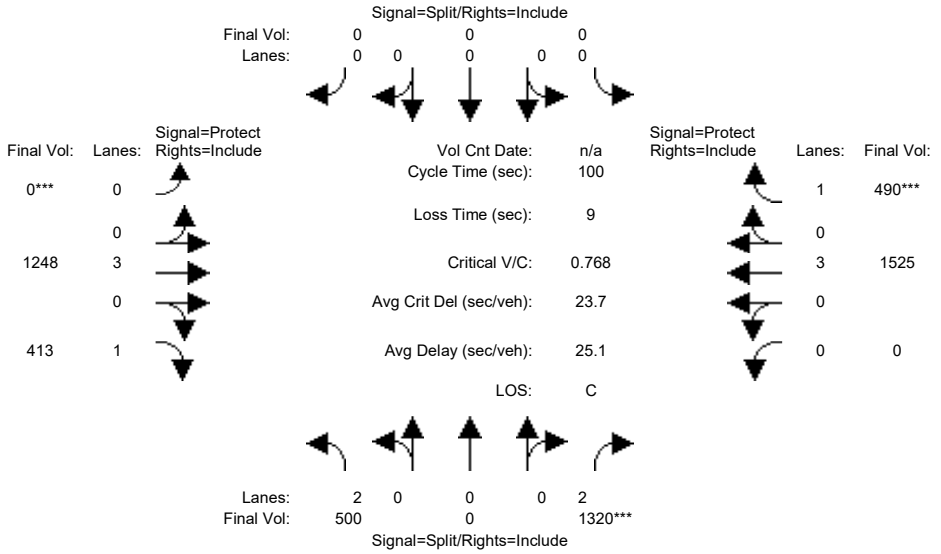
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	18	3	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1248	413	0	1525	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1248	413	0	1525	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1248	413	0	1525	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	0	1248	413	0	1525	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.24	0.00	0.27	0.28
Crit Moves:			****				****					****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.60	0.65	0.00	0.73	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	29.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	29.0	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2kAvgQ:	5	0	20	0	0	0	0	10	11	0	13	14

Note: Queue reported is the number of cars per lane.

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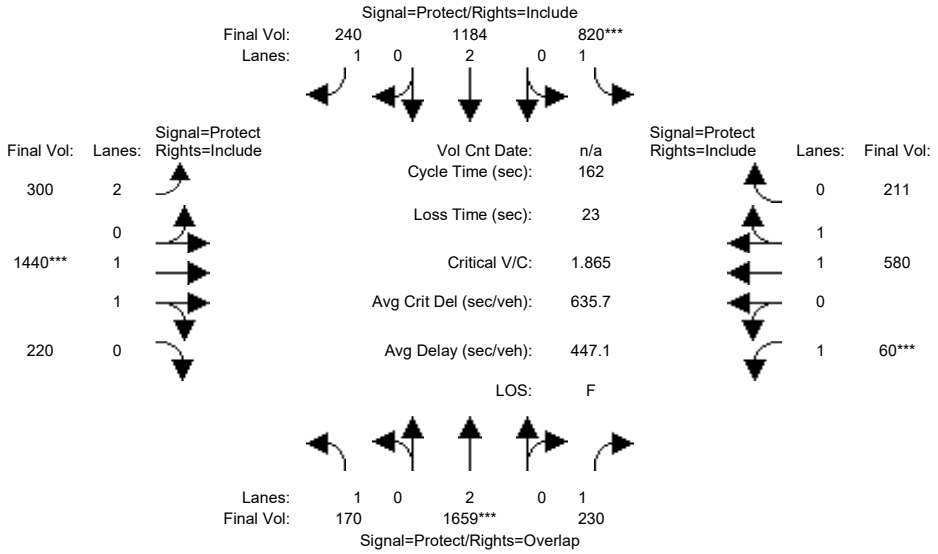
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1659	230	820	1184	240	300	1440	220	60	580	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1659	230	820	1184	240	300	1440	220	60	580	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2305	839
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.36	0.34	5.37	1.23	0.54	0.49	1.66	1.66	0.53	1.50	1.50
Delay/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	72	12	136	45	13	10	88	88	4	40	40

Note: Queue reported is the number of cars per lane.

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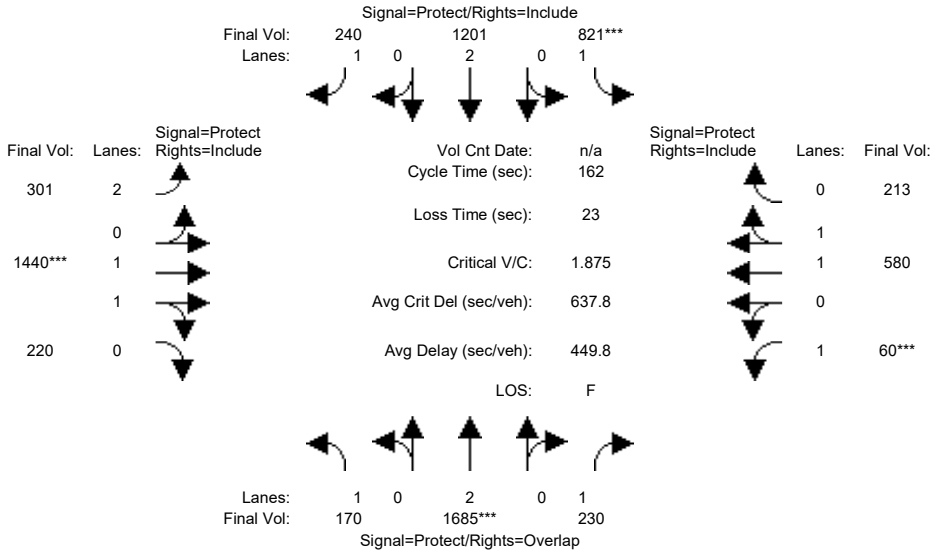
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	35	0	1	21	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1685	230	821	1201	240	301	1440	220	60	580	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1685	230	821	1201	240	301	1440	220	60	580	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1685	230	821	1201	240	301	1440	220	60	580	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1685	230	821	1201	240	301	1440	220	60	580	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2300	845
Capacity Analysis Module:												
Vol/Sat:	0.11	0.52	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.38	0.34	5.37	1.25	0.54	0.50	1.66	1.66	0.53	1.51	1.51
Delay/Veh:	74.0	233	32.9	2066	186	55.8	62.9	362	362.3	87.2	314	314.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	233	32.9	2066	186	55.8	62.9	362	362.3	87.2	314	314.1
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	74	12	137	46	13	10	88	88	4	41	41

Note: Queue reported is the number of cars per lane.

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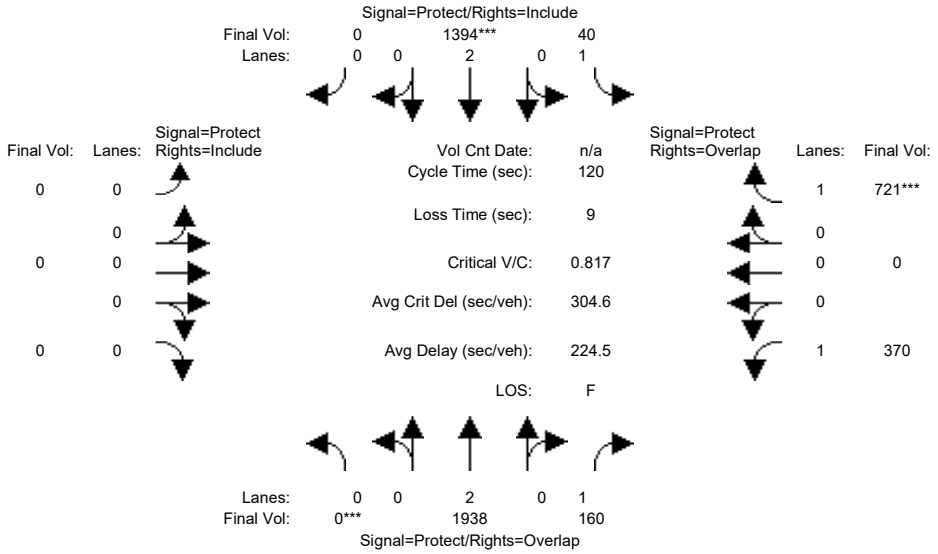
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1938	160	40	1394	0	0	0	0	370	0	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1938	160	40	1394	0	0	0	0	370	0	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.65	0.11	0.29	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.85
Delay/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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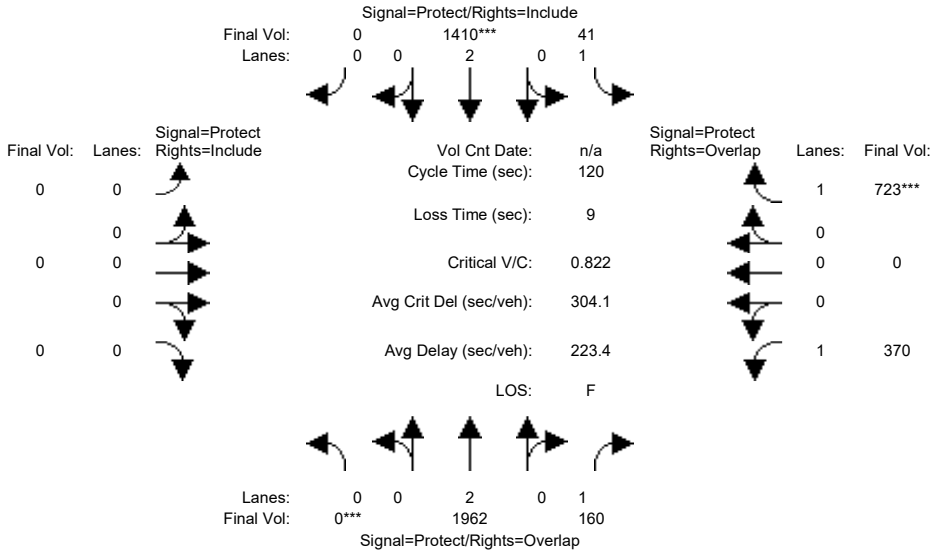
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	32	0	1	20	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1962	160	41	1410	0	0	0	0	370	0	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1962	160	41	1410	0	0	0	0	370	0	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	160	41	1410	0	0	0	0	370	0	723
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1962	160	41	1410	0	0	0	0	370	0	723
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.66	0.11	0.30	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.86
Delay/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	897.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	897.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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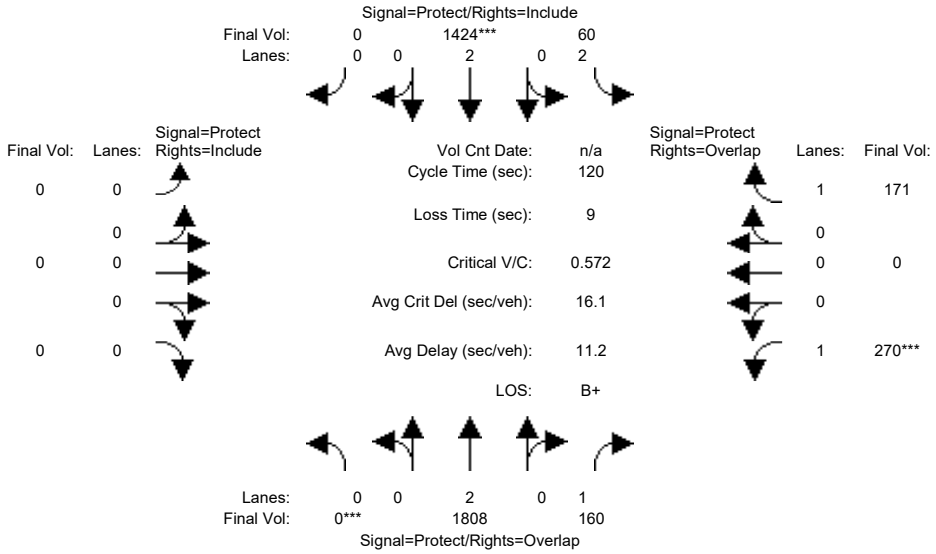
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1808	160	60	1424	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1808	160	60	1424	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.68	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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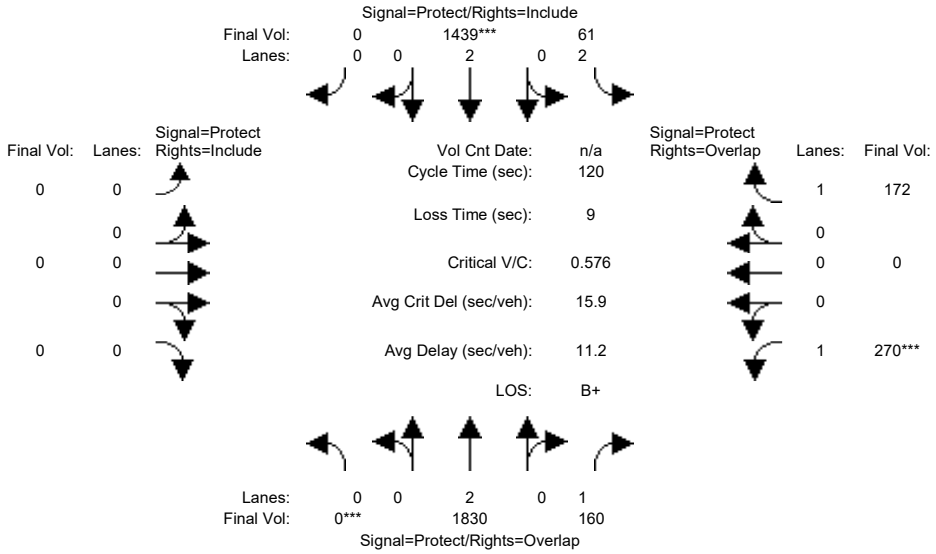
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	30	0	1	19	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1830	160	61	1439	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1830	160	61	1439	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1830	160	61	1439	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1830	160	61	1439	0	0	0	0	270	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.69	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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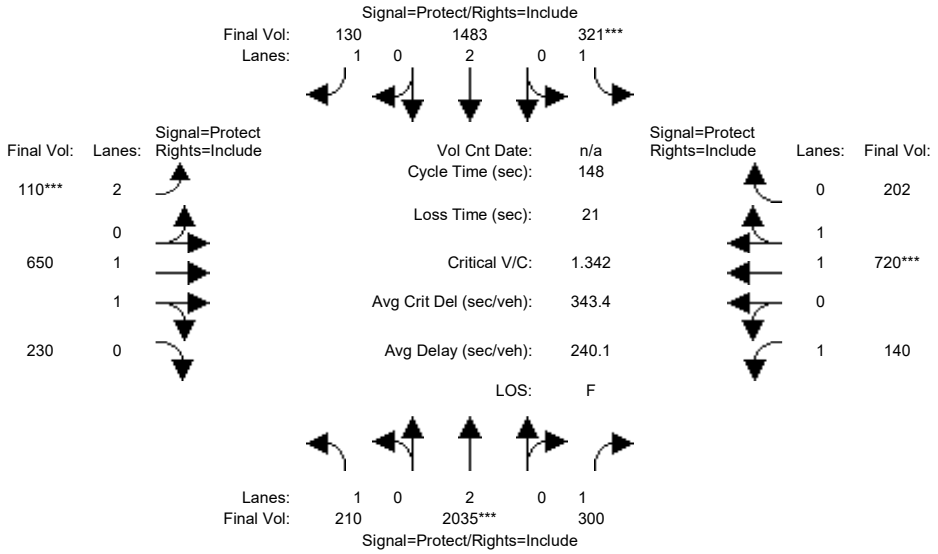
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	5	0	1	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2035	300	321	1483	130	110	650	230	140	720	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2035	300	321	1483	130	110	650	230	140	720	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2455	689
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.52	0.49	1.63	1.19	0.23	0.23	1.12	1.12	1.12	1.89	1.89
Delay/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	96	15	35	54	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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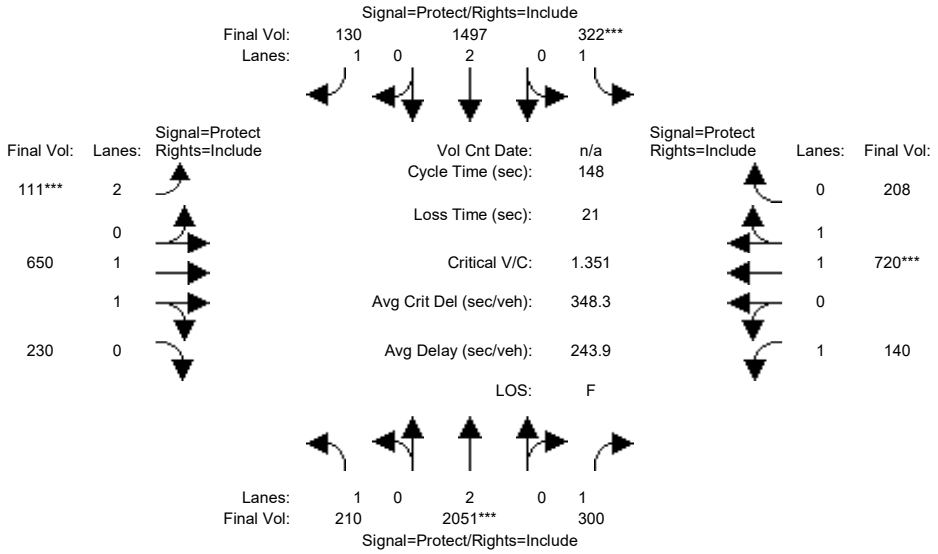
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	21	0	2	17	0	1	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2051	300	322	1497	130	111	650	230	140	720	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2051	300	322	1497	130	111	650	230	140	720	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2051	300	322	1497	130	111	650	230	140	720	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2051	300	322	1497	130	111	650	230	140	720	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.54	0.46
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2440	705
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.53	0.49	1.64	1.20	0.23	0.23	1.12	1.12	1.12	1.90	1.90
Delay/Veh:	99.8	295	38.1	384.3	153	36.3	61.6	136	136.5	196.8	487	487.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	295	38.1	384.3	153	36.3	61.6	136	136.5	196.8	487	487.0
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	97	15	35	55	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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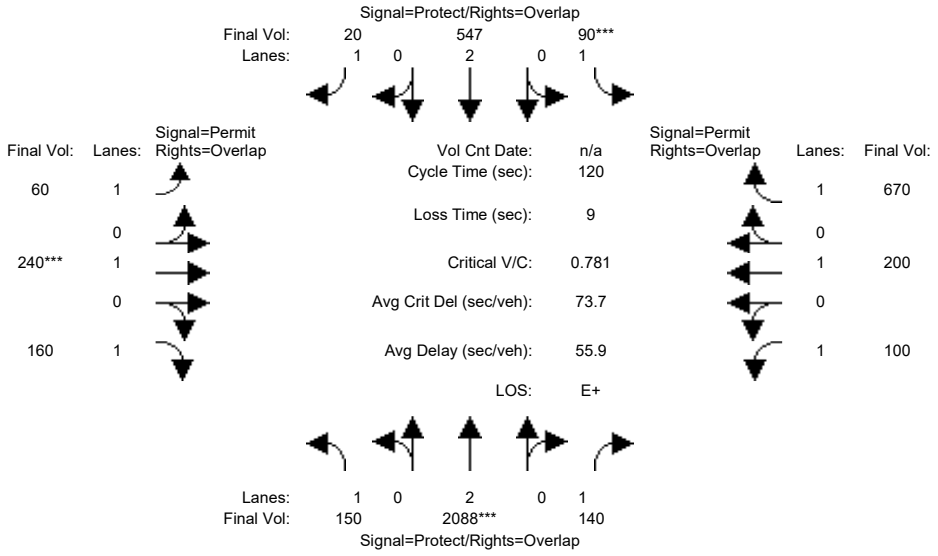
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2088	140	90	547	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2088	140	90	547	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2088	140	90	547	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2088	140	90	547	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.55	0.08	0.05	0.14	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.08	0.16	0.42	0.29	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	E-	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	49	3	3	6	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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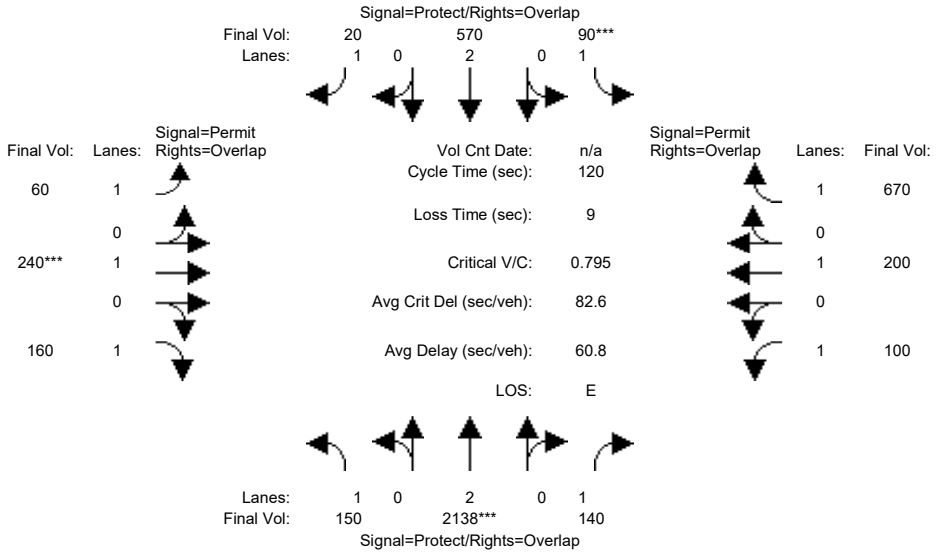
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	68	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2138	140	90	570	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2138	140	90	570	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2138	140	90	570	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2138	140	90	570	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.08	0.05	0.15	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.11	0.16	0.42	0.31	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	88.9	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	88.9	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	F	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	52	3	3	6	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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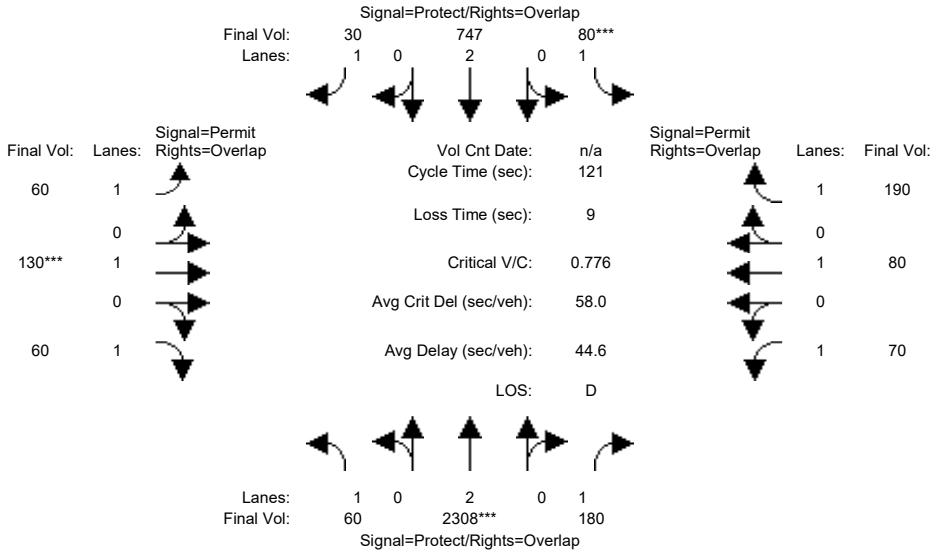
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2308	180	80	747	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2308	180	80	747	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2308	180	80	747	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2308	180	80	747	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.61	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.04	0.18	0.42	0.33	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E+	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	49	3	3	7	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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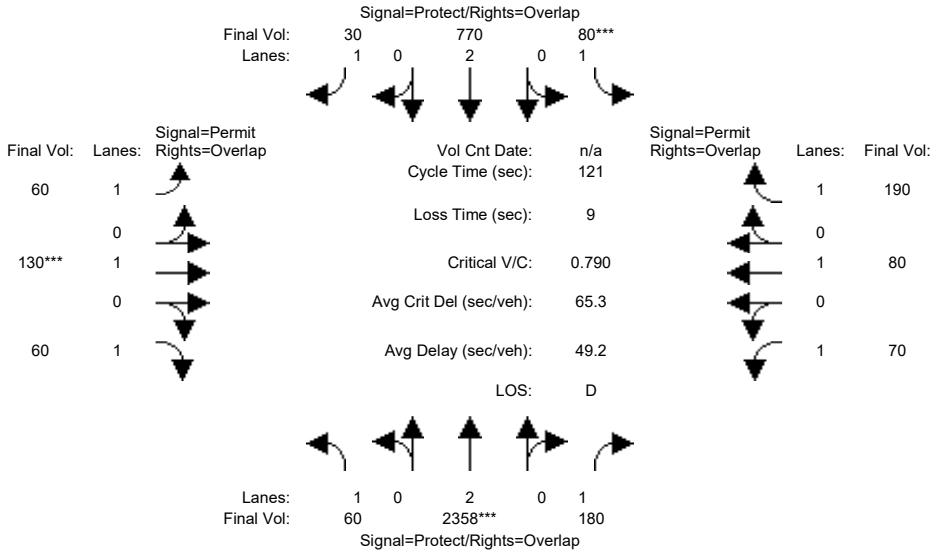
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	68	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2358	180	80	770	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2358	180	80	770	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2358	180	80	770	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2358	180	80	770	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****			****			****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.07	0.18	0.42	0.34	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	67.1	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	67.1	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	53	3	3	8	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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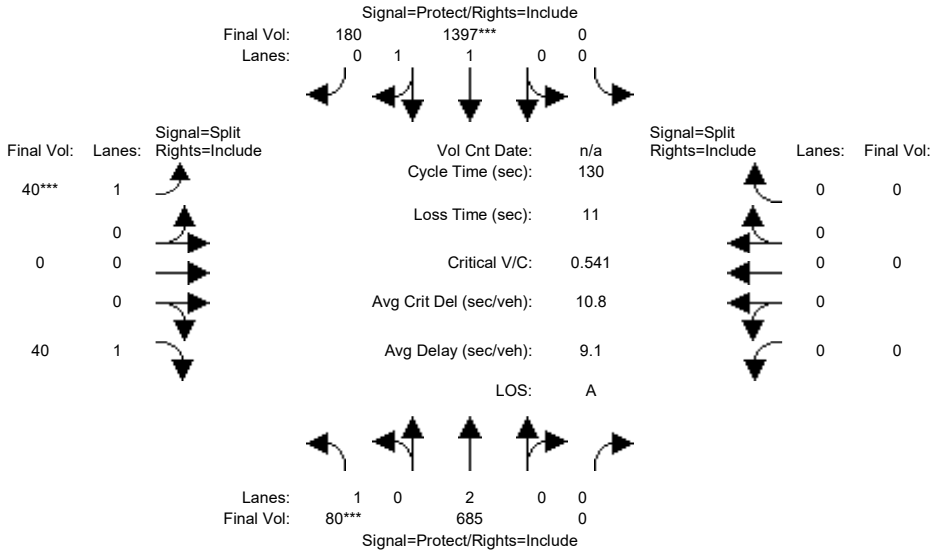
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	685	0	0	1397	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	685	0	0	1397	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	0	0	1397	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	685	0	0	1397	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3277	422	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.6	109	0.0	0.0	98.4	98.4	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.21	0.00	0.00	0.56	0.56	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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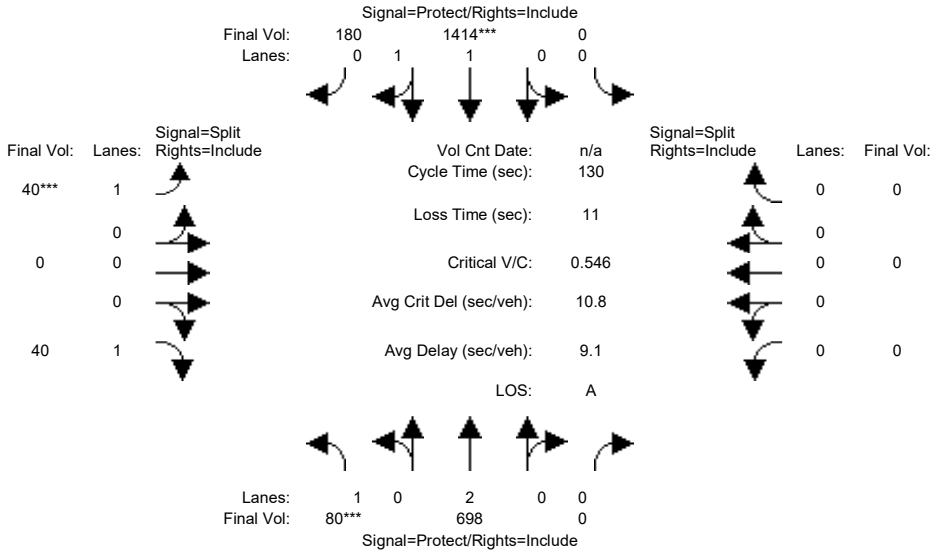
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	18	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	698	0	0	1414	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	698	0	0	1414	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	698	0	0	1414	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	698	0	0	1414	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3282	418	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.5	109	0.0	0.0	98.5	98.5	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.22	0.00	0.00	0.57	0.57	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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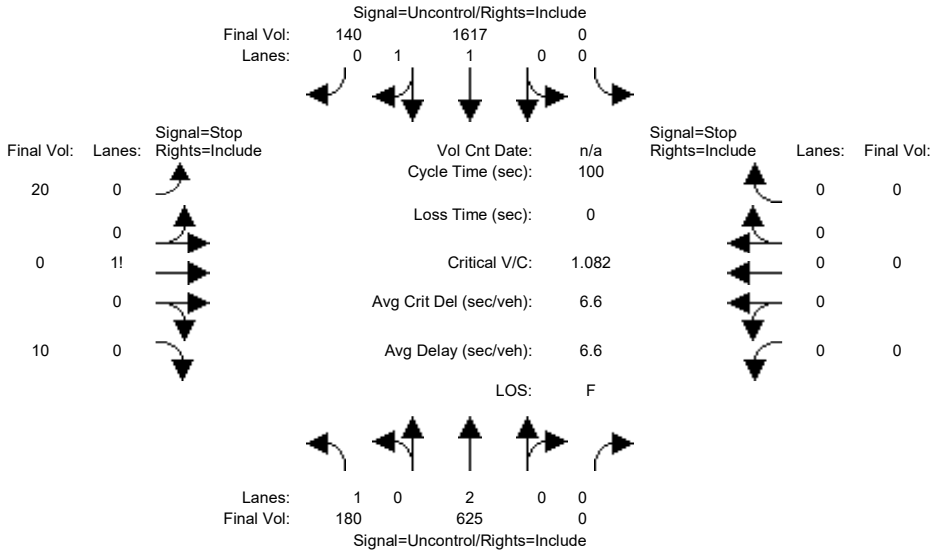
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	625	0	0	1617	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	625	0	0	1617	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	625	0	0	1617	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1757	xxxx	xxxxx	xxxx	xxxx	xxxxx	2360	2672	879	xxxx	xxxx	xxxxx
Potent Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	23	295	xxxx	xxxx	xxxxx
Move Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	295	xxxx	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	24.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	27	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	425	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			425.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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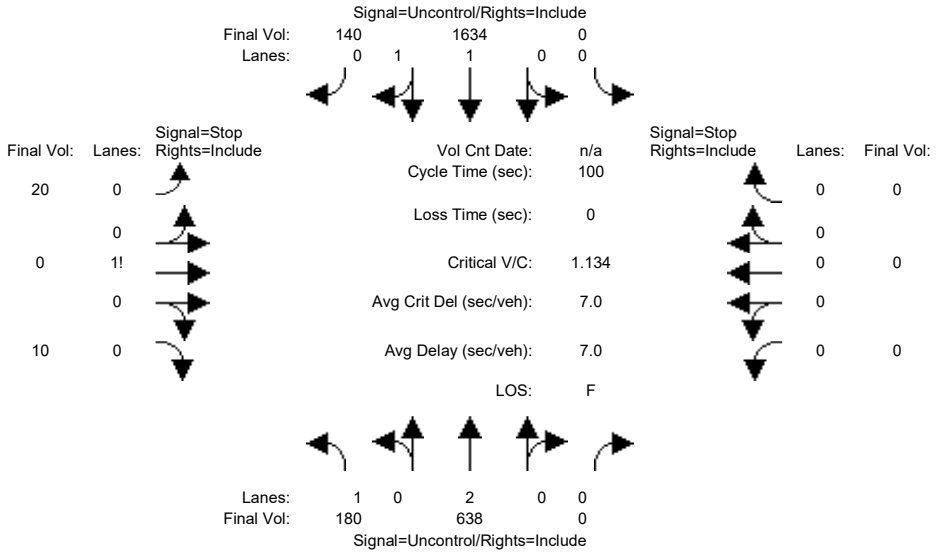
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	18	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	638	0	0	1634	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	638	0	0	1634	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	638	0	0	1634	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1774	xxxx	xxxxx	xxxx	xxxx	xxxxx	2383	2702	887	xxxx	xxxx	xxxxx
Potent Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	22	291	xxxx	xxxx	xxxxx
Move Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	291	xxxx	xxxx	xxxxx
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	1.13	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	26	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	457	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			457.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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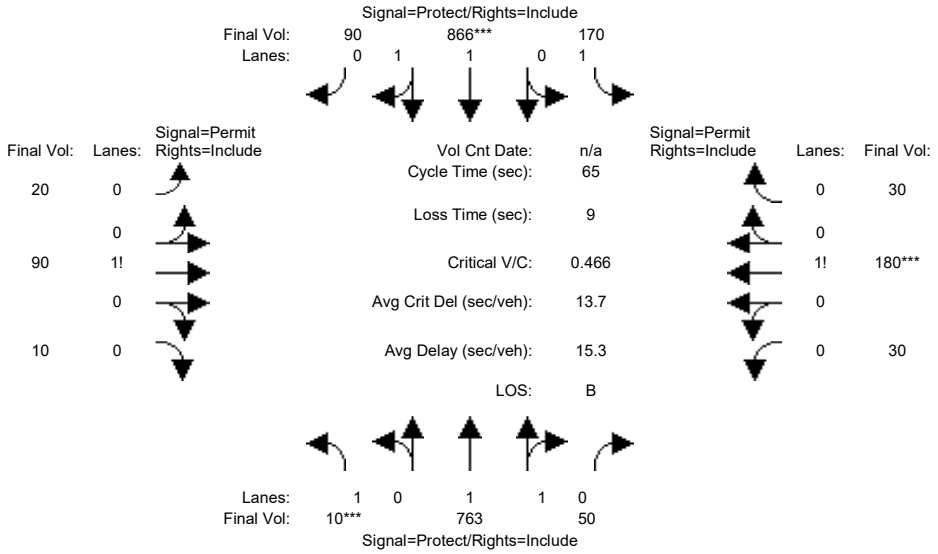
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	763	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	763	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	763	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	763	50	170	866	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3472	228	1750	3351	348	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.2	26.2	12.8	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.55	0.55	0.49	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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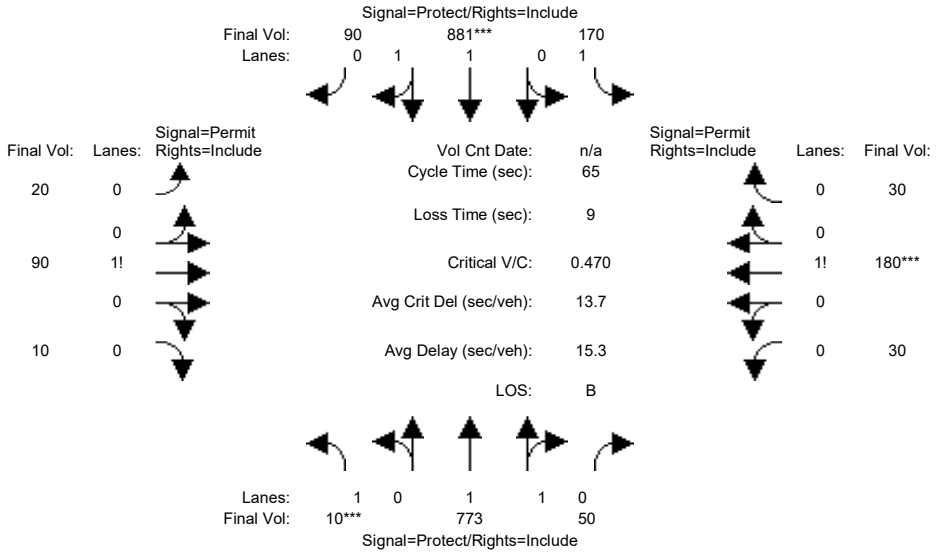
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	13	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	773	50	170	881	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	773	50	170	881	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	773	50	170	881	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	773	50	170	881	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3475	225	1750	3357	343	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.4	26.4	12.8	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.55	0.55	0.49	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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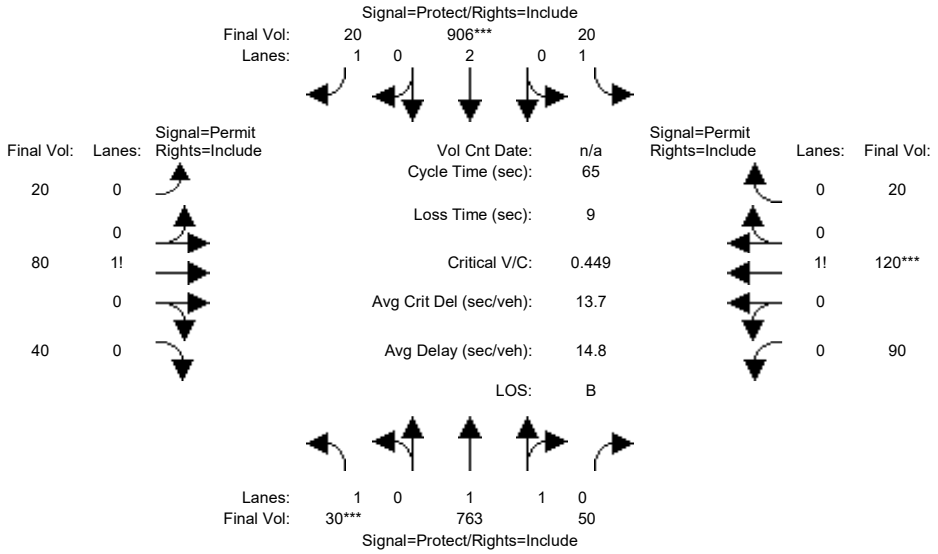
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	763	50	20	906	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	763	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	763	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	763	50	20	906	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3472	228	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.7	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.55	0.55	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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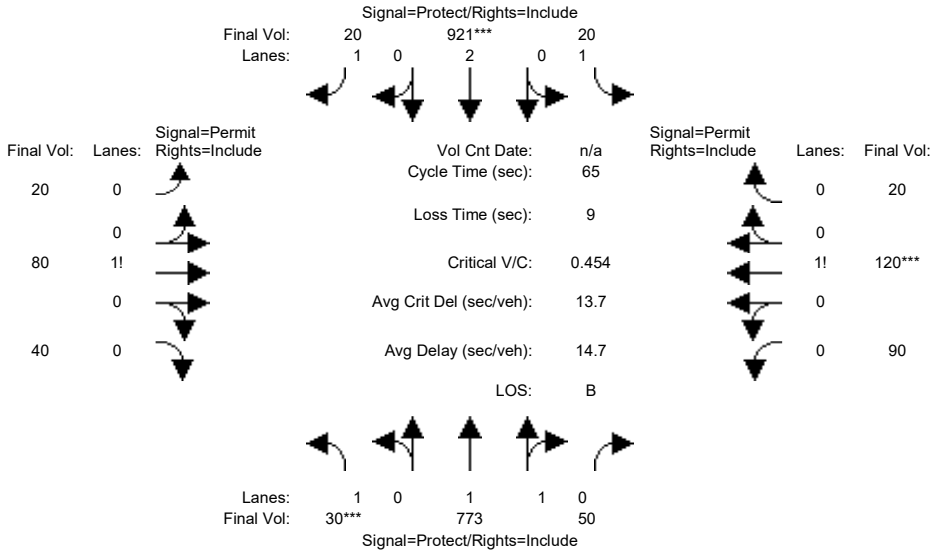
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	13	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	773	50	20	921	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	773	50	20	921	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	773	50	20	921	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	773	50	20	921	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3475	225	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	26.1	26.1	12.6	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.55	0.55	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.4	19.4	19.4	21.0	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.4	19.4	19.4	21.0	21.0	21.0
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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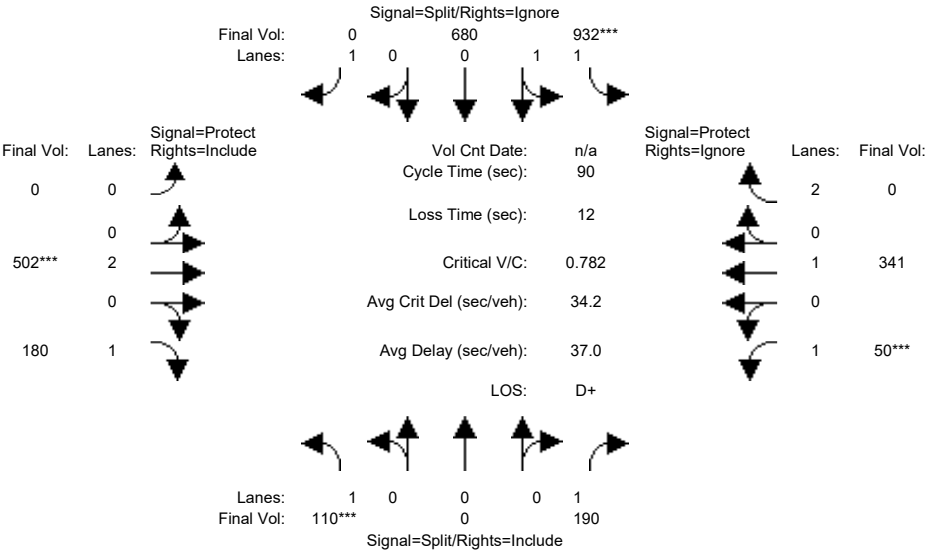
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	0	0	2	0	0	1	16
Initial Fut:	110	0	190	932	680	50	0	502	180	50	341	706
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	932	680	0	0	502	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	932	680	0	0	502	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	932	680	0	0	502	180	50	341	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2052	1497	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****			****				****		****		
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.2	13.2	7.0	20.2	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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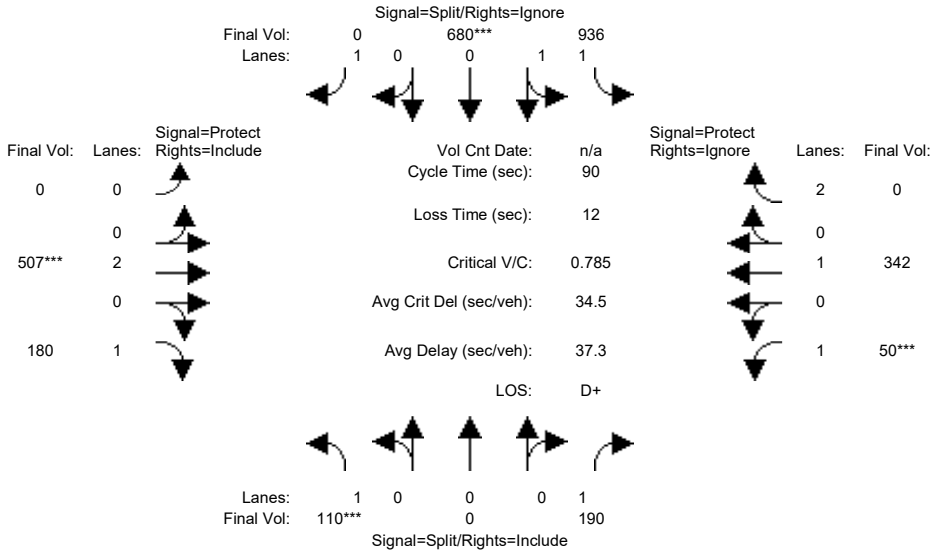
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	6	0	0	0	7	0	0	2	82
Initial Fut:	110	0	190	936	680	50	0	507	180	50	342	772
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	936	680	0	0	507	180	50	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	936	680	0	0	507	180	50	342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	936	680	0	0	507	180	50	342	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2056	1494	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.46	0.46	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****				****			****			****	
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.3	13.3	7.0	20.3	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	55.9	44.6	41.1	43.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	55.9	44.6	41.1	43.2	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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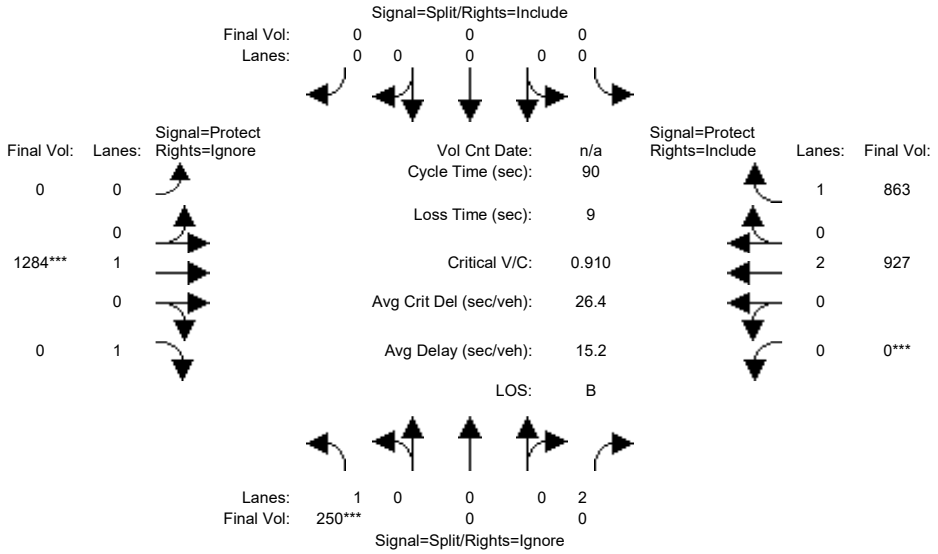
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	29	0	0	0	0	4	0	0	17	3
Initial Fut:	250	0	1719	0	0	0	0	1284	240	0	927	863
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1284	0	0	927	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1284	0	0	927	863
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1284	0	0	927	863
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.24	0.49
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	0.0	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.33	0.66
Delay/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	4.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	4.0	7.2
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	32	0	0	4	14

Note: Queue reported is the number of cars per lane.

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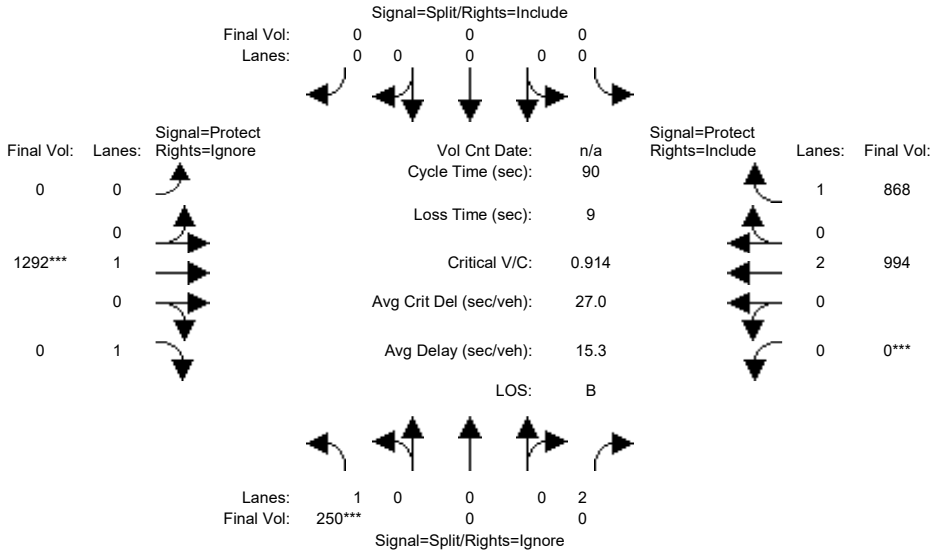
Stanford GUP EIR
SJ15-1585
2035 AM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	116	0	0	0	0	12	0	0	84	8
Initial Fut:	250	0	1806	0	0	0	0	1292	240	0	994	868
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1292	0	0	994	868
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1292	0	0	994	868
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1292	0	0	994	868
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.26	0.50
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	0.0	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.35	0.67
Delay/Veh:	70.1	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0	4.1	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0	4.1	7.2
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	33	0	0	5	14

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.6	0.829	11.1	B	13.7	0.861	+ 0.032	12.3	+ 1.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	B-	18.4	0.587	18.3	B-	19.0	0.616	+ 0.029	18.9	+ 0.6
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.5	0.753	22.5	C+	22.2	0.784	+ 0.032	23.9	+ 1.4
#4	Sand Hill Rd / Saga Ln (MP)	C	30.1	0.676	34.8	C	29.7	0.706	+ 0.031	34.6	- 0.2
#5	Sharon Park Drive / Sand Hill Road (MP)	B-	18.9	0.640	21.3	B-	18.6	0.672	+ 0.032	21.3	- 0.0
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	14.6	0.588	20.2	B	14.5	0.588	+ 0.000	20.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	46.2	0.721	47.9	D	47.3	0.757	+ 0.037	49.4	+ 1.5
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.534	3.2	A	3.9	0.562	+ 0.029	3.4	+ 0.2
#9	Sand Hill Rd / Stock Farm Dr	C	29.4	0.604	25.0	C	29.7	0.613	+ 0.009	27.5	+ 2.4
#10	Pastuer Drive / Sand Hill Road	C	26.8	0.527	27.5	C	27.2	0.550	+ 0.023	28.0	+ 0.6
#11	Arboretum Road / Sand Hill Road	C	31.7	0.736	36.6	C-	33.0	0.753	+ 0.017	38.0	+ 1.4
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.8	0.819	46.6	D	40.4	0.836	+ 0.017	47.6	+ 0.9
#13	I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	176.5	1.614	176.5	F	180.4	1.632	+ 0.018	180.4	+ 3.9
#14	I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)	F	5.8	1.070	5.8	F	6.9	1.167	+ 0.097	6.9	+ 1.1
#15	Deer Creek Road / Page Mill Road (SCC)	B+	11.5	0.428	14.1	B+	11.9	0.454	+ 0.026	14.2	+ 0.1
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.5	0.409	13.7	A	8.9	0.435	+ 0.026	13.5	- 0.1
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	162.9	0.984	273.8	F	176.4	1.033	+ 0.049	302.8	+ 29.0
#18	Page Mill Rd / Peter Coutts (SCC)	C	30.5	0.515	28.7	C	31.2	0.539	+ 0.024	29.1	+ 0.4
#19	Hanover St / Page Mill Rd (SC CMP)	D-	51.9	0.599	53.8	E	60.1	0.727	+ 0.128	65.2	+ 11.5
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	F	83.1	1.002	95.2	F	94.1	1.060	+ 0.058	113.6	+ 18.4
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	101.5	0.969	158.0	F	103.5	0.983	+ 0.014	160.7	+ 2.7
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.8	0.524	34.9	C+	21.1	0.536	+ 0.012	35.3	+ 0.4
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.1	0.343	2.1	C	2.1	0.345	+ 0.002	2.1	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	29.1	0.877	29.1	D	32.7	0.916	+ 0.038	32.7	+ 3.6
#25	Junipero Serra / Alpine Road (MP)	D	50.6	0.794	50.5	D-	52.7	0.824	+ 0.030	52.2	+ 1.7
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	44.1	0.809	46.8	D	49.7	0.845	+ 0.036	53.6	+ 6.8

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	17.8	0.635	12.6	B-	19.4	0.678	+ 0.042	15.2	+ 2.6
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C	24.9	0.751	24.2	C	30.6	0.844	+ 0.093	31.7	+ 7.5
#29	Foothill Expressway / Hillview Avenue (SCC)	E+	58.3	0.797	70.3	E	63.7	0.811	+ 0.014	78.5	+ 8.3
#30	Foothill Expressway / Arastradero Road (SCC)	F	202.5	0.978	226.5	F	208.4	1.072	+ 0.093	243.5	+ 17.0
#31	Foothill Expressway / San Antonio Road (SC CMP)	F	165.8	1.450	249.9	F	170.4	1.469	+ 0.019	257.1	+ 7.3
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	133.5	1.150	174.7	F	137.4	1.153	+ 0.003	176.2	+ 1.5
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	151.5	1.027	197.1	F	154.5	1.036	+ 0.009	202.3	+ 5.2
#34	Bowdoin Street / Stanford Avenue	D	25.8	0.912	25.8	E	46.2	1.088	+ 0.176	46.2	+ 20.4
#35	Arboretum Road / Quarry Road	D	43.3	0.538	48.7	D	45.4	0.611	+ 0.074	52.3	+ 3.5
#36	Arboretum Road / Palm Drive	C	31.1	0.698	33.0	C-	33.6	0.768	+ 0.070	36.6	+ 3.6
#37	El Camino Real / Encinal Avenue (MP)	F	89.9	1.137	135.4	F	92.7	1.151	+ 0.014	140.5	+ 5.2
#38	El Camino Real ./ Valpariso Avenue (MP)	E+	56.0	0.952	73.0	E+	57.3	0.966	+ 0.015	75.5	+ 2.5
#39	El Camino Real / Oak Grove Avenue (MP)	D+	39.0	0.727	43.0	D+	38.9	0.743	+ 0.016	43.0	- 0.0
#40	El Camino Real / Santa Cruz Avenue (MP)	D+	35.5	0.729	38.7	D+	35.5	0.741	+ 0.011	38.7	- 0.0
#41	El Camino Real / Ravenswood Avenue (MP)	E	63.8	0.948	74.1	E	66.1	0.969	+ 0.020	78.0	+ 3.9
#42	El Camino Real / Roble Avenue (MP)	B	15.3	0.542	15.4	B	15.1	0.552	+ 0.010	15.3	- 0.2
#43	El Camino Real / Middle Avenue (MP)	C	28.5	0.791	41.5	C	28.4	0.802	+ 0.010	41.6	+ 0.1
#44	El Camino Real / Cambridge Avenue (MP)	C	24.8	0.777	38.1	C	24.8	0.787	+ 0.010	38.3	+ 0.2
#45	El Camino Real / Quarry Road	C-	33.0	0.807	41.0	D+	35.8	0.856	+ 0.048	45.4	+ 4.3
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	22.7	0.531	29.1	C+	22.4	0.567	+ 0.036	29.2	+ 0.2
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	25.2	0.770	33.2	C	26.3	0.786	+ 0.016	33.8	+ 0.6
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E	72.1	1.033	90.3	F	86.2	1.112	+ 0.078	117.6	+ 27.4
#49	El Camino Real / Churchill Avenue	C	26.7	0.728	39.3	C	26.7	0.761	+ 0.032	39.7	+ 0.3
#50	El Camino Real / Serra Street	C	29.3	0.763	33.9	D+	38.8	0.913	+ 0.149	49.3	+ 15.3
#51	El Camino Real / Stanford Avenue	C-	32.2	0.835	38.4	D+	35.2	0.900	+ 0.065	43.1	+ 4.7
#52	El Camino Real / California Avenue	C	27.8	0.686	27.2	C	27.5	0.725	+ 0.039	27.2	- 0.0

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	68.7	0.934	76.1	E	70.4	0.955	+ 0.021	80.2	+ 4.0
#54	El Camino Real / San Antonio Road (SC CMP)	E+	55.6	0.772	53.6	E+	55.7	0.780	+ 0.007	53.6	+ 0.0
#55	Alma Street / Lytton Avenue	C	25.9	0.849	35.2	C	27.9	0.873	+ 0.023	38.3	+ 3.0
#56	Alma Street / Hamilton Avenue	E+	57.7	1.180	107.3	E	62.0	1.201	+ 0.021	116.1	+ 8.8
#57	Alma Street / Churchill Avenue	E+	59.2	0.934	75.4	E	60.0	0.942	+ 0.008	76.7	+ 1.4
#58	Alma Street / Charleston Road	F	121.5	1.143	141.6	F	127.6	1.162	+ 0.019	149.1	+ 7.5
#59	Middlefield Road / Marsh Road	E-	76.0	1.043	93.9	E-	77.5	1.043	+ 0.000	93.9	+ 0.0
#60	Middlefield Road / Ravenswood Avenue (MP)	D	45.3	0.859	70.5	D	47.1	0.874	+ 0.015	73.0	+ 2.4
#61	Middlefield Road / Ringwood Avenue (MP)	D-	52.6	0.764	68.4	D-	53.1	0.773	+ 0.009	69.0	+ 0.6
#62	Middlefield Road / Willow Road (MP)	D-	53.0	0.853	58.8	D-	53.5	0.861	+ 0.008	59.4	+ 0.7
#63	Middlefield Road / Lytton Avenue	E	66.1	0.973	70.4	E	70.4	0.992	+ 0.018	75.2	+ 4.8
#64	Middlefield Road / University Avenue	D	39.4	0.764	40.8	D	40.8	0.796	+ 0.031	42.8	+ 2.0
#65	Middlefield Road / Hamilton Avenue	B+	10.8	0.567	11.6	B+	10.9	0.574	+ 0.008	11.7	+ 0.1
#66	Middlefield Road / Embarcadero Road	E	68.1	0.996	76.8	E	73.1	1.022	+ 0.026	83.5	+ 6.6
#67	Saint Francis Drive / Embarcadero Road	B-	19.3	0.584	18.5	B-	19.1	0.598	+ 0.014	18.5	- 0.1
#68	East Bayshore Road / Embarcadero Road	E-	77.7	0.992	87.1	E-	79.0	0.997	+ 0.005	88.2	+ 1.2
#69	Middlefield Road / Charleston Road	E	67.7	0.956	72.9	E	69.0	0.966	+ 0.010	75.3	+ 2.4
#70	US 101 SB Ramps / Marsh Road (MP)	E-	78.0	1.138	97.8	E-	77.9	1.138	+ 0.000	97.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	D	41.1	1.041	53.0	D	41.1	1.041	+ 0.000	53.0	+ 0.0
#72	Bay Road / Willow Road (MP)	B+	11.3	0.685	16.8	B+	11.3	0.693	+ 0.007	16.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D-	53.6	0.946	65.5	D-	54.0	0.951	+ 0.006	66.3	+ 0.9
#74	O'Brien Drive / Willow Road (MP)	C+	20.1	0.689	30.4	C+	20.0	0.694	+ 0.005	30.4	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.880	50.5	D	41.1	0.885	+ 0.005	50.9	+ 0.4
#76	Bayfront Expressway / Willow Road (SM CMP)	E	64.9	0.947	74.7	E	65.4	0.951	+ 0.004	75.5	+ 0.7
#77	Woodland Drive / University Avenue	E	66.1	0.884	74.3	E	66.4	0.890	+ 0.006	75.1	+ 0.9
#78	US 101 SB Ramps / University Avenue	C	25.8	0.724	37.2	C	25.8	0.731	+ 0.006	37.3	+ 0.1

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Half-Offset PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	43.4	0.727	51.8	D	43.5	0.730	+ 0.004	52.0	+ 0.1
#80	University Avenue / Bay Road	D-	51.8	0.887	59.0	D-	52.5	0.897	+ 0.010	60.3	+ 1.3
#81	University Ave / Bayfront Expy (SM CMP)	F	137.3	1.214	165.1	F	140.3	1.222	+ 0.008	168.9	+ 3.8
#82	Town & Country Driveway / Embarcadero Road	C	28.3	0.574	30.8	C	27.9	0.600	+ 0.026	30.4	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	68.3	1.012	76.9	E	68.6	1.013	+ 0.002	77.4	+ 0.5
#84	US 101 Ramps SB / Willow Rd (MP)	B	12.8	0.647	20.4	B	12.8	0.647	+ 0.000	20.4	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	24.2	0.781	25.7	C	24.2	0.785	+ 0.004	25.9	+ 0.1
#86	Central Expy / Rengstorff Ave (SC CMP)	F	248.1	1.433	372.8	F	250.7	1.442	+ 0.009	375.5	+ 2.8
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	97.4	0.839	178.6	F	96.7	0.845	+ 0.006	177.6	- 1.0
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.5	0.534	10.3	A	7.5	0.541	+ 0.006	10.3	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	222.1	1.519	301.2	F	225.8	1.529	+ 0.010	305.6	+ 4.5
#90	Foothill Expy / Edith Ave (SCC)	F	105.5	0.865	160.9	F	111.8	0.878	+ 0.013	171.5	+ 10.6
#91	Foothill Expy / Main St (SC CMP)	D-	54.8	0.704	102.1	E+	55.7	0.713	+ 0.009	100.8	- 1.3
#92	University Ave / O'Brien Dr	B	13.4	0.654	11.8	B	13.3	0.661	+ 0.006	11.8	+ 0.0
#93	University Ave / Adams Dr	E	1.0	0.325	1.0	E	1.0	0.339	+ 0.014	1.0	+ 0.0
#94	University Ave / Runnymede St	B-	19.1	0.559	18.9	B-	19.1	0.564	+ 0.005	18.9	- 0.0
#95	University Ave / Bell St	B	17.3	0.555	16.7	B	17.2	0.560	+ 0.005	16.7	- 0.0
#113	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D	44.6	0.799	44.3	D	44.7	0.800	+ 0.001	44.3	+ 0.1
#114	I-280 NB Ramps / Page Mill Rd (2035) (SCC)	B	12.4	0.936	25.4	B	12.6	0.941	+ 0.005	26.3	+ 0.9

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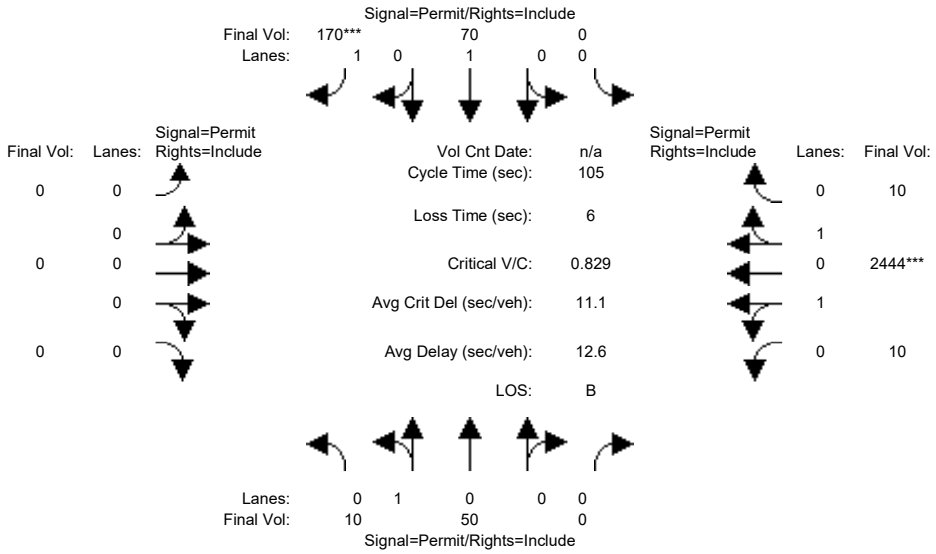
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2444	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2444	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2444	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2444	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****					****	
Green Time:	12.3	12.3	0.0	0.0	12.3	12.3	0.0	0.0	0.0	86.7	86.7	86.7
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	8	0	0	0	23	23	23

Note: Queue reported is the number of cars per lane.

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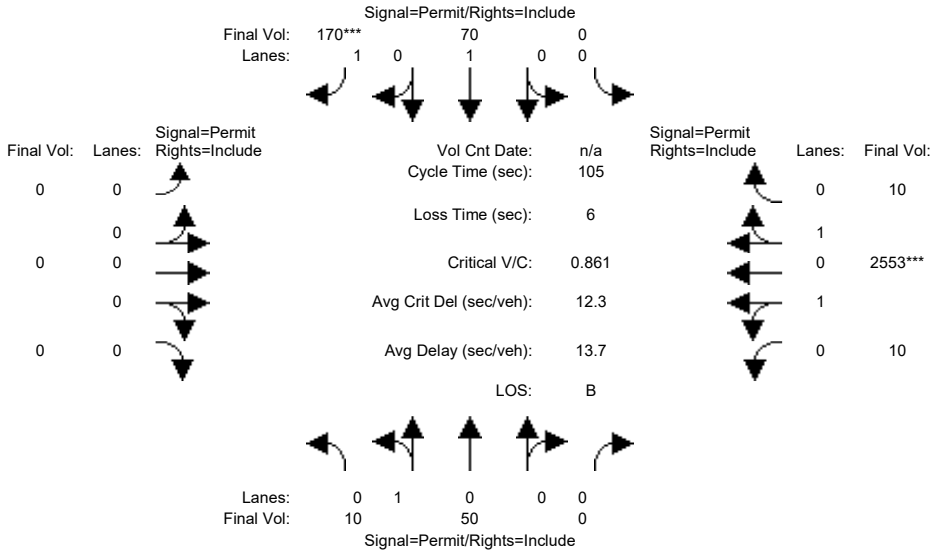
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2553	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2553	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2553	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2553	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.71	0.71	0.71
Crit Moves:						****					****	
Green Time:	11.8	11.8	0.0	0.0	11.8	11.8	0.0	0.0	0.0	87.2	87.2	87.2
Volume/Cap:	0.30	0.30	0.00	0.00	0.33	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.6	43.6	0.0	0.0	43.8	75.5	0.0	0.0	0.0	8.1	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	0.0	0.0	43.8	75.5	0.0	0.0	0.0	8.1	8.1	8.1
LOS by Move:	D	D	A	A	D	E-	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	26	26	26

Note: Queue reported is the number of cars per lane.

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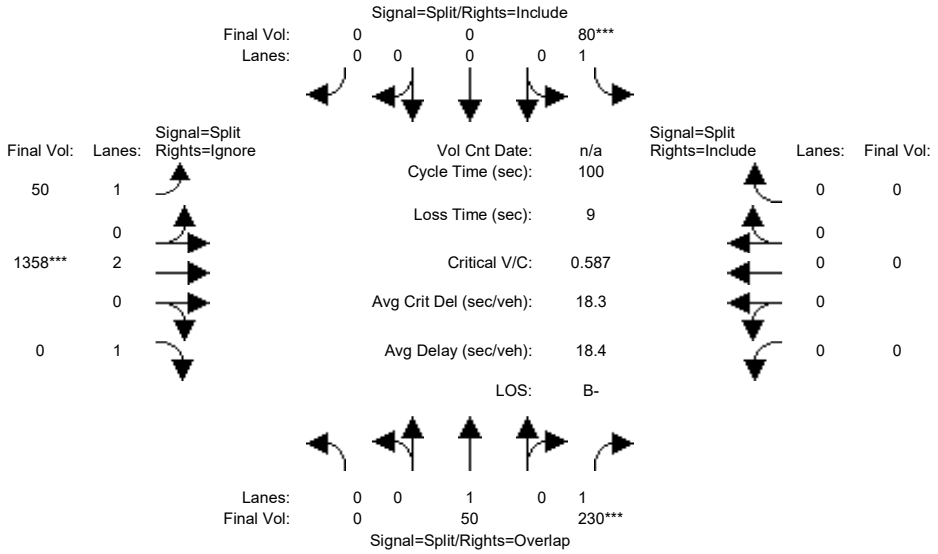
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	230	80	0	0	50	1358	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	230	80	0	0	50	1358	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	230	80	0	0	50	1358	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	230	80	0	0	50	1358	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.36	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.8	21.8	10.0	0.0	0.0	59.2	59.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.60	0.46	0.00	0.00	0.05	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	8	2	0	0	1	13	0	0	0	0

Note: Queue reported is the number of cars per lane.

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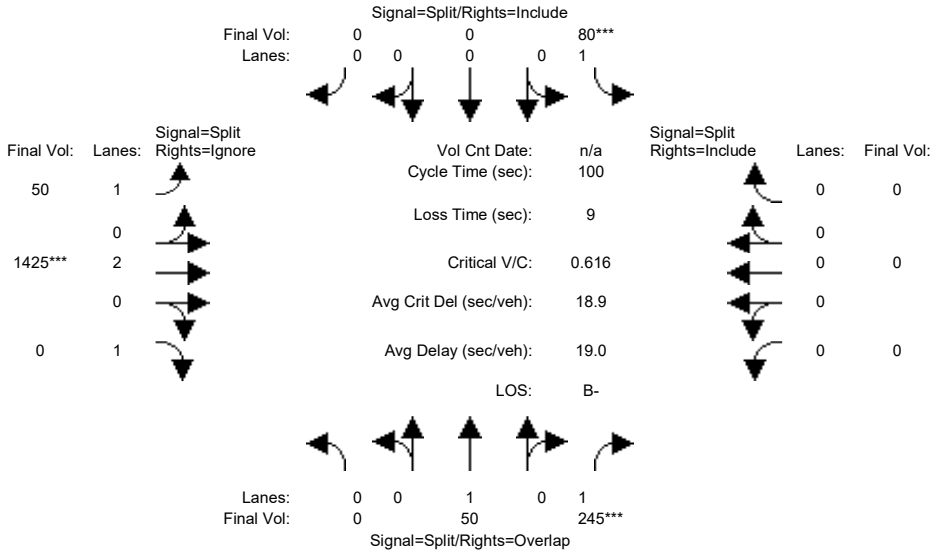
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	15	0	0	0	0	75	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	245	80	0	0	50	1425	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	245	80	0	0	50	1425	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	245	80	0	0	50	1425	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	245	80	0	0	50	1425	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.14	0.05	0.00	0.00	0.03	0.38	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	22.0	22.0	10.0	0.0	0.0	59.0	59.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.64	0.46	0.00	0.00	0.05	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.4	38.8	44.3	0.0	0.0	8.7	14.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.4	38.8	44.3	0.0	0.0	8.7	14.1	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	8	2	0	0	1	15	0	0	0	0

Note: Queue reported is the number of cars per lane.

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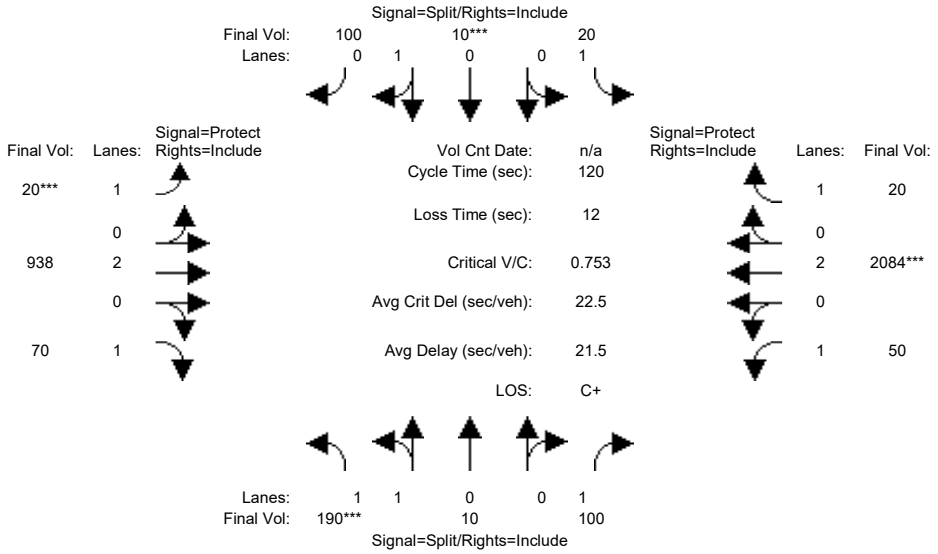
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	938	70	50	2084	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	938	70	50	2084	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	938	70	50	2084	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	938	70	50	2084	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.25	0.04	0.03	0.55	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	71.2	71.2	16.8	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.42	0.07	0.20	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	B+	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	9	1	2	28	0

Note: Queue reported is the number of cars per lane.

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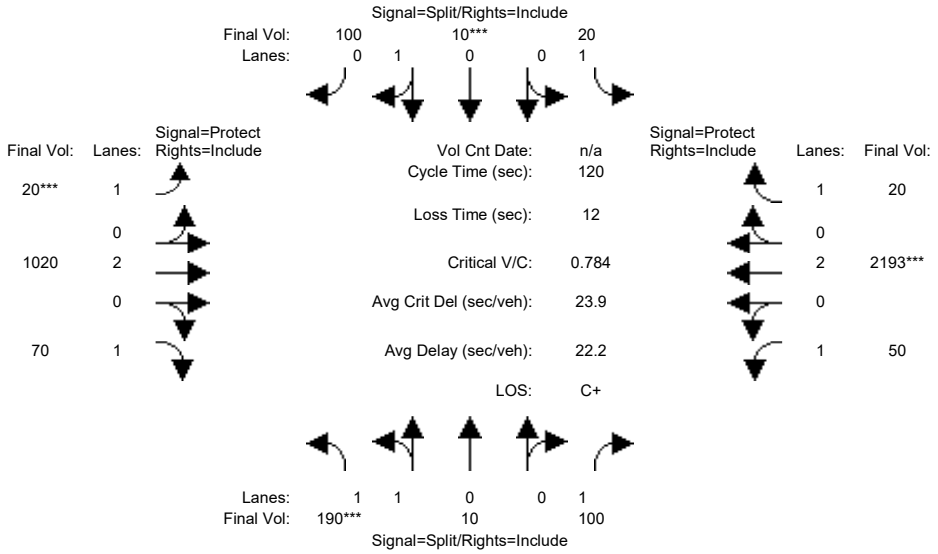
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	90	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1020	70	50	2193	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1020	70	50	2193	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1020	70	50	2193	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1020	70	50	2193	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.27	0.04	0.03	0.58	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.3	72.3	15.7	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.45	0.07	0.22	0.85	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	9.9	47.1	18.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	9.9	47.1	18.0	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B-	A
HCM2kAvgQ:	5	5	5	1	6	6	1	10	1	2	31	0

Note: Queue reported is the number of cars per lane.

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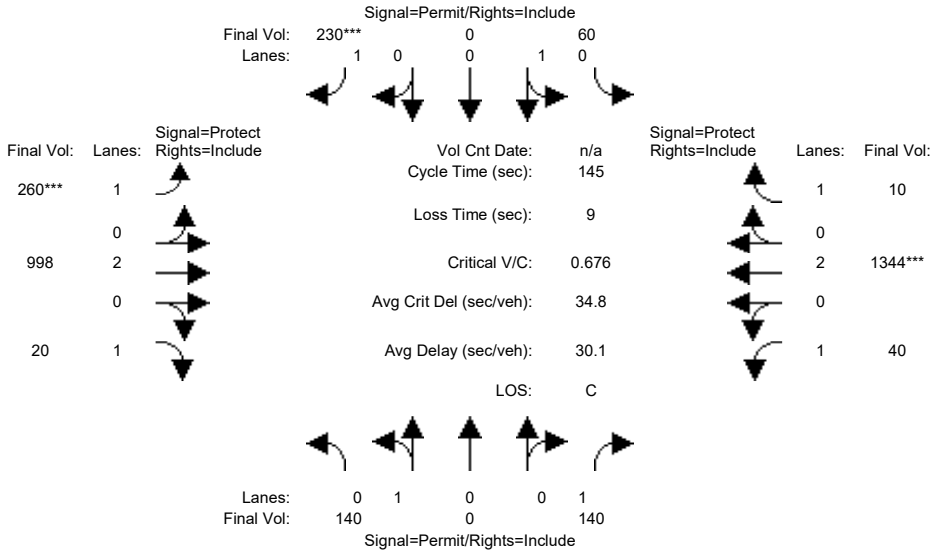
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	998	20	40	1344	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	998	20	40	1344	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	998	20	40	1344	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	998	20	40	1344	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.26	0.01	0.02	0.35	0.01
Crit Moves:						****	****				****	
Green Time:	28.2	0.0	28.2	28.2	0.0	28.2	31.9	91.1	91.1	16.7	75.9	75.9
Volume/Cap:	0.40	0.00	0.41	0.17	0.00	0.68	0.68	0.42	0.02	0.20	0.68	0.01
Delay/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
LOS by Move:	D-	A	D-	D	A	E+	E+	B	B+	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	11	11	11	0	2	22	0

Note: Queue reported is the number of cars per lane.

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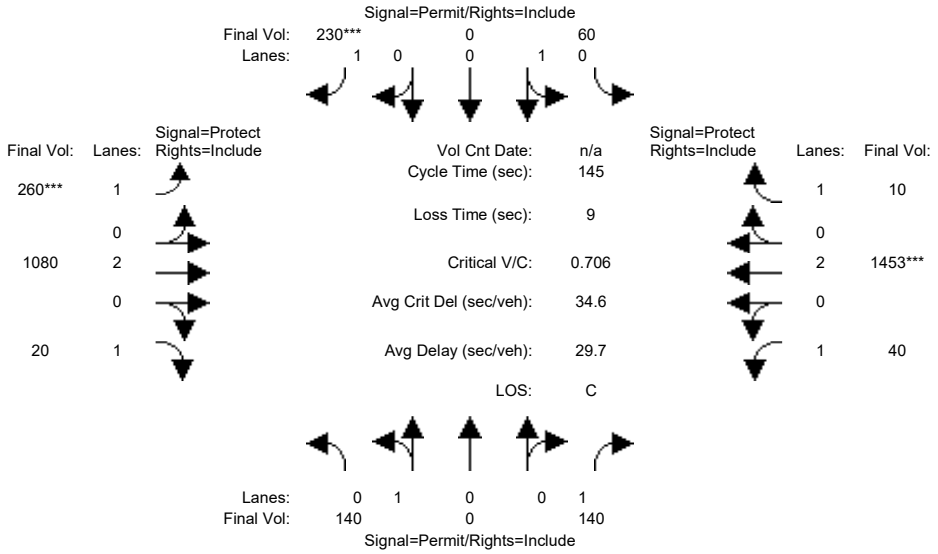
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	90	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	1080	20	40	1453	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	1080	20	40	1453	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	1080	20	40	1453	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	1080	20	40	1453	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.28	0.01	0.02	0.38	0.01
Crit Moves:						****	****				****	
Green Time:	27.0	0.0	27.0	27.0	0.0	27.0	30.5	93.2	93.2	15.8	78.5	78.5
Volume/Cap:	0.42	0.00	0.43	0.18	0.00	0.71	0.71	0.44	0.02	0.21	0.71	0.01
Delay/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.4	25.8	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.4	25.8	15.3
LOS by Move:	D-	A	D-	D	A	E	E+	B	A	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	11	12	12	0	2	24	0

Note: Queue reported is the number of cars per lane.

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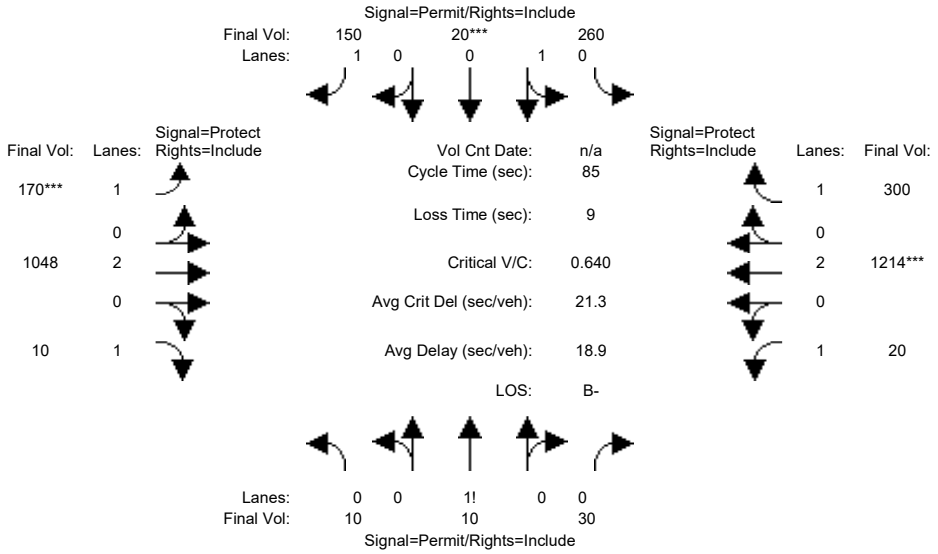
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1048	10	20	1214	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1048	10	20	1214	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.28	0.01	0.01	0.32	0.17
Crit Moves:					****		****				****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	12.9	42.6	42.6	12.7	42.4	42.4
Volume/Cap:	0.12	0.12	0.12	0.64	0.64	0.35	0.64	0.55	0.01	0.08	0.64	0.34
Delay/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
LOS by Move:	C	C	C	C-	C-	C	D	B	B+	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	9	0	0	11	5

Note: Queue reported is the number of cars per lane.

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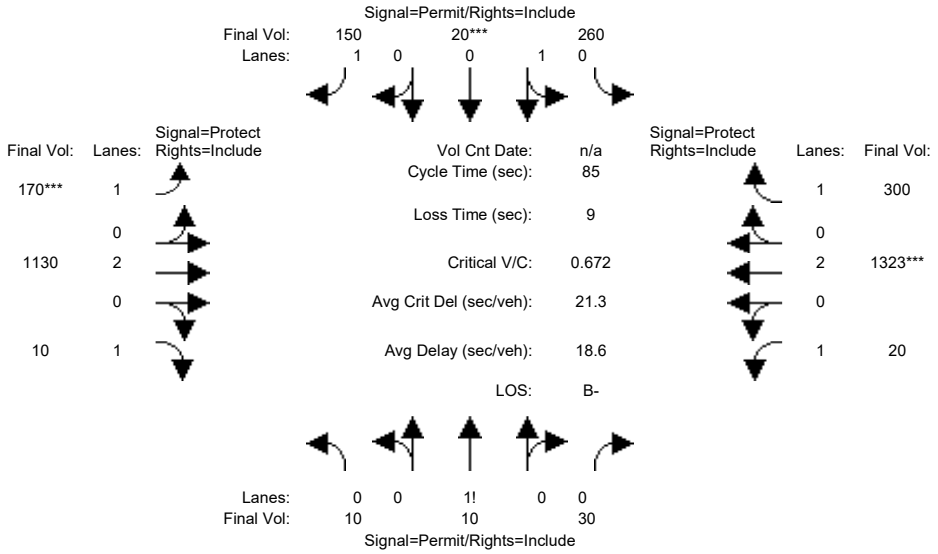
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	90	0	0	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1130	10	20	1323	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1130	10	20	1323	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1130	10	20	1323	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1130	10	20	1323	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.30	0.01	0.01	0.35	0.17
Crit Moves:					****		****				****	
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	12.3	44.1	44.1	12.2	44.0	44.0
Volume/Cap:	0.12	0.12	0.12	0.67	0.67	0.37	0.67	0.57	0.01	0.08	0.67	0.33
Delay/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.3	14.4	9.9	31.7	16.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.3	14.4	9.9	31.7	16.1	12.1
LOS by Move:	C	C	C	C-	C-	C	D	B	A	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	10	0	0	12	5

Note: Queue reported is the number of cars per lane.

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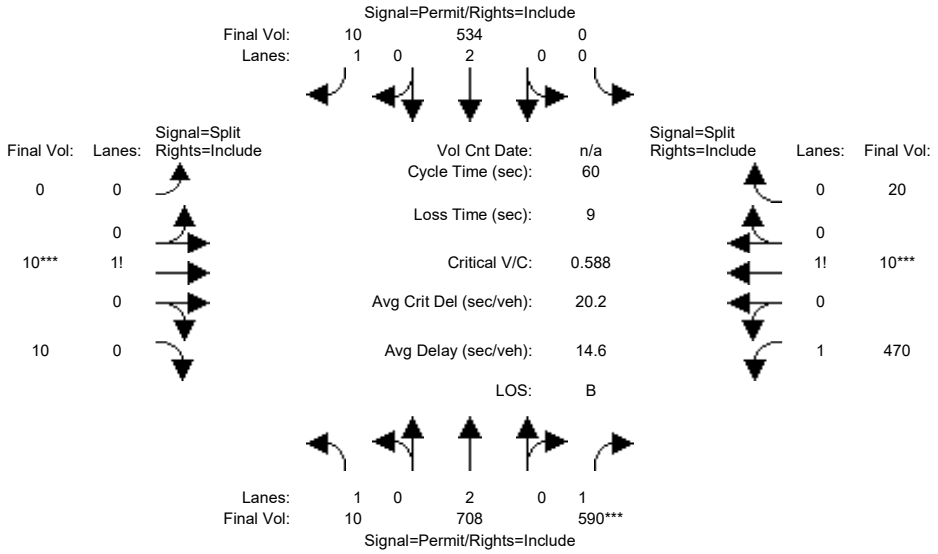
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	708	590	0	534	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	708	590	0	534	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	708	590	0	534	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	708	590	0	534	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.14	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.71	0.00	0.30	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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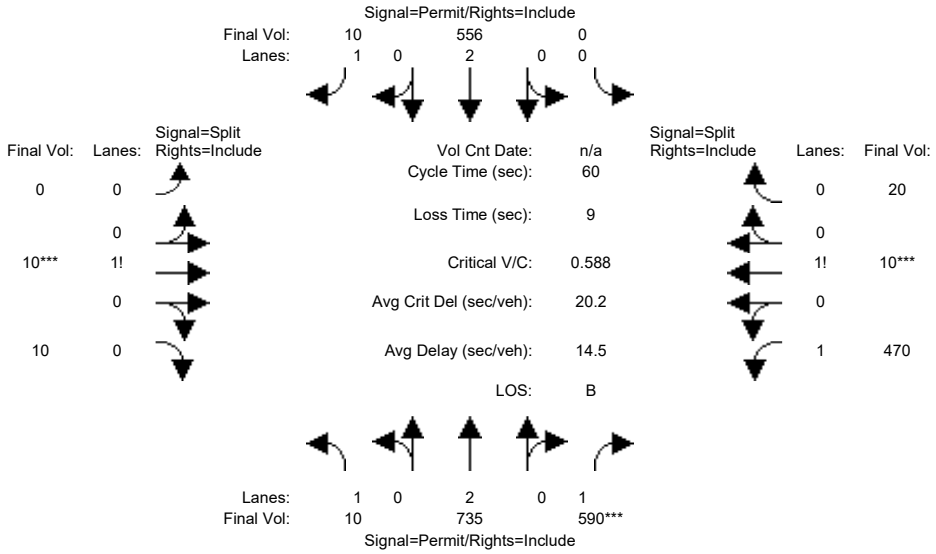
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	35	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	735	590	0	556	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	735	590	0	556	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	735	590	0	556	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	735	590	0	556	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.15	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.41	0.71	0.00	0.31	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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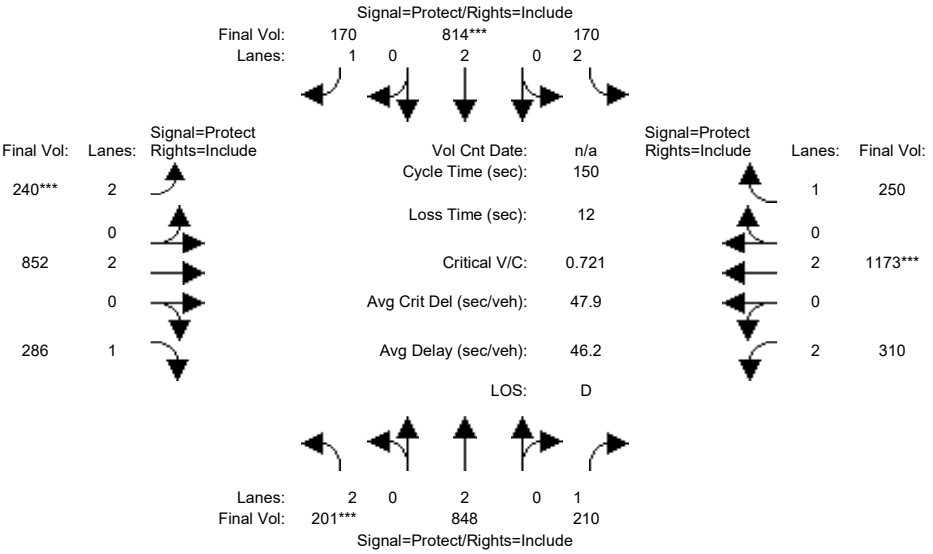
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	11	8	0	0	4	0	0	2	6	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	848	210	170	814	170	240	852	286	310	1173	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	848	210	170	814	170	240	852	286	310	1173	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	848	210	170	814	170	240	852	286	310	1173	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	848	210	170	814	170	240	852	286	310	1173	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.12	0.05	0.21	0.10	0.08	0.22	0.16	0.10	0.31	0.14
Crit Moves:	****				****		****				****	
Green Time:	13.3	46.6	46.6	11.3	44.6	44.6	15.9	55.7	55.7	24.4	64.3	64.3
Volume/Cap:	0.72	0.72	0.39	0.72	0.72	0.33	0.72	0.60	0.44	0.60	0.72	0.33
Delay/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
LOS by Move:	E-	D	D	E-	D	D	E	D+	D+	E	D+	C
HCM2kAvgQ:	6	17	8	5	17	6	7	15	10	8	22	8

Note: Queue reported is the number of cars per lane.

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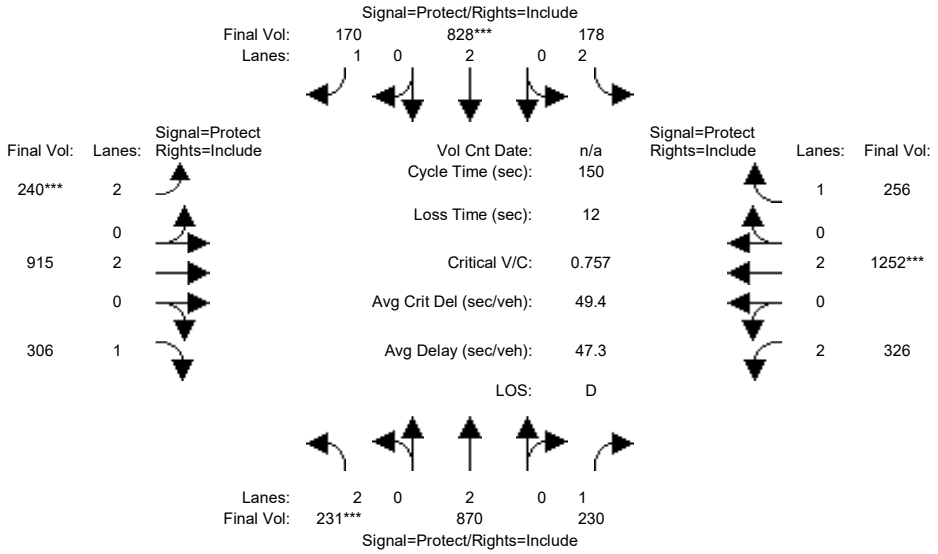
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	41	30	20	8	18	0	0	65	26	16	92	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	870	230	178	828	170	240	915	306	326	1252	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	870	230	178	828	170	240	915	306	326	1252	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	870	230	178	828	170	240	915	306	326	1252	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	870	230	178	828	170	240	915	306	326	1252	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.06	0.22	0.10	0.08	0.24	0.17	0.10	0.33	0.15
Crit Moves:	****				****		****				****	
Green Time:	14.5	46.3	46.3	11.4	43.1	43.1	15.1	56.2	56.2	24.1	65.2	65.2
Volume/Cap:	0.76	0.74	0.43	0.74	0.76	0.34	0.76	0.64	0.47	0.64	0.76	0.34
Delay/Veh:	76.5	49.1	41.9	79.6	51.8	42.6	75.8	39.7	36.1	61.7	37.8	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	49.1	41.9	79.6	51.8	42.6	75.8	39.7	36.1	61.7	37.8	28.3
LOS by Move:	E-	D	D	E-	D-	D	E-	D	D+	E	D+	C
HCM2kAvgQ:	7	18	9	5	17	6	7	17	11	8	24	8

Note: Queue reported is the number of cars per lane.

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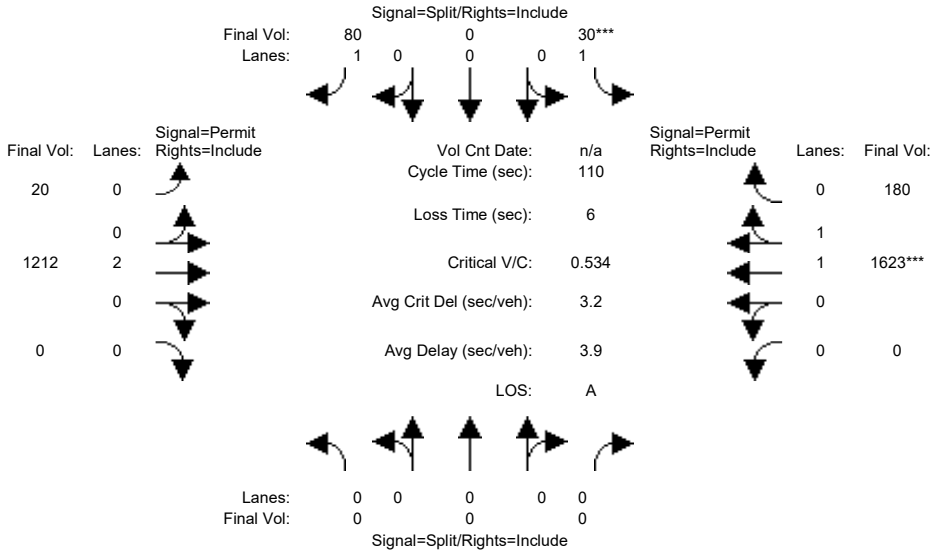
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	2	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1212	0	0	1623	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1212	0	0	1623	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	60	3640	0	0	3330	369
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.33	0.33	0.00	0.00	0.49	0.49
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.39	0.39	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	9	9

Note: Queue reported is the number of cars per lane.

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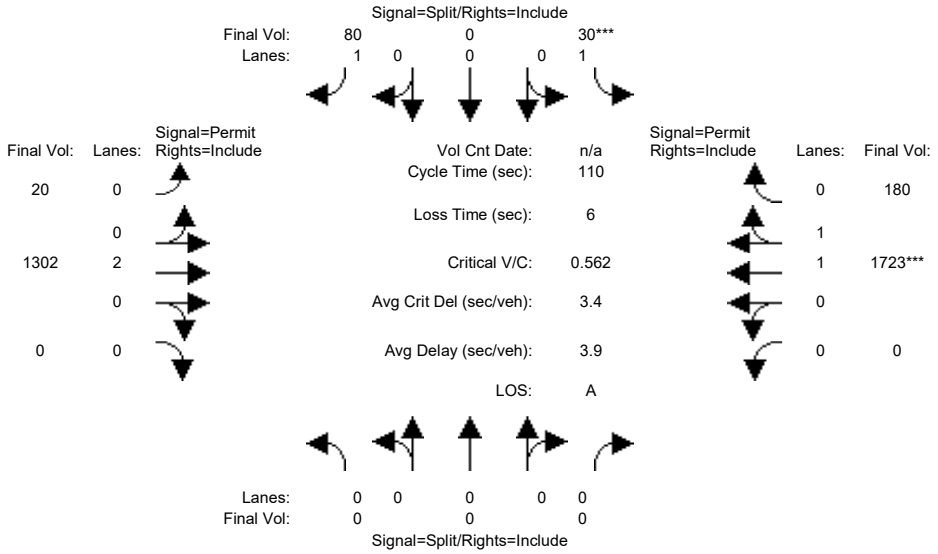
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	92	0	0	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1302	0	0	1723	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1302	0	0	1723	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1302	0	0	1723	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1302	0	0	1723	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1750	0	1750	56	3644	0	0	3350	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.36	0.36	0.00	0.00	0.51	0.51
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.42	0.42	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.7	2.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	10	10

Note: Queue reported is the number of cars per lane.

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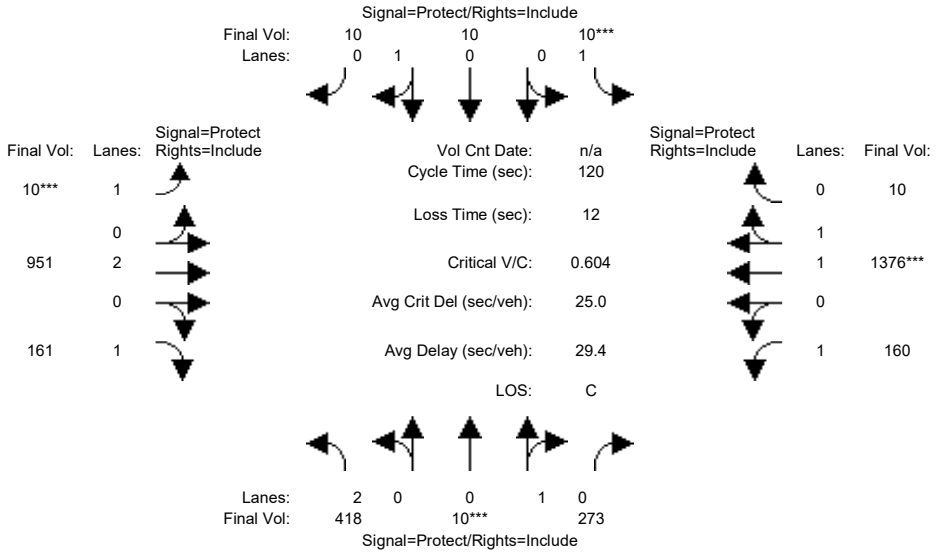
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	8	0	3	0	0	0	0	1	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	10	273	10	10	10	10	951	161	160	1376	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	10	273	10	10	10	10	951	161	160	1376	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	10	273	10	10	10	10	951	161	160	1376	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	10	273	10	10	10	10	951	161	160	1376	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.04	0.96	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	64	1736	1750	900	900	1750	3800	1750	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.01	0.01	0.01	0.01	0.25	0.09	0.09	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	21.4	27.8	27.8	7.0	13.4	13.4	7.0	53.6	53.6	19.6	66.2	66.2
Volume/Cap:	0.75	0.68	0.68	0.10	0.10	0.10	0.10	0.56	0.21	0.56	0.68	0.68
Delay/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2kAvgQ:	9	10	10	0	1	1	0	13	4	6	19	19

Note: Queue reported is the number of cars per lane.

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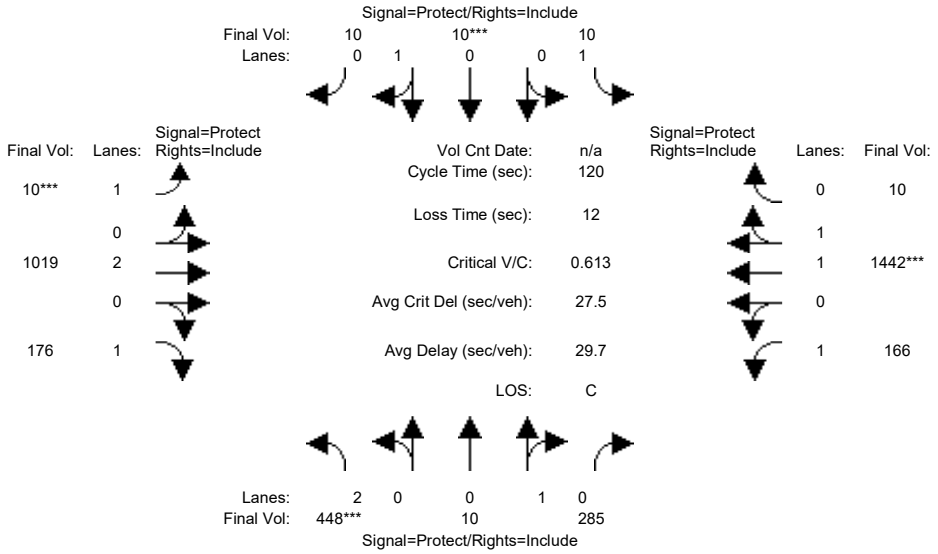
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	38	0	15	0	0	0	0	69	16	6	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	10	285	10	10	10	10	1019	176	166	1442	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	10	285	10	10	10	10	1019	176	166	1442	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	10	285	10	10	10	10	1019	176	166	1442	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	10	285	10	10	10	10	1019	176	166	1442	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.03	0.97	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	61	1739	1750	900	900	1750	3800	1750	1750	3674	25
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.01	0.01	0.01	0.01	0.27	0.10	0.09	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	24.2	25.2	25.2	9.0	10.0	10.0	7.0	54.5	54.5	19.3	66.8	66.8
Volume/Cap:	0.71	0.78	0.78	0.08	0.13	0.13	0.10	0.59	0.22	0.59	0.71	0.71
Delay/Veh:	48.2	54.7	54.7	51.9	51.4	51.4	53.9	25.0	20.0	50.0	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	54.7	54.7	51.9	51.4	51.4	53.9	25.0	20.0	50.0	20.5	20.5
LOS by Move:	D	D-	D-	D-	D-	D-	D-	C	C+	D	C+	C+
HCM2kAvgQ:	9	11	11	0	1	1	0	14	4	6	20	20

Note: Queue reported is the number of cars per lane.

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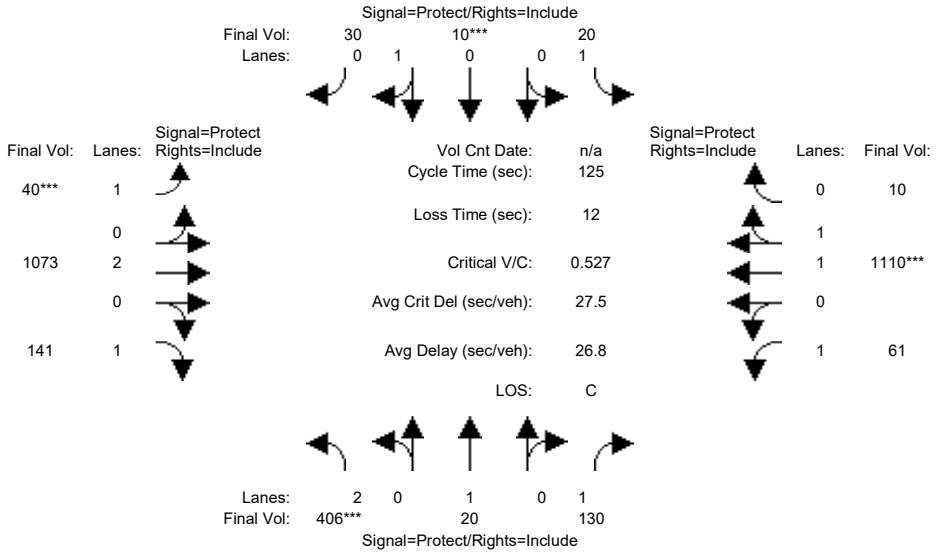
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	6	0	0	0	0	0	0	3	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	20	130	20	10	30	40	1073	141	61	1110	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	20	130	20	10	30	40	1073	141	61	1110	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3667	33
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.07	0.01	0.02	0.02	0.02	0.28	0.08	0.03	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	28.7	22.7	22.7	15.9	10.0	10.0	7.0	62.0	62.0	12.3	67.3	67.3
Volume/Cap:	0.56	0.06	0.41	0.09	0.28	0.28	0.41	0.57	0.16	0.35	0.56	0.56
Delay/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2kAvgQ:	9	1	5	1	2	2	2	14	3	2	14	14

Note: Queue reported is the number of cars per lane.

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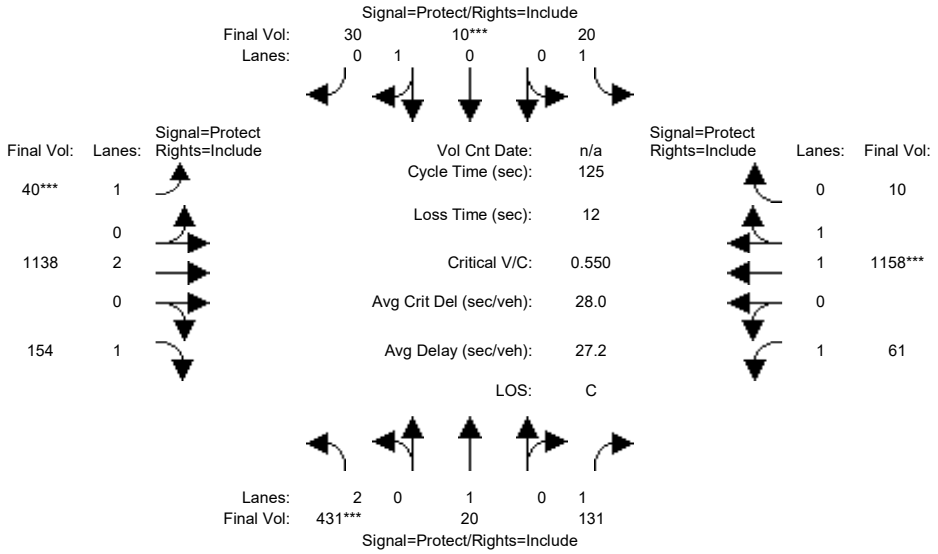
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	31	0	1	0	0	0	0	68	14	1	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	20	131	20	10	30	40	1138	154	61	1158	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	20	131	20	10	30	40	1138	154	61	1158	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	20	131	20	10	30	40	1138	154	61	1158	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	20	131	20	10	30	40	1138	154	61	1158	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.07	0.01	0.02	0.02	0.02	0.30	0.09	0.03	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	29.0	23.0	23.0	16.1	10.0	10.0	7.0	62.3	62.3	11.7	67.0	67.0
Volume/Cap:	0.59	0.06	0.41	0.09	0.28	0.28	0.41	0.60	0.18	0.37	0.59	0.59
Delay/Veh:	44.0	42.2	45.9	48.2	55.2	55.2	59.8	23.0	17.3	54.7	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	42.2	45.9	48.2	55.2	55.2	59.8	23.0	17.3	54.7	20.2	20.2
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	C+	C+
HCM2kAvgQ:	9	1	5	1	2	2	2	15	3	2	15	15

Note: Queue reported is the number of cars per lane.

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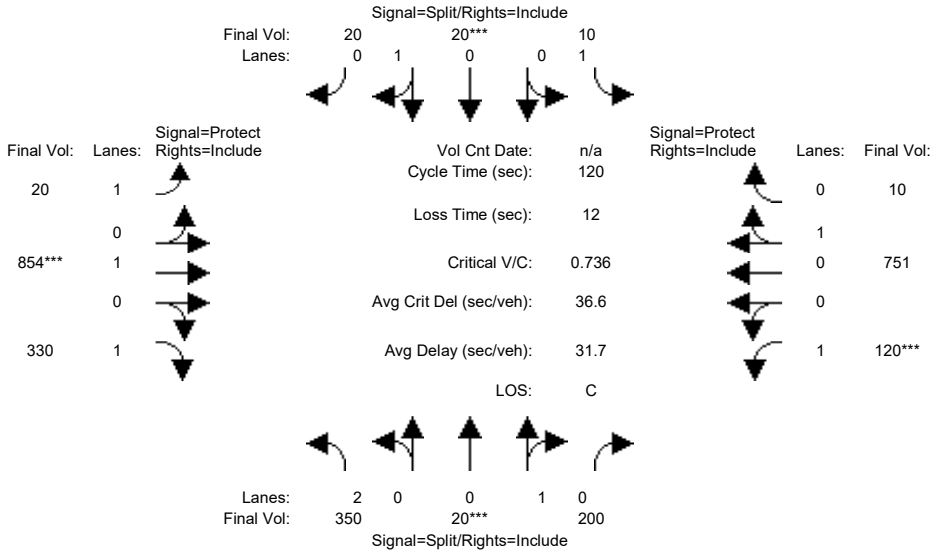
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	20	200	10	20	20	20	854	330	120	751	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	20	200	10	20	20	20	854	330	120	751	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	20	200	10	20	20	20	854	330	120	751	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	20	200	10	20	20	20	854	330	120	751	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	164	1636	1750	900	900	1750	1900	1750	1750	1776	24
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.02	0.02	0.01	0.45	0.19	0.07	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	18.7	18.7	18.7	10.0	10.0	10.0	9.6	68.8	68.8	10.5	69.7	69.7
Volume/Cap:	0.71	0.78	0.78	0.07	0.27	0.27	0.14	0.78	0.33	0.78	0.73	0.73
Delay/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	8	9	9	0	2	2	1	24	7	5	21	21

Note: Queue reported is the number of cars per lane.

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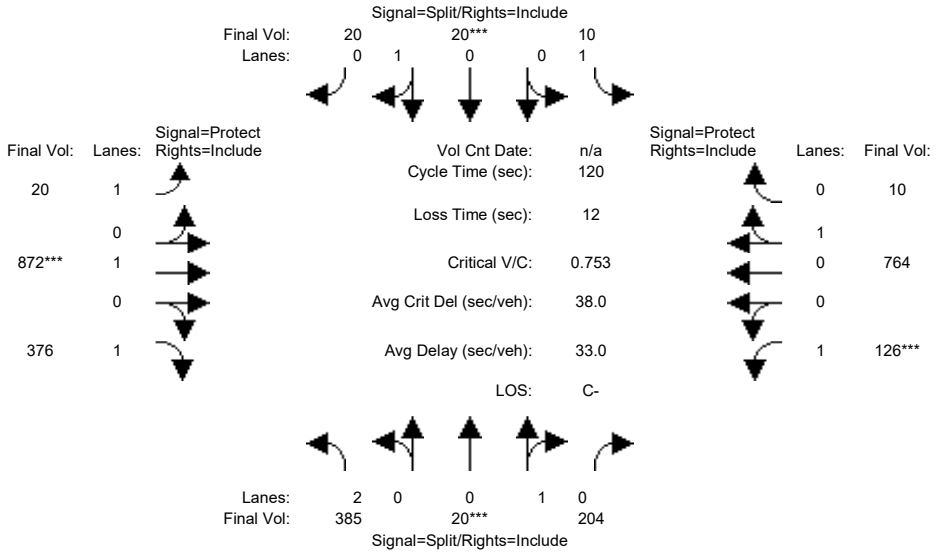
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	35	0	4	0	0	0	0	22	46	6	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	20	204	10	20	20	20	872	376	126	764	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	20	204	10	20	20	20	872	376	126	764	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	20	204	10	20	20	20	872	376	126	764	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	20	204	10	20	20	20	872	376	126	764	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	161	1639	1750	900	900	1750	1900	1750	1750	1777	23
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.02	0.02	0.01	0.46	0.21	0.07	0.43	0.43
Crit Moves:		****			****			****			****	
Green Time:	18.6	18.6	18.6	10.0	10.0	10.0	9.5	68.6	68.6	10.8	69.9	69.9
Volume/Cap:	0.79	0.80	0.80	0.07	0.27	0.27	0.14	0.80	0.38	0.80	0.74	0.74
Delay/Veh:	57.2	64.2	64.2	50.9	52.5	52.5	52.0	24.7	14.2	78.5	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	64.2	64.2	50.9	52.5	52.5	52.0	24.7	14.2	78.5	21.1	21.1
LOS by Move:	E+	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	9	9	9	0	2	2	1	25	8	5	21	21

Note: Queue reported is the number of cars per lane.

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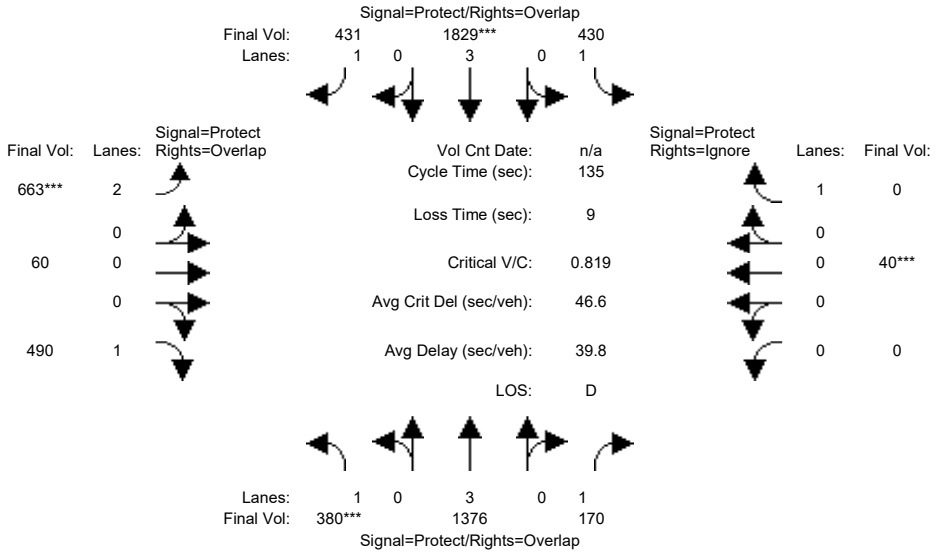
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	0	16	0	0	9	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1376	170	430	1829	431	663	60	490	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1376	170	430	1829	431	663	60	490	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3250	294	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.24	0.10	0.25	0.32	0.25	0.20	0.20	0.27	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	35.8	44.0	44.0	44.7	52.9	86.5	33.6	37.3	73.1	0.0	3.7	0.0
Volume/Cap:	0.82	0.74	0.30	0.74	0.82	0.38	0.82	0.74	0.50	0.00	0.82	0.00
Delay/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2kAvgQ:	16	17	5	16	22	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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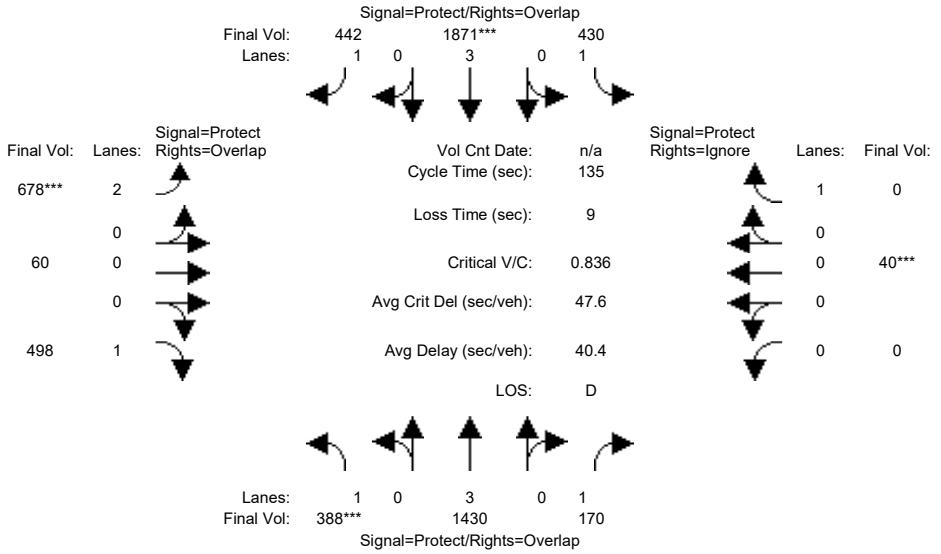
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	8	70	0	0	51	12	18	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1430	170	430	1871	442	678	60	498	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	388	1430	170	430	1871	442	678	60	498	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1430	170	430	1871	442	678	60	498	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	388	1430	170	430	1871	442	678	60	498	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3256	288	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.10	0.25	0.33	0.25	0.21	0.21	0.28	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	35.8	44.9	44.9	43.9	53.0	86.6	33.6	37.2	73.0	0.0	3.6	0.0
Volume/Cap:	0.84	0.76	0.29	0.76	0.84	0.39	0.84	0.76	0.51	0.00	0.84	0.00
Delay/Veh:	59.3	42.0	33.6	46.4	40.0	11.8	52.4	46.8	19.9	0.0	137	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	42.0	33.6	46.4	40.0	11.8	52.4	46.8	19.9	0.0	137	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2kAvgQ:	17	18	5	17	23	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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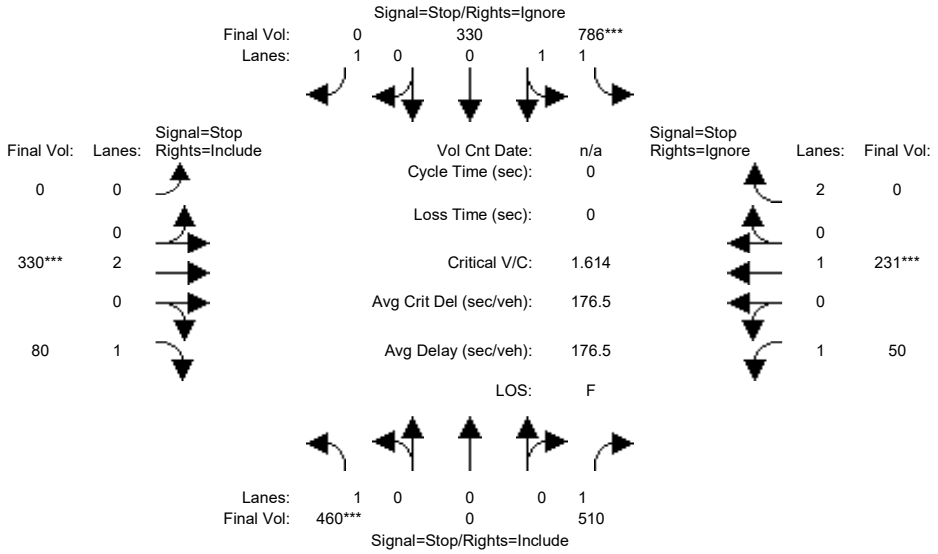
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	6	0	0	0	0	0	0	1	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	510	786	330	50	0	330	80	50	231	1189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	786	330	0	0	330	80	50	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	786	330	0	0	330	80	50	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	786	330	0	0	330	80	50	231	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	384	0	441	487	209	370	0	667	355	301	319	668
Capacity Analysis Module:												
Vol/Sat:	1.20	xxxx	1.16	1.61	1.58	0.00	xxxx	0.49	0.23	0.17	0.72	0.00
Crit Moves:	****			****				****			****	
Delay/Veh:	139.5	0.0	119.7	314.8	300	0.0	0.0	23.3	15.5	16.7	38.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.5	0.0	119.7	314.8	300	0.0	0.0	23.3	15.5	16.7	38.1	0.0
LOS by Move:	F	*	F	F	F	*	*	C	C	C	E	*
ApproachDel:	129.1			310.5			21.8			34.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	129.1			310.5			21.8			34.3		
LOS by Appr:	F			F			C			D		
AllWayAvgQ:	13.6	0.0	13.3	28.1	28.1	0.0	0.0	0.9	0.3	0.2	2.1	0.0

Note: Queue reported is the number of cars per lane.

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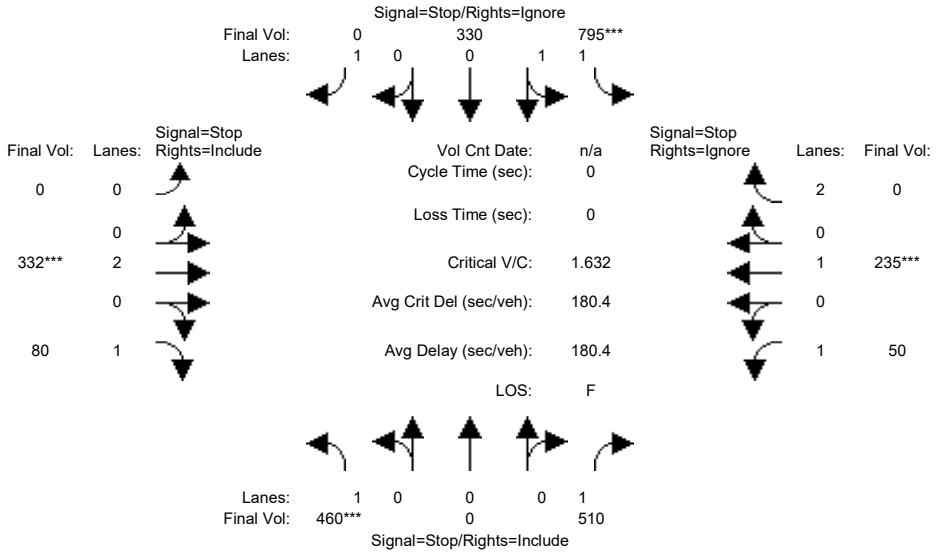
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #13: I-280 SB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	15	0	0	0	2	0	0	5	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	0	510	795	330	50	0	332	80	50	235	1285
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	795	330	0	0	332	80	50	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	795	330	0	0	332	80	50	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	795	330	0	0	332	80	50	235	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	383	0	440	487	206	368	0	665	355	300	318	667
Capacity Analysis Module:												
Vol/Sat:	1.20	xxxx	1.16	1.63	1.60	0.00	xxxx	0.50	0.23	0.17	0.74	0.00
Crit Moves:	****			****				****			****	
Delay/Veh:	140.8	0.0	121.1	322.6	308	0.0	0.0	23.5	15.6	16.7	39.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.8	0.0	121.1	322.6	308	0.0	0.0	23.5	15.6	16.7	39.4	0.0
LOS by Move:	F	*	F	F	F	*	*	C	C	C	E	*
ApproachDel:	130.4			318.3				21.9			35.4	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	130.4			318.3				21.9			35.4	
LOS by Appr:	F			F				C			E	
AllWayAvgQ:	13.7	0.0	13.5	28.8	28.8	0.0	0.0	0.9	0.3	0.2	2.3	0.0

Note: Queue reported is the number of cars per lane.

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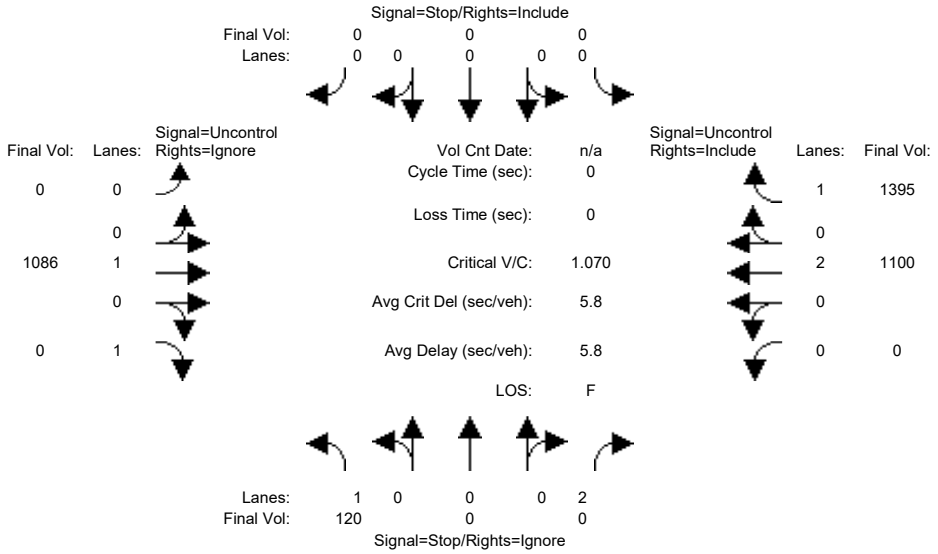
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)




```
Street Name:          I-280 NB Ramps                    Page Mill Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     120    0   220     0    0     0     0 1080   430     0 1070  1390
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  120    0   220     0    0     0     0 1080   430     0 1070  1390
Added Vol:      0    0    22     0    0     0     0    6     0     0   30     5
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  120    0   242     0    0     0     0 1086   430     0 1100  1395
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   120    0     0     0    0     0     0 1086     0     0 1100  1395
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  120    0     0     0    0     0     0 1086     0     0 1100  1395
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1636 xxxx  1086  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  112 xxxx   265  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    112 xxxx   265  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  1.07 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    7.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:178.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    F    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     178.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F              *                *                *
Note: Queue reported is the number of cars per lane.
```

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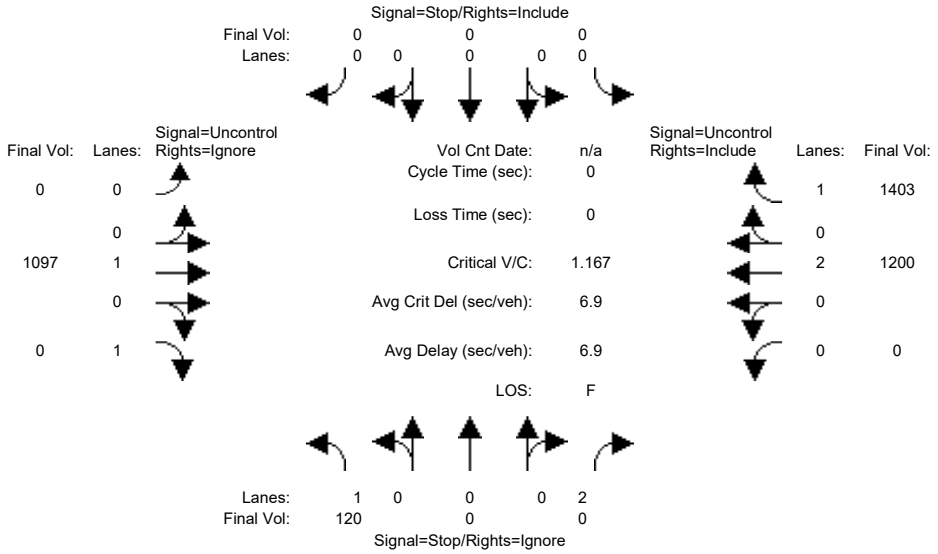
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #14: I-280 NB Ramps / Page Mill Road (Ex. & 2018 Only) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	106	0	0	0	0	17	0	0	130	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	326	0	0	0	0	1097	430	0	1200	1403
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1097	0	0	1200	1403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	120	0	0	0	0	0	0	1097	0	0	1200	1403
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1697	xxxx	1097	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	103	xxxx	262	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	103	xxxx	262	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.17	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	7.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	218.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	218.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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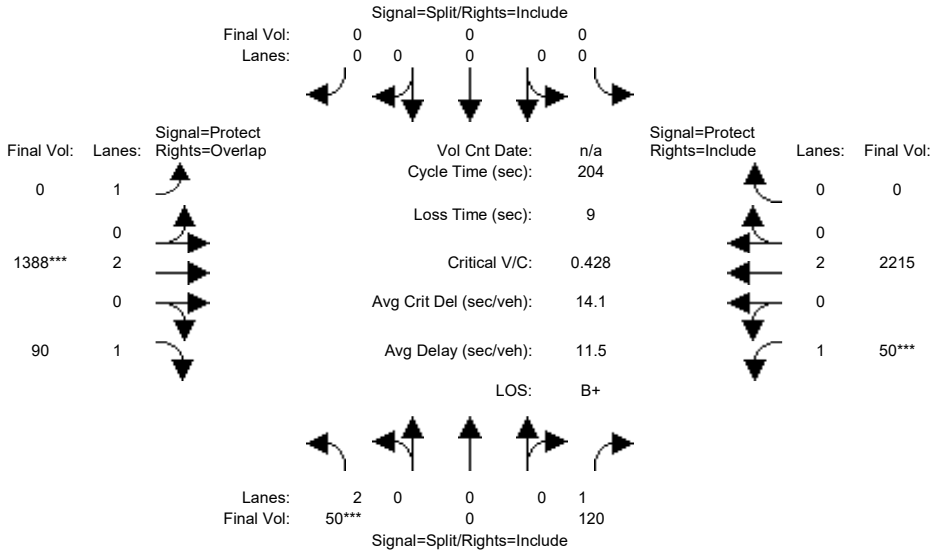
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1388	90	50	2215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1388	90	50	2215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.37	0.05	0.03	0.58	0.00
Crit Moves:	****							****		****		
Green Time:	32.7	0.0	32.7	0.0	0.0	0.0	0.0	157	190.0	16.2	173	0.0
Volume/Cap:	0.10	0.00	0.43	0.00	0.00	0.00	0.00	0.47	0.06	0.36	0.69	0.00
Delay/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	16	0	3	26	0

Note: Queue reported is the number of cars per lane.

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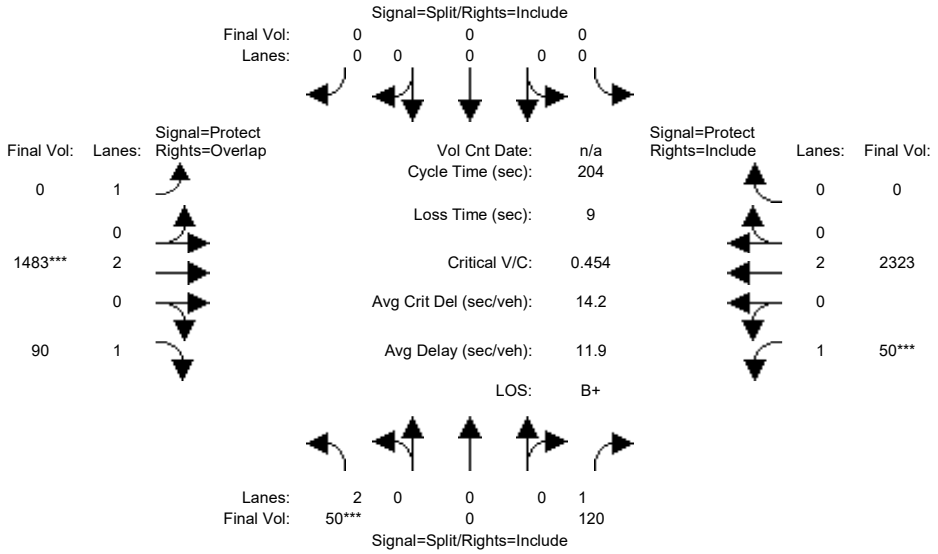
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1483	90	50	2323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1483	90	50	2323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1483	90	50	2323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1483	90	50	2323	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.39	0.05	0.03	0.61	0.00
Crit Moves:	****							****		****		
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	157	188.1	16.2	173	0.0
Volume/Cap:	0.11	0.00	0.45	0.00	0.00	0.00	0.00	0.51	0.06	0.36	0.72	0.00
Delay/Veh:	78.4	0.0	84.0	0.0	0.0	0.0	0.0	9.3	0.7	94.9	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	0.0	84.0	0.0	0.0	0.0	0.0	9.3	0.7	94.9	7.0	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	18	1	3	29	0

Note: Queue reported is the number of cars per lane.

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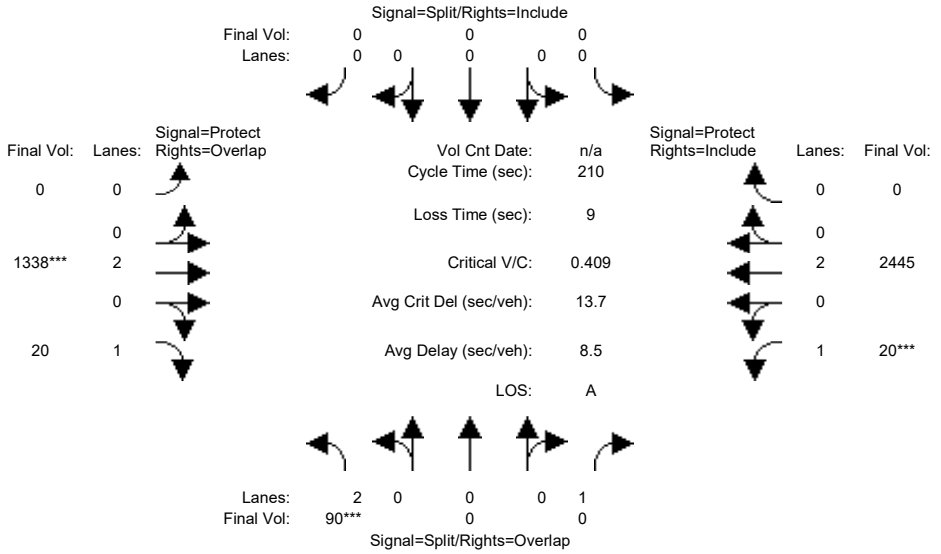
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1338	20	20	2445	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1338	20	20	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.01	0.01	0.64	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.01	0.15	0.73	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	14	0	1	27	0

Note: Queue reported is the number of cars per lane.

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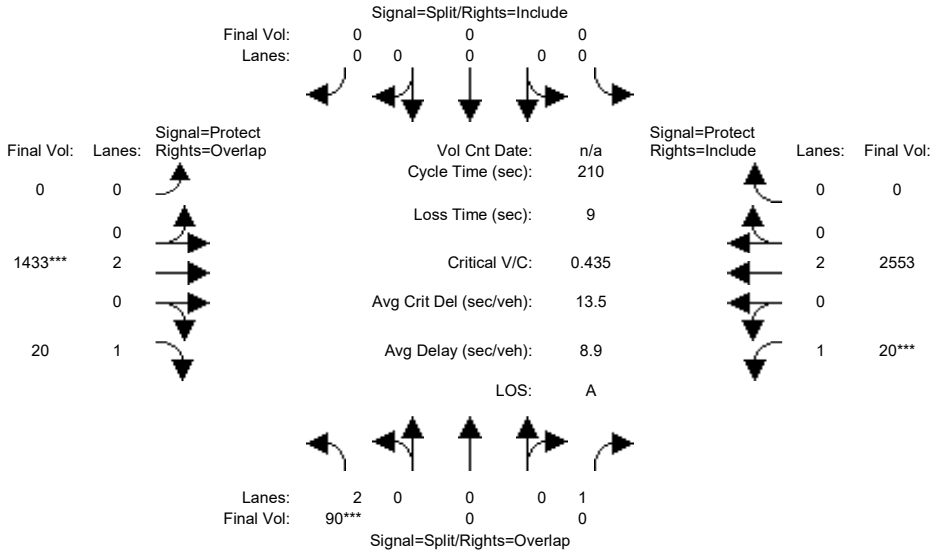
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1433	20	20	2553	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1433	20	20	2553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1433	20	20	2553	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1433	20	20	2553	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.01	0.01	0.67	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.01	0.15	0.77	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.2	1.6	94.7	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.2	1.6	94.7	6.2	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	15	0	1	31	0

Note: Queue reported is the number of cars per lane.

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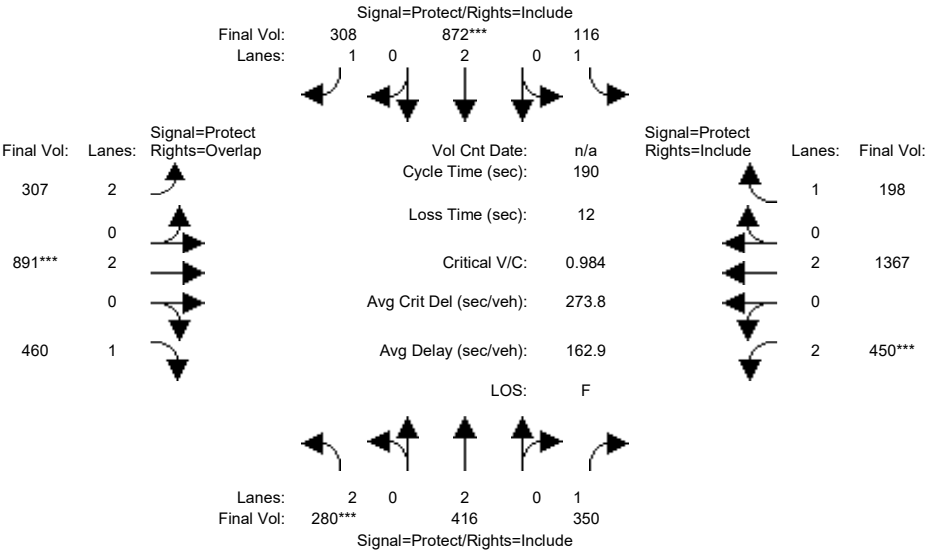
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name: Junipero Serra Boulevard - Foothi | Page Mill Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	16	0	16	22	28	27	1	0	0	7	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	416	350	116	872	308	307	891	460	450	1367	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	416	350	116	872	308	307	891	460	450	1367	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	416	350	116	872	308	307	891	460	450	1367	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	416	350	116	872	308	307	891	460	450	1367	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.20	0.13	0.46	0.18	0.10	0.23	0.26	0.14	0.36	0.11
Crit Moves:	****				****			****			****	
Green Time:	18.8	32.9	32.9	29.2	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.63	1.15	0.86	2.02	0.77	0.51	0.46	0.43	1.44	0.85	0.27
Delay/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
LOS by Move:	F	E-	F	F	F	F	E	D	C	F	F	E+
HCM2kAvgQ:	11	12	30	8	52	20	10	20	21	27	41	11

Note: Queue reported is the number of cars per lane.

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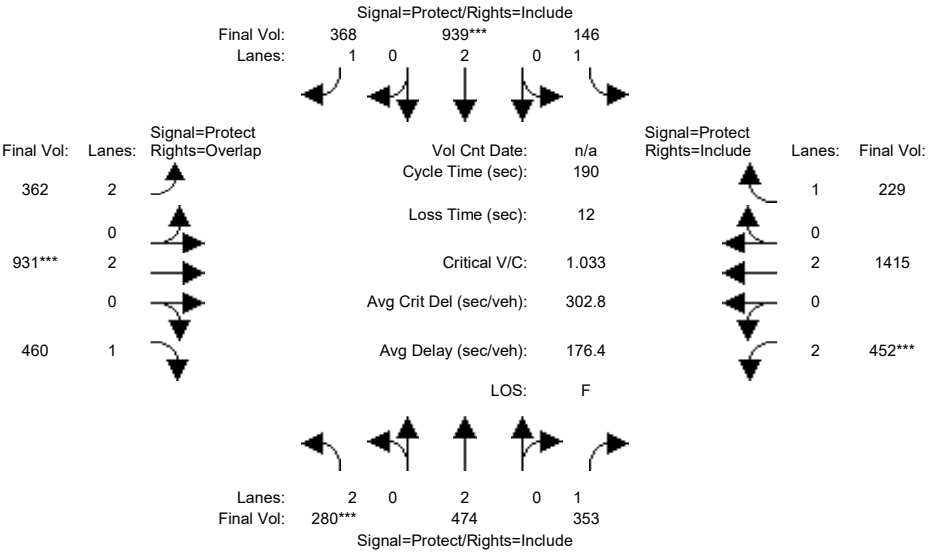
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	74	3	46	89	88	82	41	0	2	55	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	474	353	146	939	368	362	931	460	452	1415	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	474	353	146	939	368	362	931	460	452	1415	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	474	353	146	939	368	362	931	460	452	1415	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	474	353	146	939	368	362	931	460	452	1415	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.20	0.17	0.49	0.21	0.11	0.25	0.26	0.14	0.37	0.13
Crit Moves:	****				****			****			****	
Green Time:	18.8	34.0	34.0	28.1	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.70	1.13	1.13	2.17	0.92	0.61	0.48	0.43	1.45	0.88	0.31
Delay/Veh:	116.8	81.0	173.0	203.7	612	103.1	76.9	39.8	29.3	317.0	85.4	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	81.0	173.0	203.7	612	103.1	76.9	39.8	29.3	317.0	85.4	57.7
LOS by Move:	F	F	F	F	F	F	E-	D	C	F	F	E+
HCM2kAvgQ:	11	14	30	12	58	25	12	21	21	27	43	13

Note: Queue reported is the number of cars per lane.

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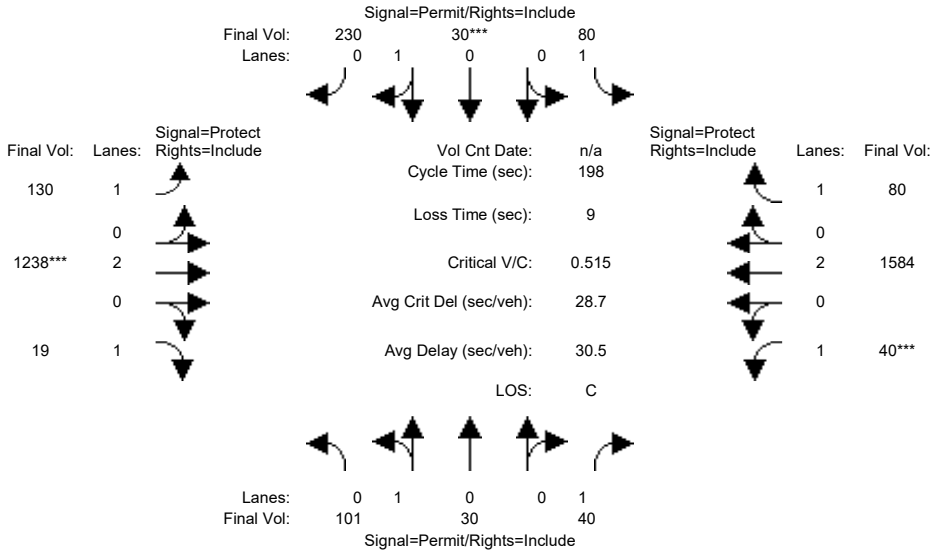
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	11	0	0	0	0	0	0	8	9	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	30	40	80	30	230	130	1238	19	40	1584	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	30	40	80	30	230	130	1238	19	40	1584	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.23	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1388	412	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.14	0.14	0.07	0.33	0.01	0.02	0.42	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.40	0.40	0.13	0.25	0.80	0.80	0.65	0.45	0.02	0.40	0.63	0.07
Delay/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	8	8	2	5	18	18	9	16	0	3	28	2

Note: Queue reported is the number of cars per lane.

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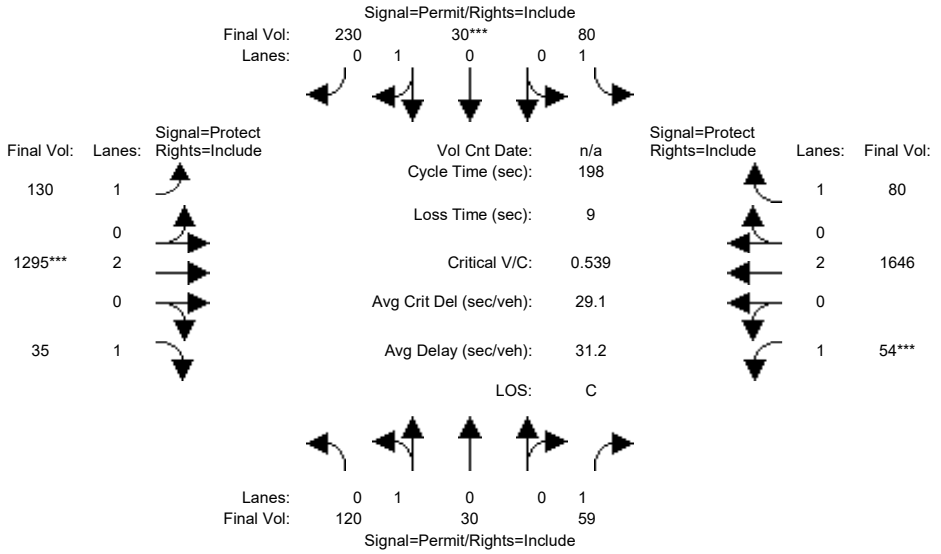
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	30	0	19	0	0	0	0	65	25	14	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	30	59	80	30	230	130	1295	35	54	1646	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	30	59	80	30	230	130	1295	35	54	1646	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	30	59	80	30	230	130	1295	35	54	1646	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	30	59	80	30	230	130	1295	35	54	1646	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.80	0.20	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1440	360	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.14	0.14	0.07	0.34	0.02	0.03	0.43	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.46	0.46	0.19	0.25	0.80	0.80	0.65	0.47	0.03	0.54	0.65	0.07
Delay/Veh:	77.9	77.9	73.2	74.2	95.3	95.3	96.7	12.7	8.5	102.2	21.7	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	77.9	73.2	74.2	95.3	95.3	96.7	12.7	8.5	102.2	21.7	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	9	9	3	5	18	18	9	17	1	4	30	2

Note: Queue reported is the number of cars per lane.

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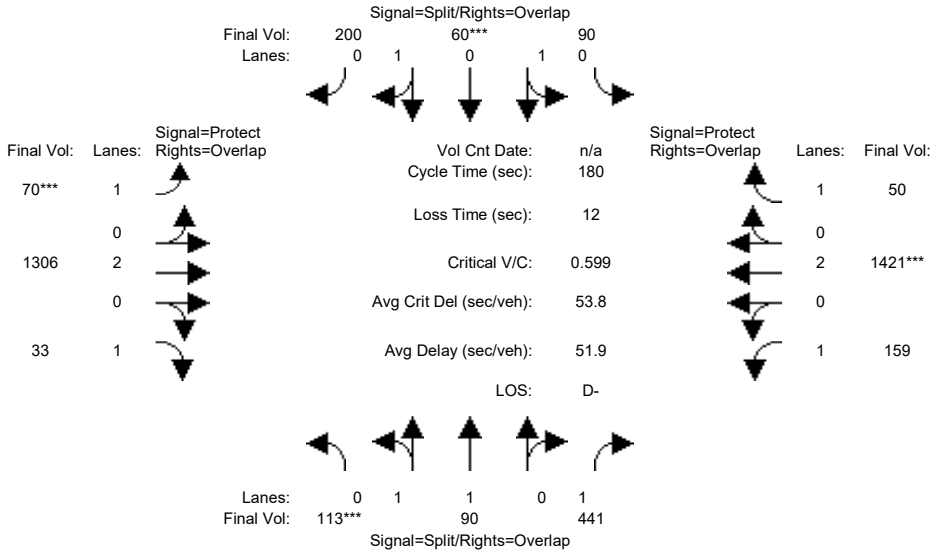
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1306	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	3	0	11	0	0	0	0	6	3	9	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	90	441	90	60	200	70	1306	33	159	1421	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	90	441	90	60	200	70	1306	33	159	1421	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.25	0.08	0.08	0.11	0.04	0.34	0.02	0.09	0.37	0.03
Crit Moves:	****				****		****				****	
Green Time:	38.1	38.1	61.0	29.1	29.1	48.8	19.7	90.6	128.7	22.9	93.8	122.8
Volume/Cap:	0.30	0.22	0.74	0.52	0.52	0.41	0.37	0.68	0.03	0.71	0.72	0.04
Delay/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
LOS by Move:	E	E	E	E	E	E+	F	D	B	F	D	B
HCM2kAvgQ:	6	4	25	9	9	10	4	32	1	9	33	2

Note: Queue reported is the number of cars per lane.

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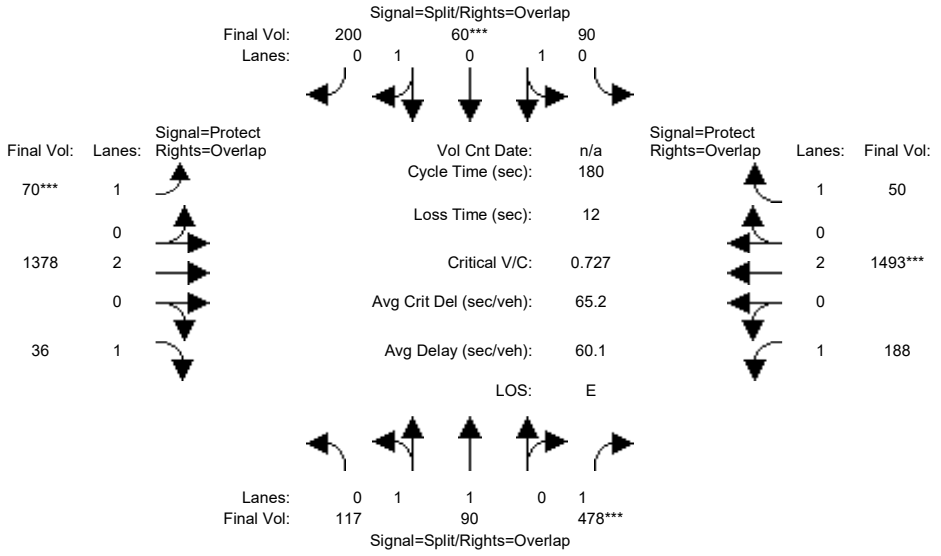
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	7	0	48	0	0	0	0	78	6	38	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	478	90	60	200	70	1378	36	188	1493	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	90	478	90	60	200	70	1378	36	188	1493	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	90	478	90	60	200	70	1378	36	188	1493	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	90	478	90	60	200	70	1378	36	188	1493	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.27	0.08	0.08	0.11	0.04	0.36	0.02	0.11	0.39	0.03
Crit Moves:			****		****		****				****	
Green Time:	26.2	26.2	49.1	29.1	29.1	48.8	19.7	90.6	116.8	22.9	93.8	122.8
Volume/Cap:	0.46	0.32	1.00	0.52	0.52	0.41	0.37	0.72	0.03	0.85	0.75	0.04
Delay/Veh:	75.8	73.8	111.2	74.3	74.3	57.7	80.5	47.6	18.2	106.5	47.7	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	73.8	111.2	74.3	74.3	57.7	80.5	47.6	18.2	106.5	47.7	15.9
LOS by Move:	E-	E	F	E	E	E+	F	D	B-	F	D	B
HCM2kAvgQ:	7	5	36	9	9	10	4	34	1	11	36	2

Note: Queue reported is the number of cars per lane.

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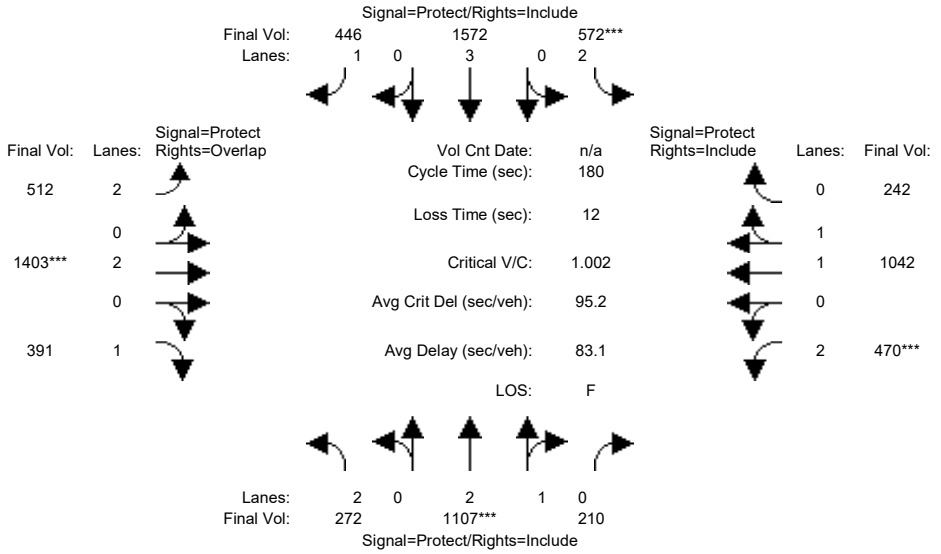
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	2	17	0	12	22	16	12	3	1	0	2	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.50	0.50	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4706	893	3150	5700	1750	3150	3800	1750	3150	3002	697
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.18	0.28	0.25	0.16	0.37	0.22	0.15	0.35	0.35
Crit Moves:		****		****				****		****		
Green Time:	17.9	42.3	42.3	32.6	57.0	57.0	29.7	66.3	84.2	26.8	63.4	63.4
Volume/Cap:	0.87	1.00	1.00	1.00	0.87	0.80	0.99	1.00	0.48	1.00	0.99	0.99
Delay/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
LOS by Move:	F	F	F	F	E	E	F	F	C-	F	E-	E-
HCM2kAvgQ:	11	30	30	21	27	24	19	42	15	18	40	40

Note: Queue reported is the number of cars per lane.

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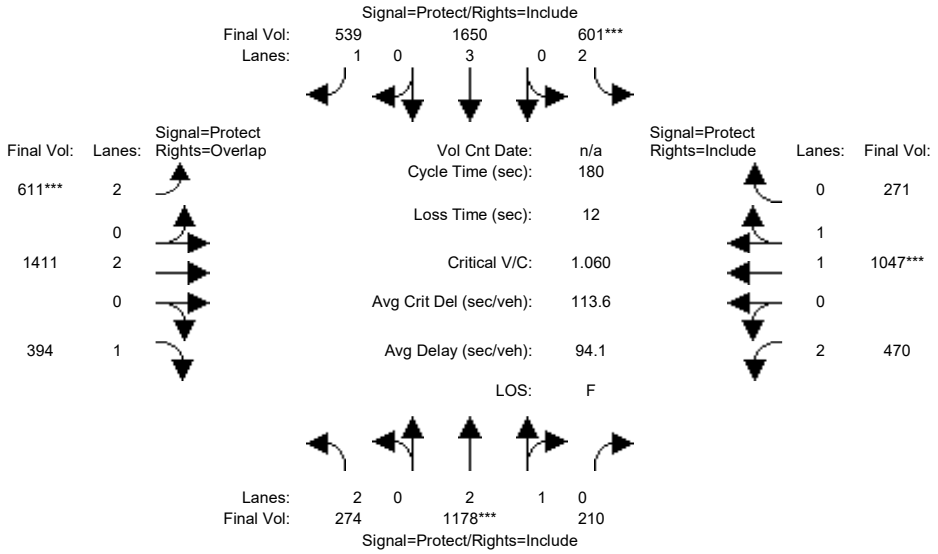
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	4	88	0	41	100	109	111	11	4	0	7	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.53	0.47	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.58	0.42
Final Sat.:	3150	4752	847	3150	5700	1750	3150	3800	1750	3150	2939	761
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.19	0.29	0.31	0.19	0.37	0.23	0.15	0.36	0.36
Crit Moves:		****			****			****			****	
Green Time:	16.4	42.1	42.1	32.4	58.1	58.1	33.0	66.7	83.1	26.8	60.5	60.5
Volume/Cap:	0.95	1.06	1.06	1.06	0.90	0.95	1.06	1.00	0.49	1.00	1.06	1.06
Delay/Veh:	122.1	111	111.3	128.4	64.3	86.4	127.8	81.2	34.1	118.7	103	102.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.1	111	111.3	128.4	64.3	86.4	127.8	81.2	34.1	118.7	103	102.6
LOS by Move:	F	F	F	F	E	F	F	F	C-	F	F	F
HCM2kAvgQ:	12	33	33	24	29	33	24	42	15	18	45	45

Note: Queue reported is the number of cars per lane.

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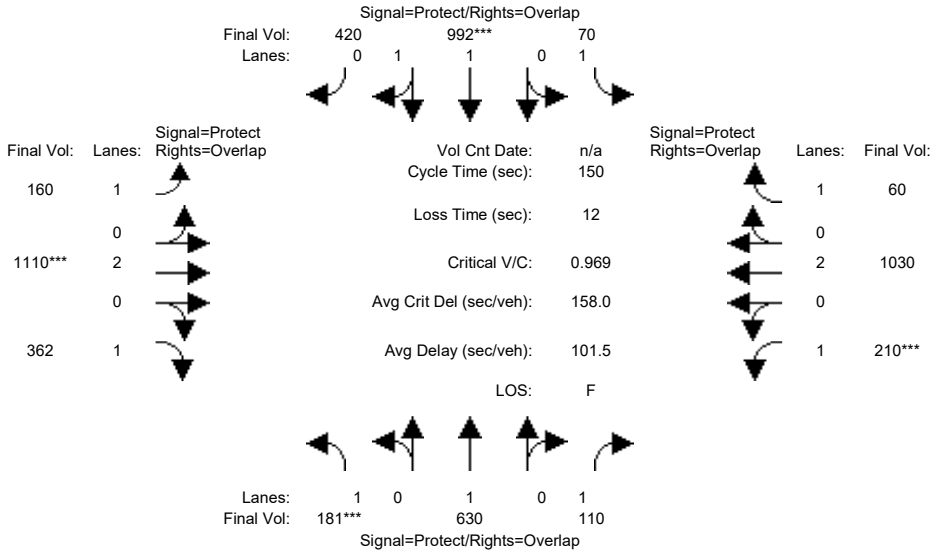
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	1	0	0	0	2	0	0	10	2	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	630	110	70	992	420	160	1110	362	210	1030	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	630	110	70	992	420	160	1110	362	210	1030	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2599	1100	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.06	0.04	0.38	0.38	0.09	0.29	0.21	0.12	0.27	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.99	0.14	0.43	1.41	0.97	0.74	0.79	0.39	0.93	0.72	0.07
Delay/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	10	37	3	3	59	34	9	27	16	13	24	3

Note: Queue reported is the number of cars per lane.

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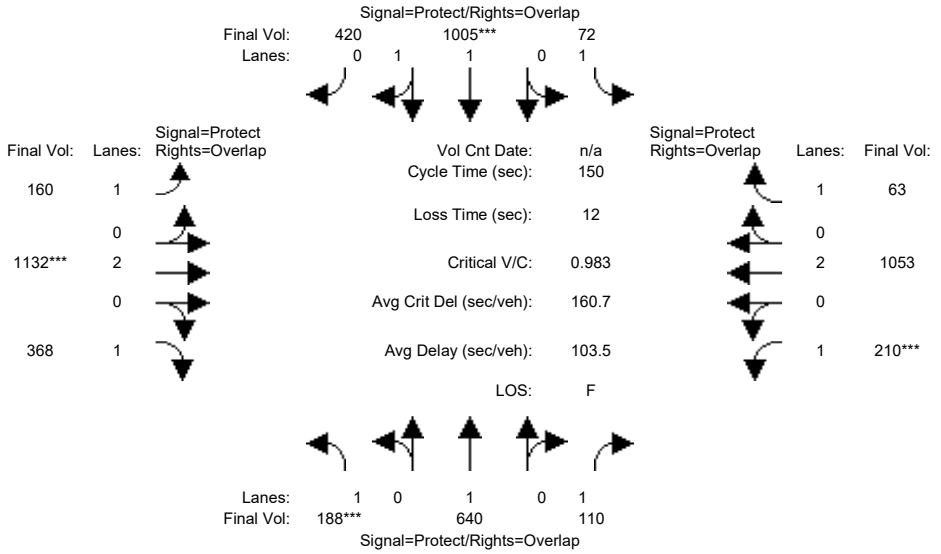
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	8	10	0	2	15	0	0	32	8	0	33	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	640	110	72	1005	420	160	1132	368	210	1053	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	640	110	72	1005	420	160	1132	368	210	1053	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	640	110	72	1005	420	160	1132	368	210	1053	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	640	110	72	1005	420	160	1132	368	210	1053	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2609	1090	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.06	0.04	0.39	0.39	0.09	0.30	0.21	0.12	0.28	0.04
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.70	1.01	0.14	0.44	1.42	0.98	0.74	0.80	0.40	0.93	0.74	0.08
Delay/Veh:	72.6	92.4	25.0	71.5	253	66.1	87.7	67.1	40.5	116.4	63.1	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	92.4	25.0	71.5	253	66.1	87.7	67.1	40.5	116.4	63.1	37.7
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	11	38	3	3	60	34	9	28	17	13	25	3

Note: Queue reported is the number of cars per lane.

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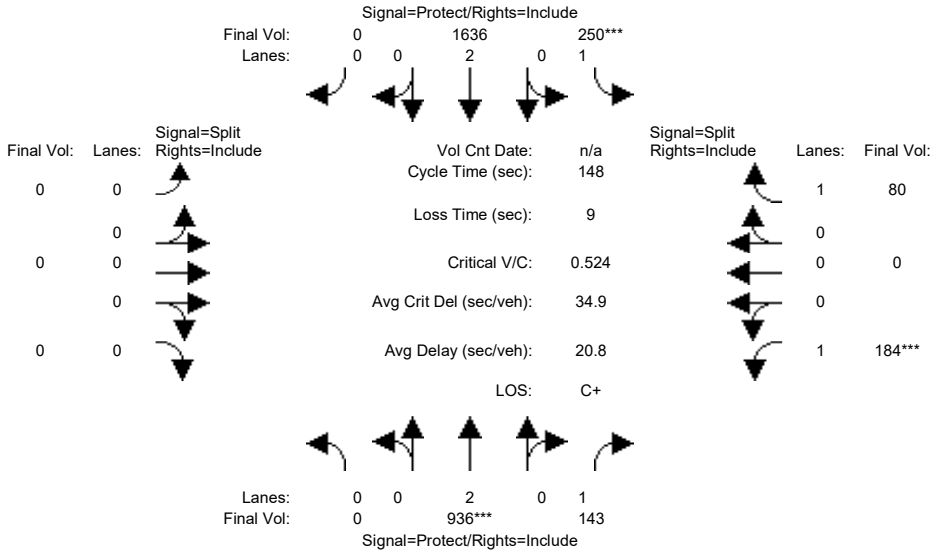
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	6	3	0	6	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	143	250	1636	0	0	0	0	184	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	143	250	1636	0	0	0	0	184	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	143	250	1636	0	0	0	0	184	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	936	143	250	1636	0	0	0	0	184	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.83	0.56	0.00	0.00	0.00	0.00	0.59	0.00	0.26
Delay/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	9	0	4

Note: Queue reported is the number of cars per lane.

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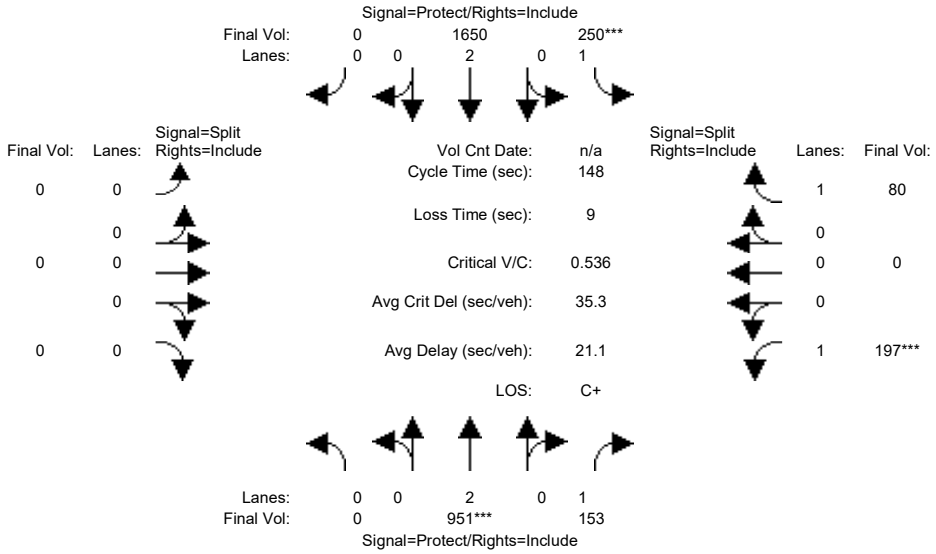
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	21	13	0	20	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	951	153	250	1650	0	0	0	0	197	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	951	153	250	1650	0	0	0	0	197	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	951	153	250	1650	0	0	0	0	197	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	951	153	250	1650	0	0	0	0	197	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.15	0.83	0.57	0.00	0.00	0.00	0.00	0.63	0.00	0.26
Delay/Veh:	0.0	17.5	14.4	80.2	8.0	0.0	0.0	0.0	0.0	63.9	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.4	80.2	8.0	0.0	0.0	0.0	0.0	63.9	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	10	0	4

Note: Queue reported is the number of cars per lane.

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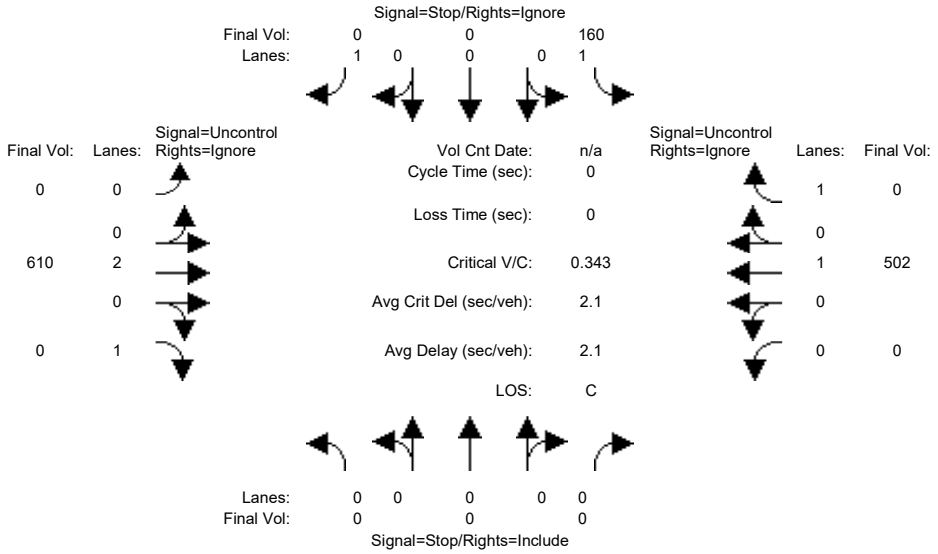
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)




```
Street Name:          I-280 SB Ramps                    Alpine Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   160    0   320     0  610   210     0  500   580
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   160    0   320     0  610   210     0  500   580
Added Vol:      0    0     0     0    0     0     0    0     0     0    2    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   160    0   320     0  610   210     0  502   591
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0    0     0   160    0     0     0  610     0     0  502     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   160    0     0     0  610     0     0  502     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   807 xxxx   502  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   354 xxxx   573  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   354 xxxx   573  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    321  331 xxxxx   466  331 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.34 xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   1.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  16.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             16.7           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```

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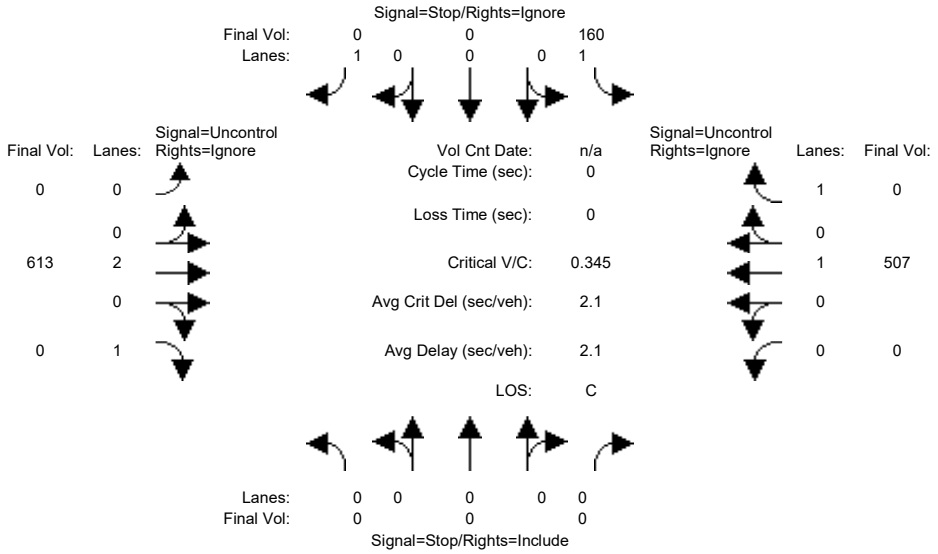
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	580
Added Vol:	0	0	0	0	0	0	0	3	0	0	7	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	613	210	0	507	624
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	613	0	0	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	613	0	0	507	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	814	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	350	xxxx	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	350	xxxx	570	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	319	329	xxxxx	463	329	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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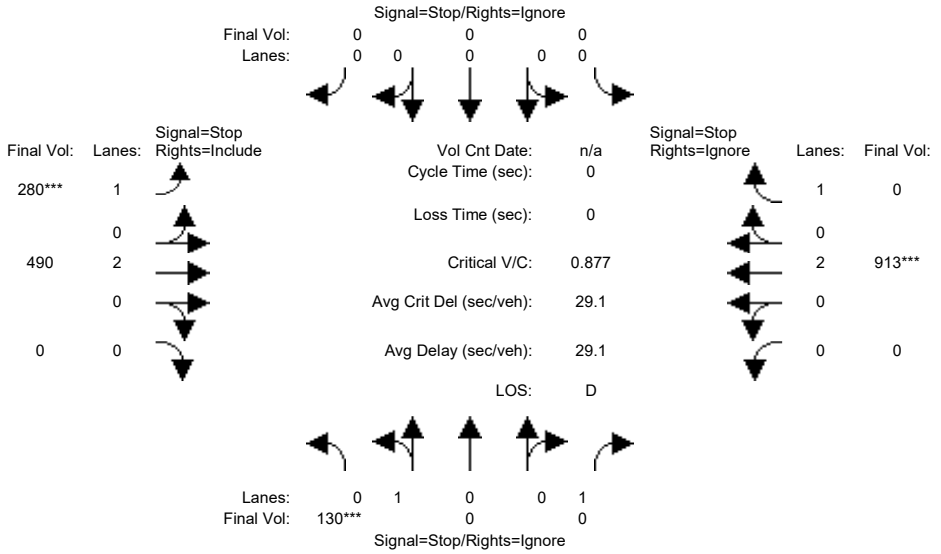
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	9	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	269	0	0	0	280	490	0	0	913	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	490	0	0	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	490	0	0	913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	490	0	0	913	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	410	0	471	0	0	0	467	995	0	0	1041	564
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.49	xxxx	xxxx	0.88	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.8			xxxxxx			17.9			40.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.8			xxxxxx			17.9			40.5		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.9	0.0	0.0	4.5	0.0

Note: Queue reported is the number of cars per lane.

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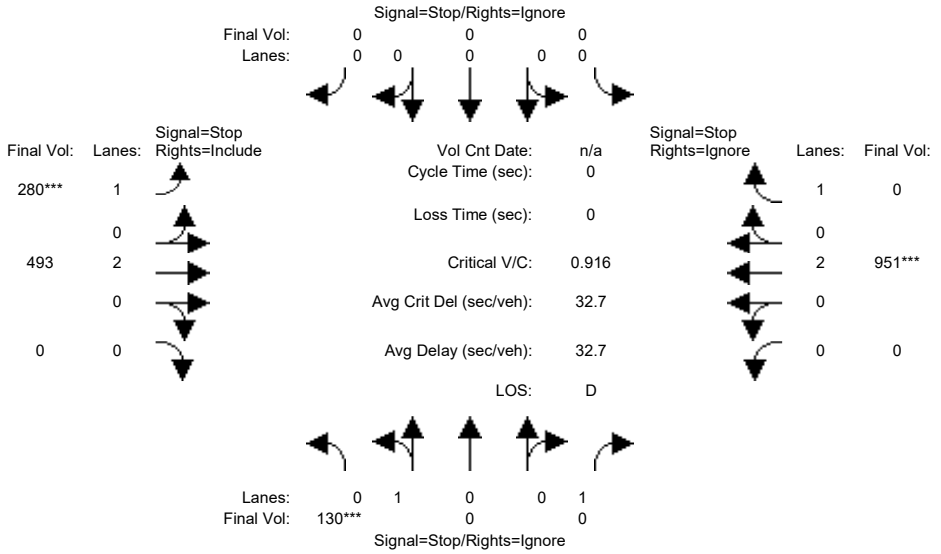
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	38	0	0	0	0	3	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	298	0	0	0	280	493	0	0	951	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	493	0	0	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	493	0	0	951	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	493	0	0	951	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	409	0	471	0	0	0	463	986	0	0	1039	563
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.50	xxxx	xxxx	0.92	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.9	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.9			xxxxxx			18.2			46.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.9			xxxxxx			18.2			46.9		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	0.0	5.4	0.0

Note: Queue reported is the number of cars per lane.

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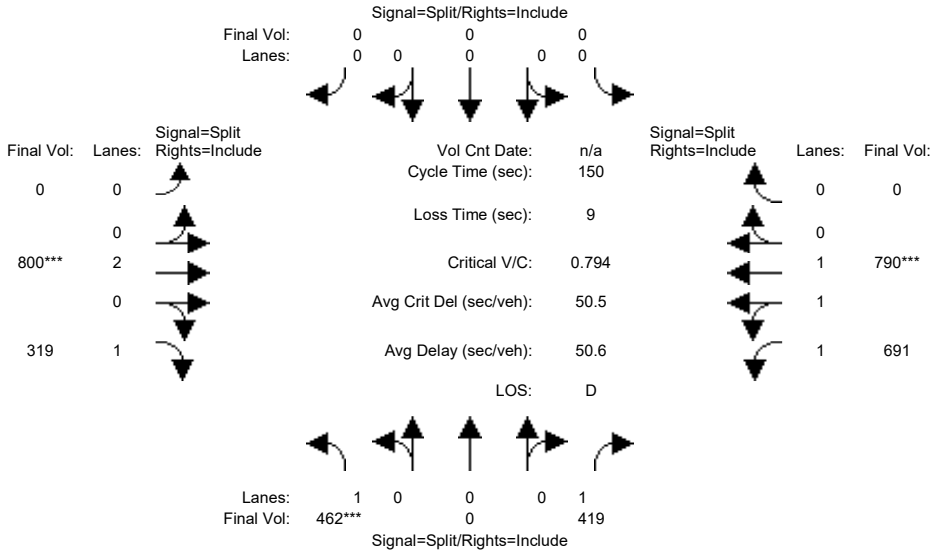
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	12	0	19	0	0	0	0	0	9	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	0	419	0	0	0	0	800	319	691	790	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	0	419	0	0	0	0	800	319	691	790	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	0	419	0	0	0	0	800	319	691	790	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	0	419	0	0	0	0	800	319	691	790	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.44	1.56	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2541	2905	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.24	0.00	0.00	0.00	0.00	0.21	0.18	0.27	0.27	0.00
Crit Moves:	****							****			****	
Green Time:	49.9	0.0	49.9	0.0	0.0	0.0	0.0	39.8	39.8	51.4	51.4	0.0
Volume/Cap:	0.79	0.00	0.72	0.00	0.00	0.00	0.00	0.79	0.69	0.79	0.79	0.00
Delay/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
LOS by Move:	D-	A	D	A	A	A	A	E+	D-	D	D	A
HCM2kAvgQ:	21	0	18	0	0	0	0	19	15	21	21	0

Note: Queue reported is the number of cars per lane.

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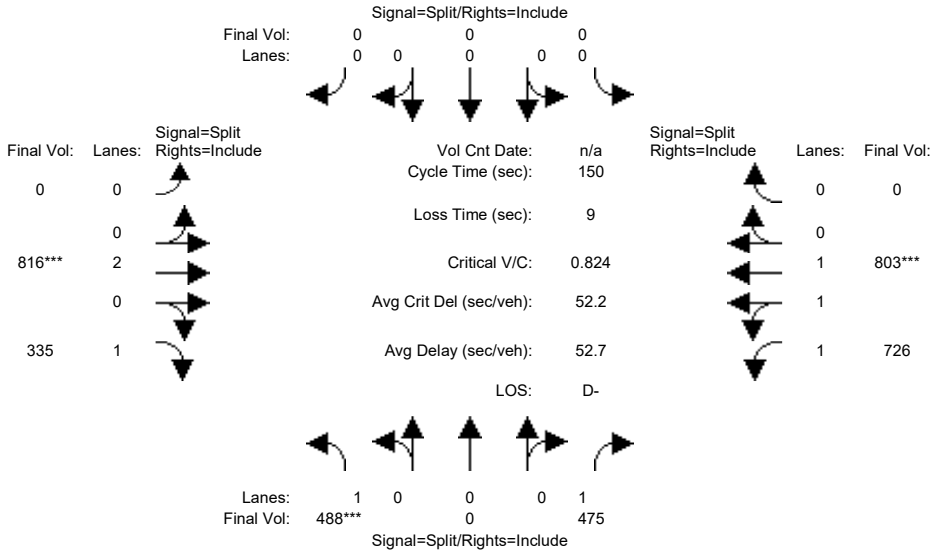
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	38	0	75	0	0	0	0	16	25	46	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	0	475	0	0	0	0	816	335	726	803	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	0	475	0	0	0	0	816	335	726	803	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	0	475	0	0	0	0	816	335	726	803	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	0	475	0	0	0	0	816	335	726	803	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.47	1.53	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2586	2860	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.27	0.00	0.00	0.00	0.00	0.21	0.19	0.28	0.28	0.00
Crit Moves:	****							****			****	
Green Time:	50.8	0.0	50.8	0.0	0.0	0.0	0.0	39.1	39.1	51.1	51.1	0.0
Volume/Cap:	0.82	0.00	0.80	0.00	0.00	0.00	0.00	0.82	0.73	0.82	0.82	0.00
Delay/Veh:	54.7	0.0	52.8	0.0	0.0	0.0	0.0	57.9	56.8	48.4	48.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	0.0	52.8	0.0	0.0	0.0	0.0	57.9	56.8	48.4	48.4	0.0
LOS by Move:	D-	A	D-	A	A	A	A	E+	E+	D	D	A
HCM2kAvgQ:	22	0	21	0	0	0	0	20	16	22	22	0

Note: Queue reported is the number of cars per lane.

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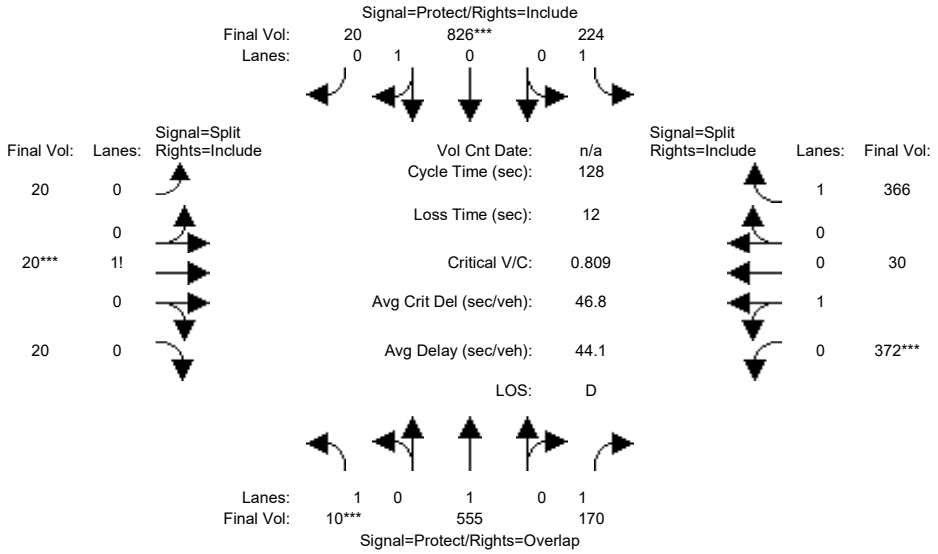
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	5	0	14	6	0	0	0	0	2	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	555	170	224	826	20	20	20	20	372	30	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	555	170	224	826	20	20	20	20	372	30	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	555	170	224	826	20	20	20	20	372	30	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	555	170	224	826	20	20	20	20	372	30	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1757	43	583	583	583	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.10	0.13	0.47	0.47	0.03	0.03	0.03	0.22	0.22	0.21
Crit Moves:	****				****			****			****	
Green Time:	8.0	52.7	84.9	23.1	67.8	67.8	8.0	8.0	8.0	32.2	32.2	32.2
Volume/Cap:	0.09	0.71	0.15	0.71	0.89	0.89	0.55	0.55	0.55	0.89	0.89	0.83
Delay/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
LOS by Move:	E+	C-	A	E+	D+	D+	E	E	E	E	E	E+
HCM2kAvgQ:	0	18	3	9	33	33	3	3	3	19	19	17

Note: Queue reported is the number of cars per lane.

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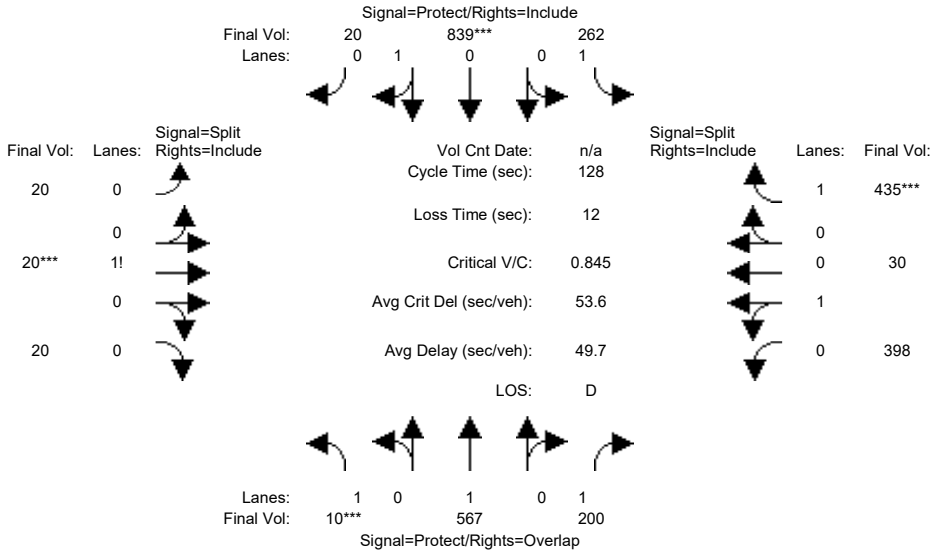
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	17	30	52	19	0	0	0	0	28	0	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	567	200	262	839	20	20	20	20	398	30	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	567	200	262	839	20	20	20	20	398	30	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	567	200	262	839	20	20	20	20	398	30	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	567	200	262	839	20	20	20	20	398	30	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1758	42	583	583	583	1674	126	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.11	0.15	0.48	0.48	0.03	0.03	0.03	0.24	0.24	0.25
Crit Moves:	****				****			****				****
Green Time:	8.0	49.1	83.4	24.6	65.8	65.8	8.0	8.0	8.0	34.2	34.2	34.2
Volume/Cap:	0.09	0.78	0.18	0.78	0.93	0.93	0.55	0.55	0.55	0.89	0.89	0.93
Delay/Veh:	56.9	40.0	8.9	60.0	44.2	44.2	64.0	64.0	64.0	63.1	63.1	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	40.0	8.9	60.0	44.2	44.2	64.0	64.0	64.0	63.1	63.1	70.7
LOS by Move:	E+	D	A	E	D	D	E	E	E	E	E	E
HCM2kAvgQ:	0	19	3	11	36	36	3	3	3	20	20	22

Note: Queue reported is the number of cars per lane.

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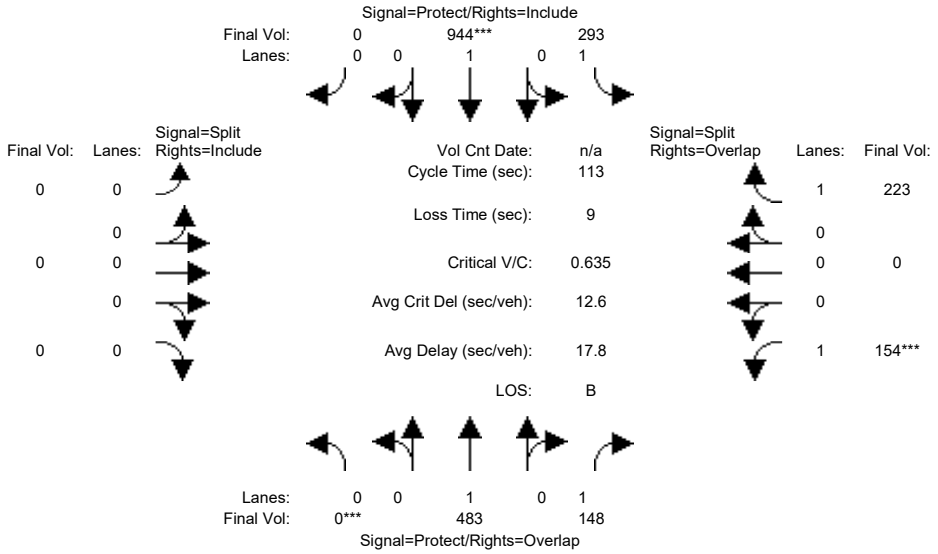
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	3	8	3	4	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	148	293	944	0	0	0	0	154	0	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	148	293	944	0	0	0	0	154	0	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	148	293	944	0	0	0	0	154	0	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	148	293	944	0	0	0	0	154	0	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.17	0.50	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.3	68.9	35.1	88.4	0.0	0.0	0.0	0.0	15.6	0.0	50.7
Volume/Cap:	0.00	0.54	0.14	0.54	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.28
Delay/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D-	A	B-
HCM2kAvgQ:	0	11	2	8	13	0	0	0	0	7	0	5

Note: Queue reported is the number of cars per lane.

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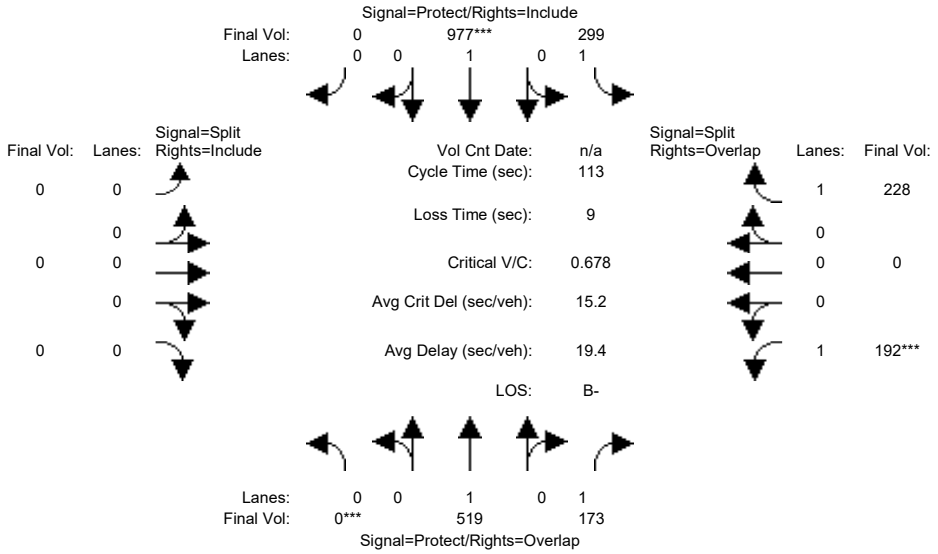
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	39	33	9	37	0	0	0	0	52	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	173	299	977	0	0	0	0	192	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	173	299	977	0	0	0	0	192	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	173	299	977	0	0	0	0	192	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	173	299	977	0	0	0	0	192	0	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.10	0.17	0.51	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	52.7	71.0	33.0	85.7	0.0	0.0	0.0	0.0	18.3	0.0	51.3
Volume/Cap:	0.00	0.59	0.16	0.59	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.29
Delay/Veh:	0.0	23.1	8.7	35.9	8.1	0.0	0.0	0.0	0.0	51.0	0.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	8.7	35.9	8.1	0.0	0.0	0.0	0.0	51.0	0.0	19.6
LOS by Move:	A	C	A	D+	A	A	A	A	A	D-	A	B-
HCM2kAvgQ:	0	12	3	9	16	0	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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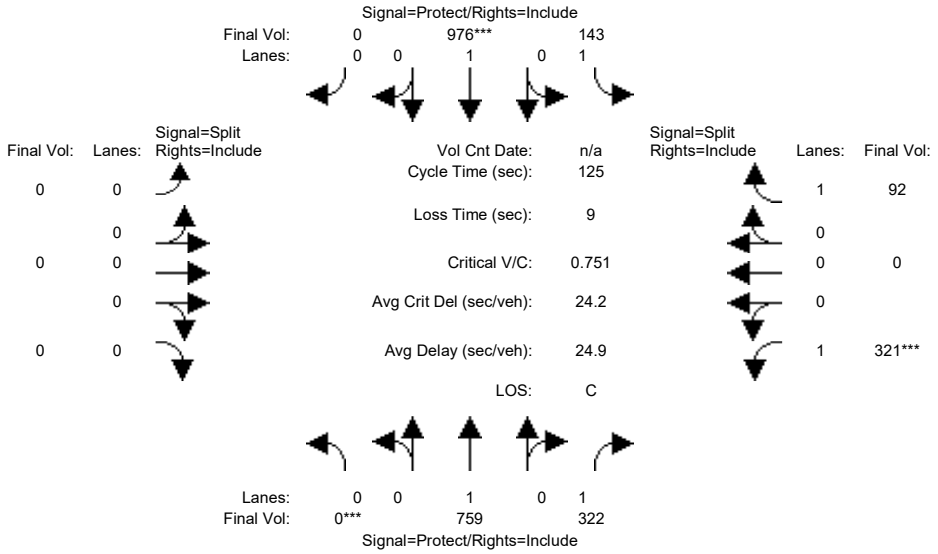
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	9	52	3	16	0	0	0	0	51	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	759	322	143	976	0	0	0	0	321	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	759	322	143	976	0	0	0	0	321	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	759	322	143	976	0	0	0	0	321	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	759	322	143	976	0	0	0	0	321	0	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.18	0.08	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	71.0	71.0	14.5	85.5	0.0	0.0	0.0	0.0	30.5	0.0	30.5
Volume/Cap:	0.00	0.70	0.32	0.70	0.75	0.00	0.00	0.00	0.00	0.75	0.00	0.22
Delay/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
LOS by Move:	A	C+	B	E	B	A	A	A	A	D-	A	D+
HCM2kAvgQ:	0	20	7	6	24	0	0	0	0	14	0	3

Note: Queue reported is the number of cars per lane.

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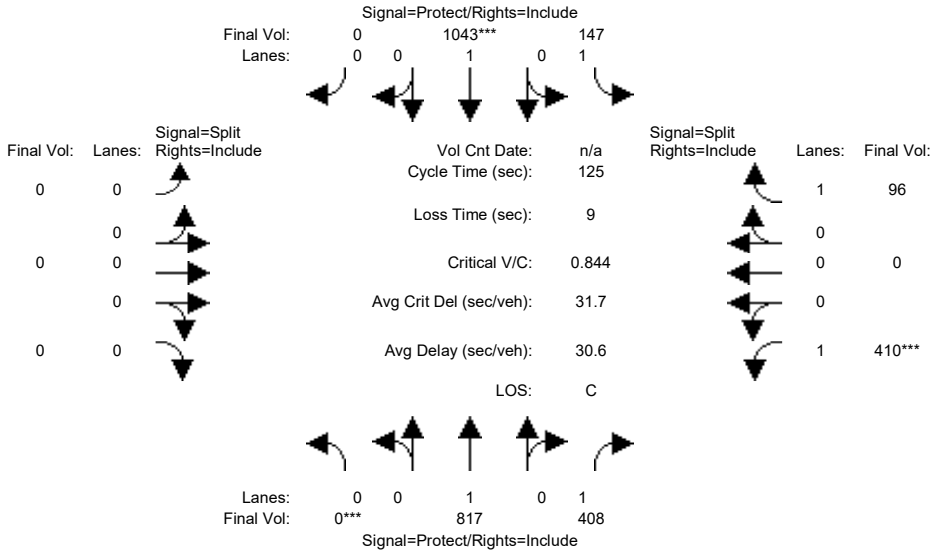
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	67	138	7	83	0	0	0	0	140	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	408	147	1043	0	0	0	0	410	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	817	408	147	1043	0	0	0	0	410	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	408	147	1043	0	0	0	0	410	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	817	408	147	1043	0	0	0	0	410	0	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.23	0.08	0.55	0.00	0.00	0.00	0.00	0.23	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	68.0	68.0	13.3	81.3	0.0	0.0	0.0	0.0	34.7	0.0	34.7
Volume/Cap:	0.00	0.79	0.43	0.79	0.84	0.00	0.00	0.00	0.00	0.84	0.00	0.20
Delay/Veh:	0.0	27.0	17.2	74.5	22.4	0.0	0.0	0.0	0.0	55.3	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	17.2	74.5	22.4	0.0	0.0	0.0	0.0	55.3	0.0	34.7
LOS by Move:	A	C	B	E	C+	A	A	A	A	E+	A	C-
HCM2kAvgQ:	0	25	10	6	31	0	0	0	0	19	0	3

Note: Queue reported is the number of cars per lane.

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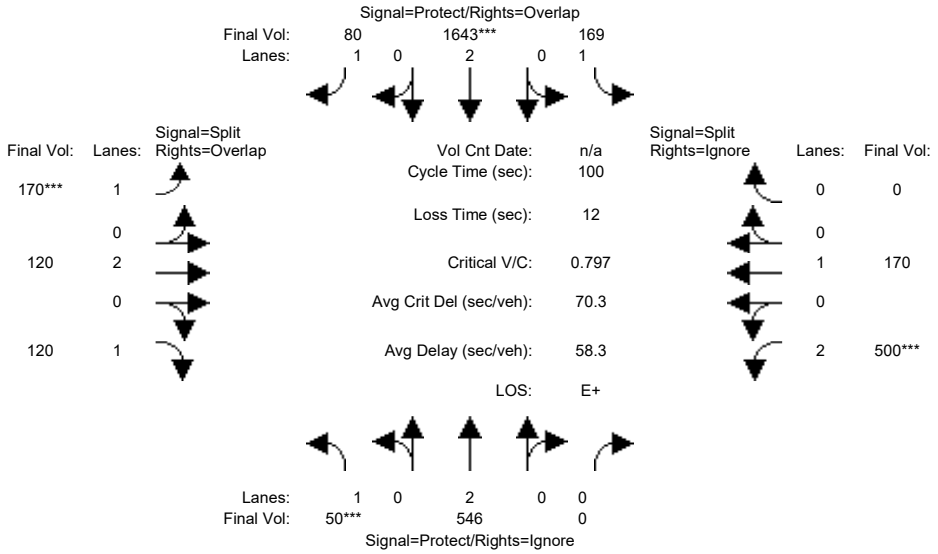
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	6	0	9	13	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	546	0	169	1643	80	170	120	120	500	170	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	546	0	169	1643	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	546	0	169	1643	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	546	0	169	1643	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.10	0.43	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.44	0.00	0.50	1.07	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	7	0	5	35	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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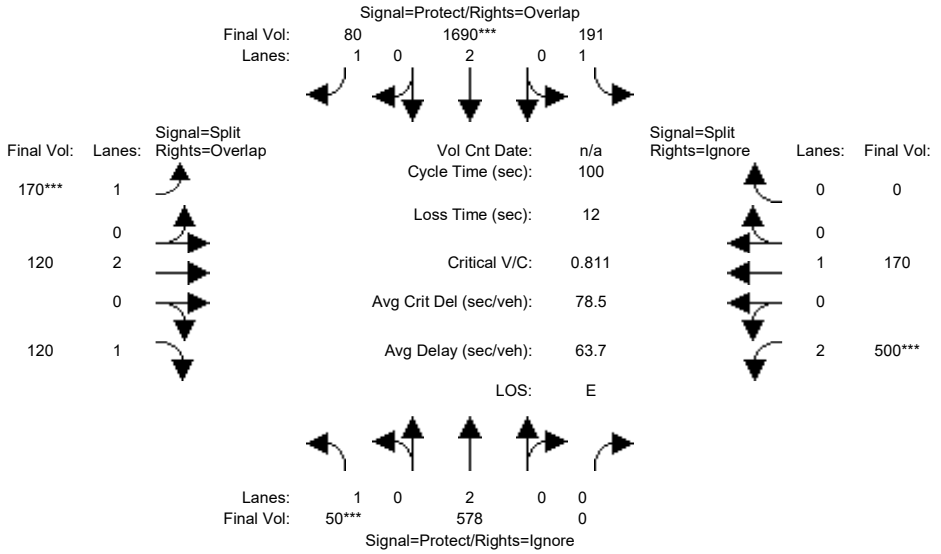
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	38	0	31	60	0	0	0	0	0	0	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	578	0	191	1690	80	170	120	120	500	170	39
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	578	0	191	1690	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	578	0	191	1690	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	578	0	191	1690	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.11	0.44	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.46	0.00	0.57	1.10	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	32.0	0.0	45.7	92.0	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	32.0	0.0	45.7	92.0	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	8	0	6	38	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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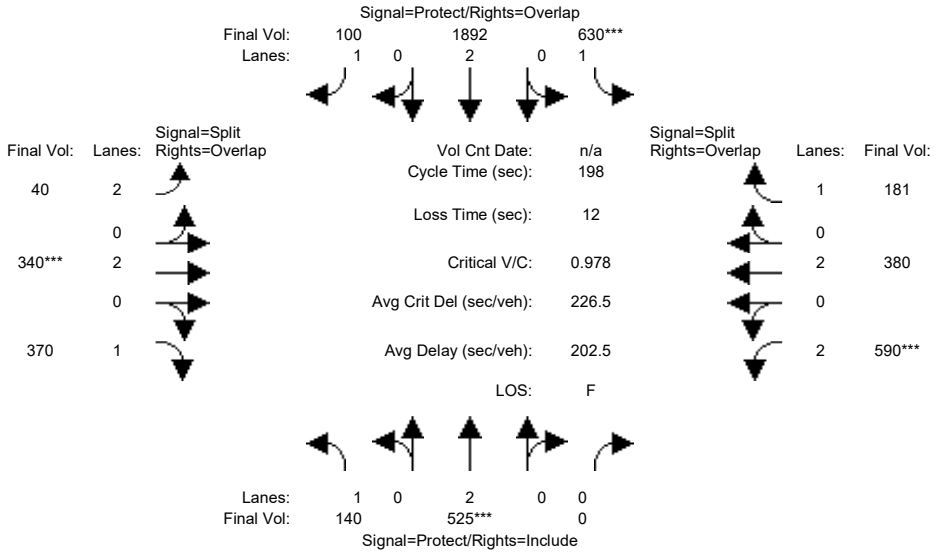
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	525	10	630	1892	100	40	340	370	590	380	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	525	0	630	1892	100	40	340	370	590	380	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	525	0	630	1892	100	40	340	370	590	380	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	525	0	630	1892	100	40	340	370	590	380	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.36	0.50	0.06	0.02	0.15	0.21	0.27	0.17	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.59	0.00	1.69	1.42	0.09	0.06	0.52	0.53	1.38	0.88	0.25
Delay/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	15	0	75	91	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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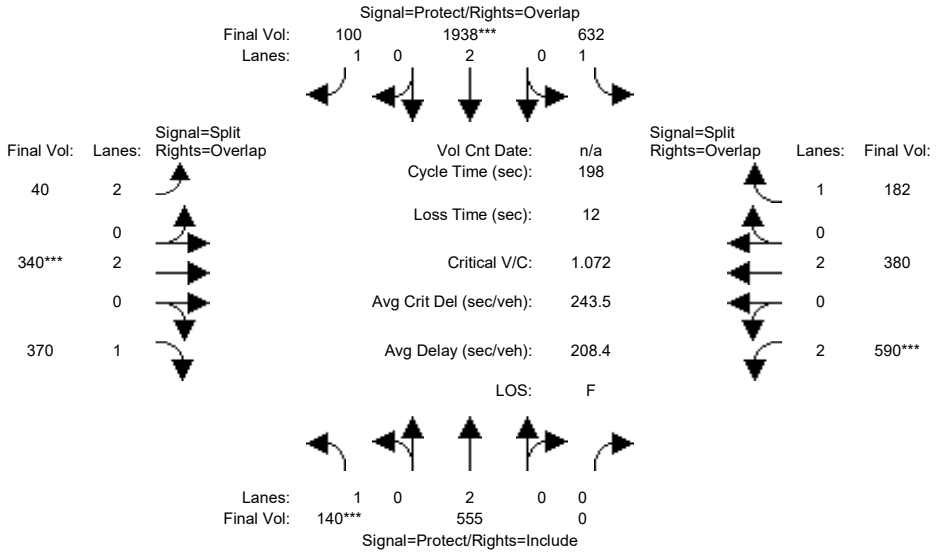
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	35	0	2	58	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	10	632	1938	100	40	340	370	590	380	182
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	555	0	632	1938	100	40	340	370	590	380	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	555	0	632	1938	100	40	340	370	590	380	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	555	0	632	1938	100	40	340	370	590	380	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.36	0.51	0.06	0.02	0.15	0.21	0.27	0.17	0.10
Crit Moves:	****				****			****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.62	0.00	1.69	1.45	0.09	0.06	0.52	0.53	1.38	0.88	0.26
Delay/Veh:	109.7	72.7	0.0	406.4	277	14.2	53.6	62.9	49.3	268.8	101	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	72.7	0.0	406.4	277	14.2	53.6	62.9	49.3	268.8	101	41.5
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	16	0	75	95	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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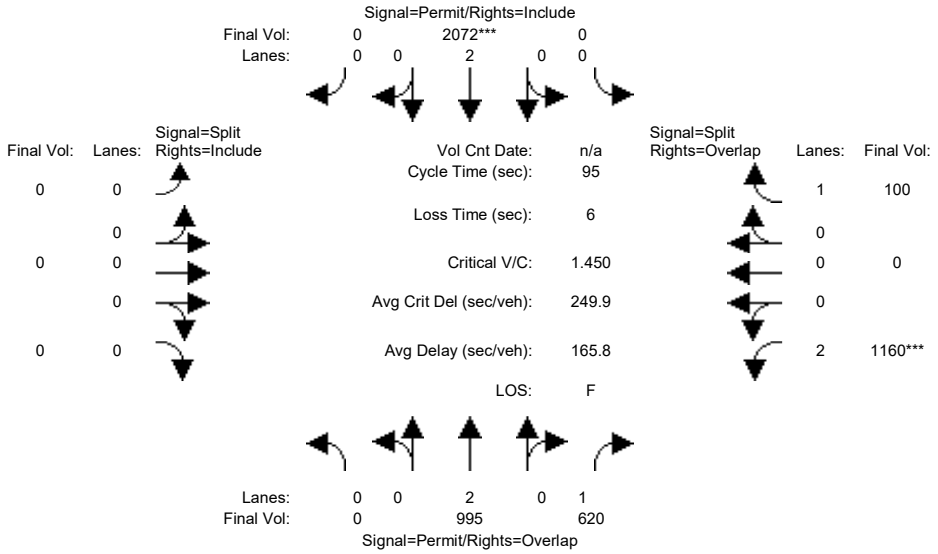
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	995	620	0	2072	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	620	0	2072	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.81	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.42	0.38	0.00	1.30	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	7	2	0	60	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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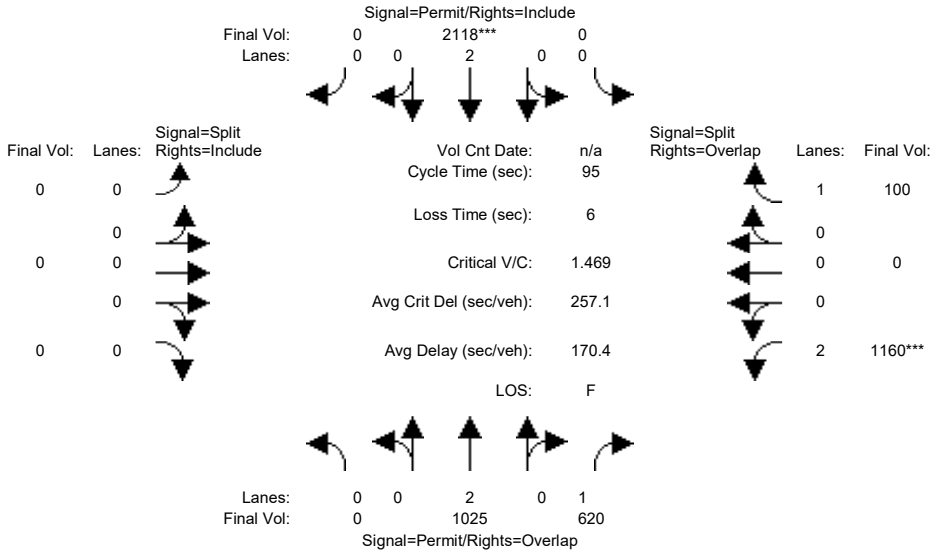
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	620	0	2118	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	620	0	2118	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	620	0	2118	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	620	0	2118	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.83	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	1.33	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	195	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	195	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	63	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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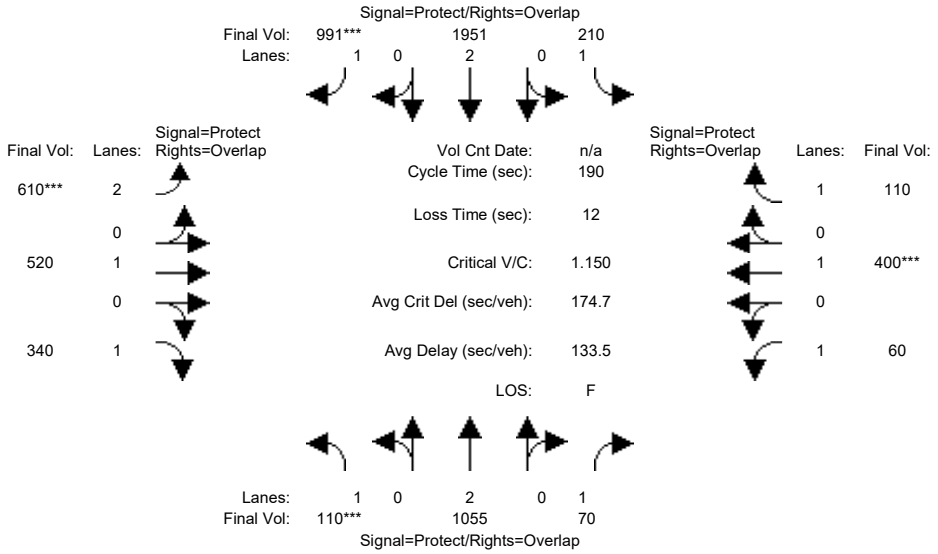
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	5	0	0	11	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1055	70	210	1951	991	610	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1055	70	210	1951	991	610	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.51	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.2	83.0	30.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	74.1
Volume/Cap:	0.64	0.75	0.09	0.75	1.19	1.32	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	26	2	13	75	94	29	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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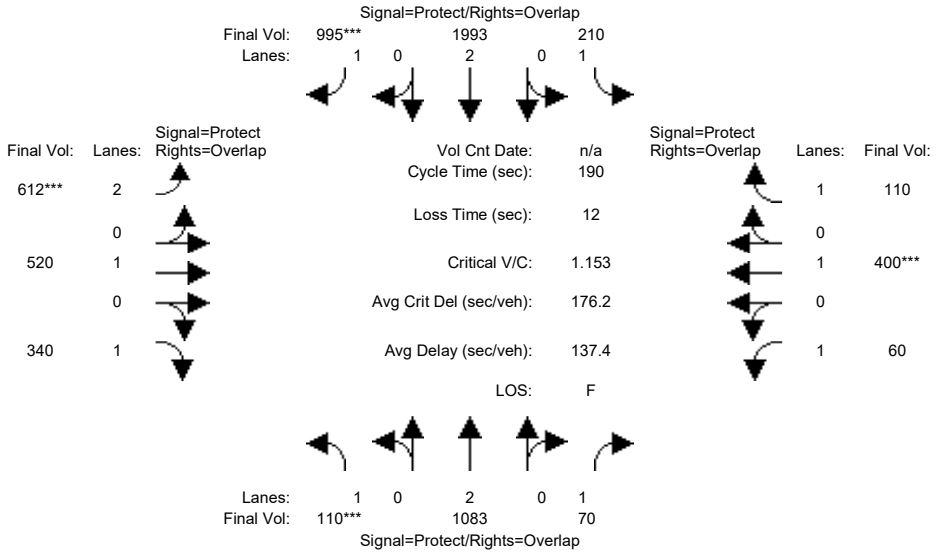
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	33	0	0	53	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1083	70	210	1993	995	612	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1083	70	210	1993	995	612	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1083	70	210	1993	995	612	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1083	70	210	1993	995	612	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.52	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.8	83.5	29.8	82.0	116.4	34.5	65.5	84.1	12.7	43.8	73.6
Volume/Cap:	0.64	0.76	0.09	0.76	1.22	1.33	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.4	28.4	104.7	190	236.9	141.7	66.9	39.7	95.7	99.9	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.4	28.4	104.7	190	236.9	141.7	66.9	39.7	95.7	99.9	41.0
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	27	2	13	79	95	29	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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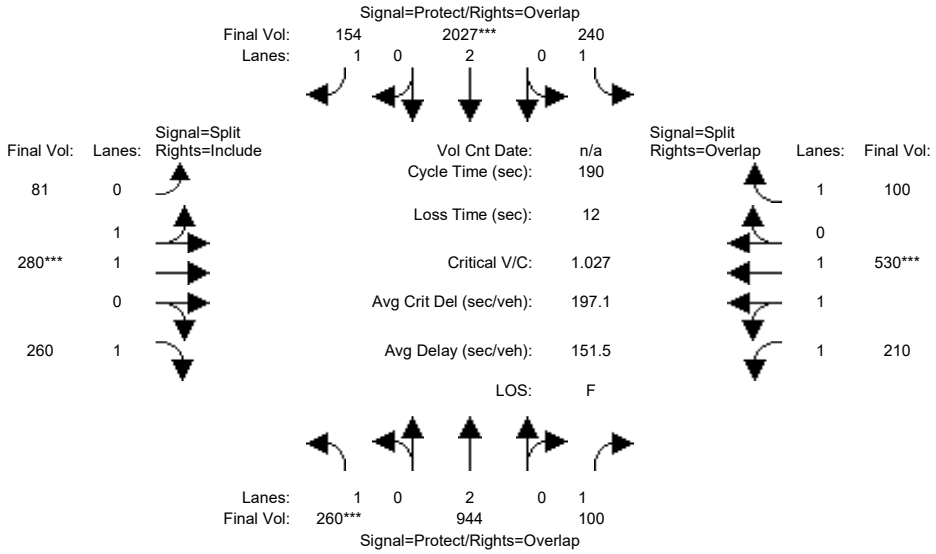
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	4	0	0	7	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	944	100	240	2027	154	81	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	944	100	240	2027	154	81	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	944	100	240	2027	154	81	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	944	100	240	2027	154	81	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	1.54	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	830	2869	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.06	0.14	0.53	0.09	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.68	0.09	1.02	1.44	0.15	0.49	0.49	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	24	3	16	96	4	10	10	17	12	16	4

Note: Queue reported is the number of cars per lane.

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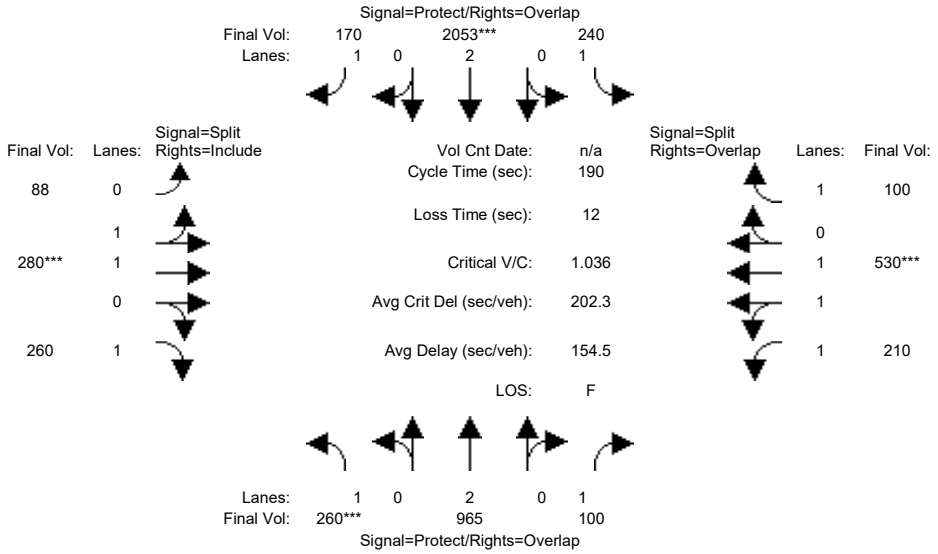
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	25	0	0	33	20	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	965	100	240	2053	170	88	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	965	100	240	2053	170	88	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	965	100	240	2053	170	88	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	965	100	240	2053	170	88	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	1.51	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	885	2815	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.06	0.14	0.54	0.10	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.70	0.09	1.02	1.46	0.17	0.50	0.50	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	56.1	16.5	150.4	272	20.8	72.7	72.7	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	56.1	16.5	150.4	272	20.8	72.7	72.7	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	25	3	16	98	5	10	10	17	12	16	4

Note: Queue reported is the number of cars per lane.

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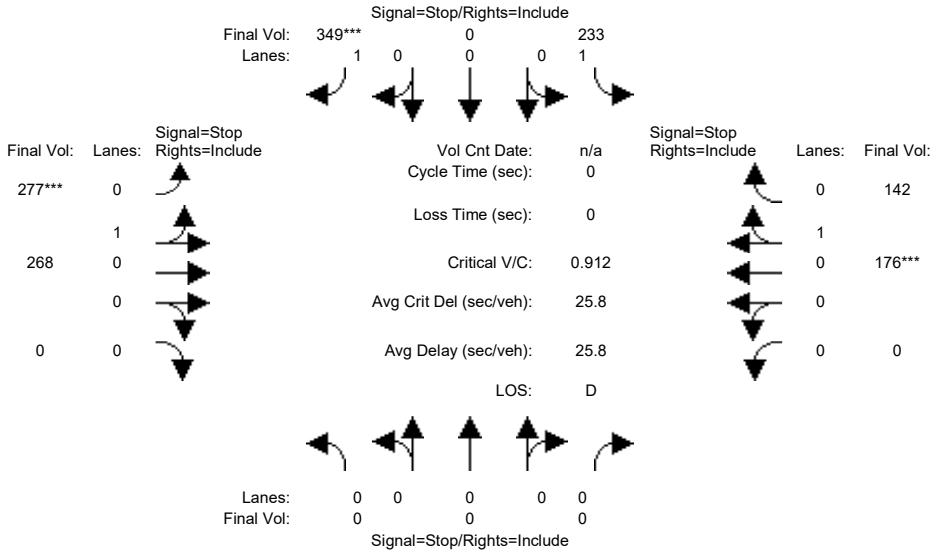
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	3	0	29	27	18	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	349	277	268	0	0	176	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	349	277	268	0	0	176	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	349	277	268	0	0	176	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	349	277	268	0	0	176	142
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	489	0	582	304	294	0	0	321	259
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.60	0.91	0.91	xxxx	xxxx	0.55	0.55
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
LOS by Move:	*	*	*	C	*	C	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.5			41.7			15.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			41.7			15.6		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	1.3	5.4	5.4	5.4	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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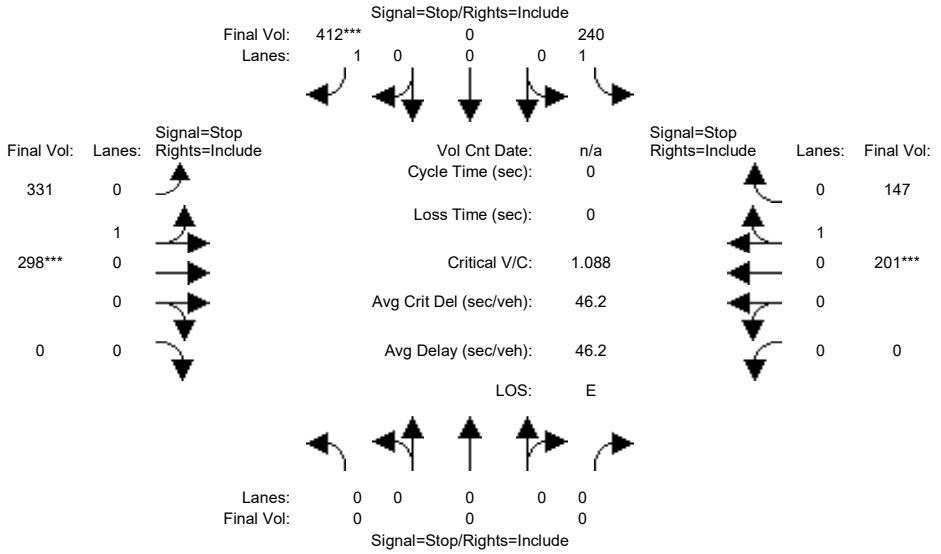
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	10	0	92	81	48	0	0	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	240	0	412	331	298	0	0	201	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	240	0	412	331	298	0	0	201	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	240	0	412	331	298	0	0	201	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	240	0	412	331	298	0	0	201	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.53	0.47	0.00	0.00	0.58	0.42
Final Sat.:	0	0	0	483	0	574	304	274	0	0	327	239
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.72	1.09	1.09	xxxx	xxxx	0.61	0.61
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	17.2	0.0	23.0	87.8	87.8	0.0	0.0	18.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.2	0.0	23.0	87.8	87.8	0.0	0.0	18.5	18.5
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx			20.9			87.8			18.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.9			87.8			18.5		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	2.2	12.6	12.6	12.6	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

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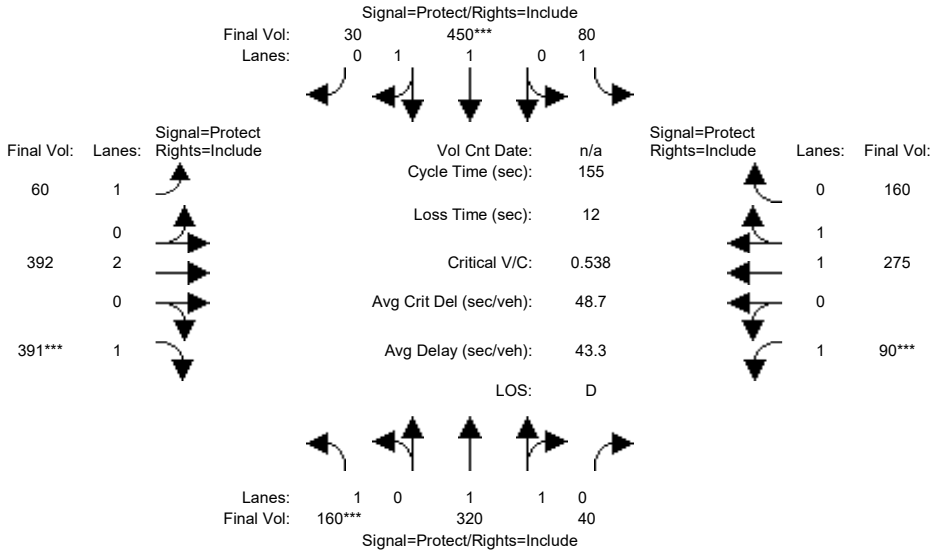
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	0	0	0	0	0	0	0	12	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	320	40	80	450	30	60	392	391	90	275	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	320	40	80	450	30	60	392	391	90	275	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	320	40	80	450	30	60	392	391	90	275	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	320	40	80	450	30	60	392	391	90	275	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1750	3289	411	1750	3469	231	1750	3800	1750	1750	2338	1360
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.13	0.13	0.03	0.10	0.22	0.05	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	26.4	43.4	43.4	20.4	37.4	37.4	22.0	64.4	64.4	14.8	57.3	57.3
Volume/Cap:	0.54	0.35	0.35	0.35	0.54	0.54	0.24	0.25	0.54	0.54	0.32	0.32
Delay/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
LOS by Move:	E	D	D	E	D-	D-	E+	C	C-	E	D+	D+
HCM2kAvgQ:	7	7	7	4	10	10	3	6	15	4	7	7

Note: Queue reported is the number of cars per lane.

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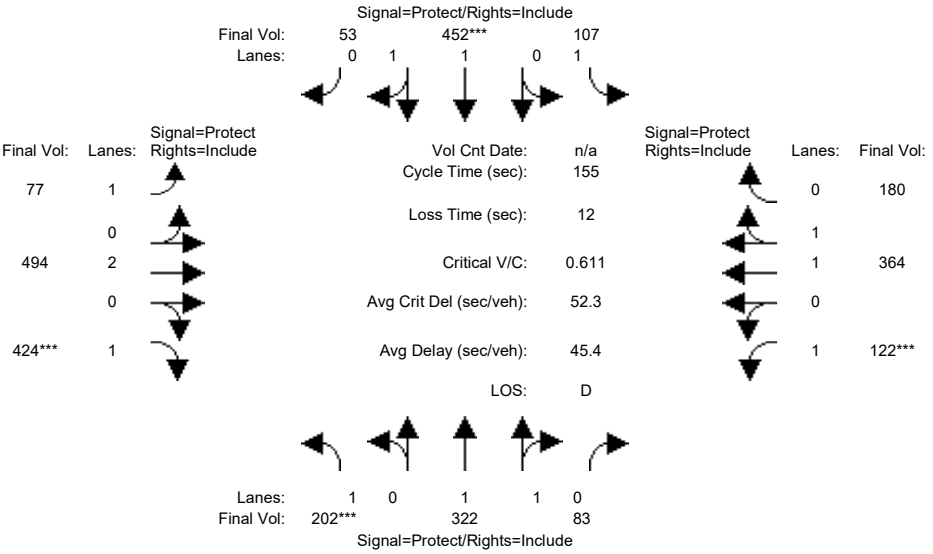
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	42	2	43	27	2	23	17	114	34	32	94	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	322	83	107	452	53	77	494	424	122	364	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	322	83	107	452	53	77	494	424	122	364	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	322	83	107	452	53	77	494	424	122	364	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	322	83	107	452	53	77	494	424	122	364	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.58	0.42	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	1750	2941	758	1750	3311	388	1750	3800	1750	1750	2475	1224
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.06	0.14	0.14	0.04	0.13	0.24	0.07	0.15	0.15
Crit Moves:	****				****				****	****		
Green Time:	29.3	41.0	41.0	22.9	34.6	34.6	18.6	61.4	61.4	17.7	60.5	60.5
Volume/Cap:	0.61	0.41	0.41	0.41	0.61	0.61	0.37	0.33	0.61	0.61	0.38	0.38
Delay/Veh:	61.0	47.4	47.4	61.0	55.5	55.5	63.9	32.6	38.9	70.9	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	47.4	47.4	61.0	55.5	55.5	63.9	32.6	38.9	70.9	33.9	33.9
LOS by Move:	E	D	D	E	E+	E+	E	C-	D+	E	C-	C-
HCM2kAvgQ:	9	8	8	5	11	11	4	8	17	6	9	9

Note: Queue reported is the number of cars per lane.

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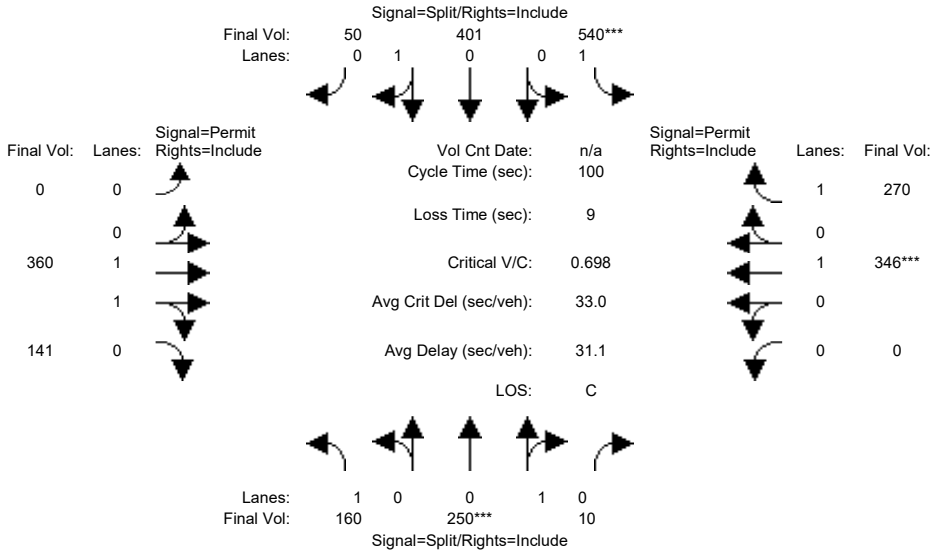
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	0	0	0	0	1	0	0	20	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	250	10	540	401	50	0	360	141	0	346	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	250	10	540	401	50	0	360	141	0	346	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	250	10	540	401	50	0	360	141	0	346	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	250	10	540	401	50	0	360	141	0	346	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.42	0.58	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1600	200	0	2658	1041	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.31	0.25	0.25	0.00	0.14	0.14	0.00	0.18	0.15
Crit Moves:		****		****							****	
Green Time:	20.7	20.7	20.7	44.2	44.2	44.2	0.0	26.1	26.1	0.0	26.1	26.1
Volume/Cap:	0.44	0.70	0.70	0.70	0.57	0.57	0.00	0.52	0.52	0.00	0.70	0.59
Delay/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
LOS by Move:	D+	D	D	C	C+	C+	A	C-	C-	A	D+	C-
HCM2kAvgQ:	5	8	8	14	11	11	0	7	7	0	10	8

Note: Queue reported is the number of cars per lane.

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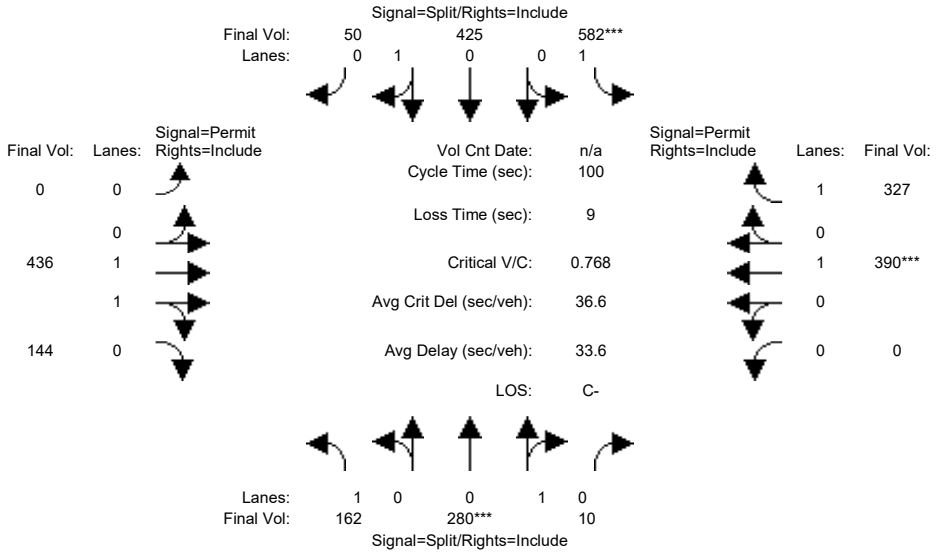
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	2	30	0	42	25	0	0	96	4	0	50	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	280	10	582	425	50	0	436	144	0	390	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	280	10	582	425	50	0	436	144	0	390	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	280	10	582	425	50	0	436	144	0	390	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	280	10	582	425	50	0	436	144	0	390	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.97	0.03	1.00	0.89	0.11	0.00	1.49	0.51	0.00	1.00	1.00
Final Sat.:	1750	1738	62	1750	1611	189	0	2781	918	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.33	0.26	0.26	0.00	0.16	0.16	0.00	0.21	0.19
Crit Moves:		****		****							****	
Green Time:	21.0	21.0	21.0	43.3	43.3	43.3	0.0	26.7	26.7	0.0	26.7	26.7
Volume/Cap:	0.44	0.77	0.77	0.77	0.61	0.61	0.00	0.59	0.59	0.00	0.77	0.70
Delay/Veh:	35.3	46.4	46.4	28.9	23.3	23.3	0.0	32.8	32.8	0.0	40.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	46.4	46.4	28.9	23.3	23.3	0.0	32.8	32.8	0.0	40.8	37.7
LOS by Move:	D+	D	D	C	C	C	A	C-	C-	A	D	D+
HCM2kAvgQ:	5	9	9	16	11	11	0	9	9	0	11	10

Note: Queue reported is the number of cars per lane.

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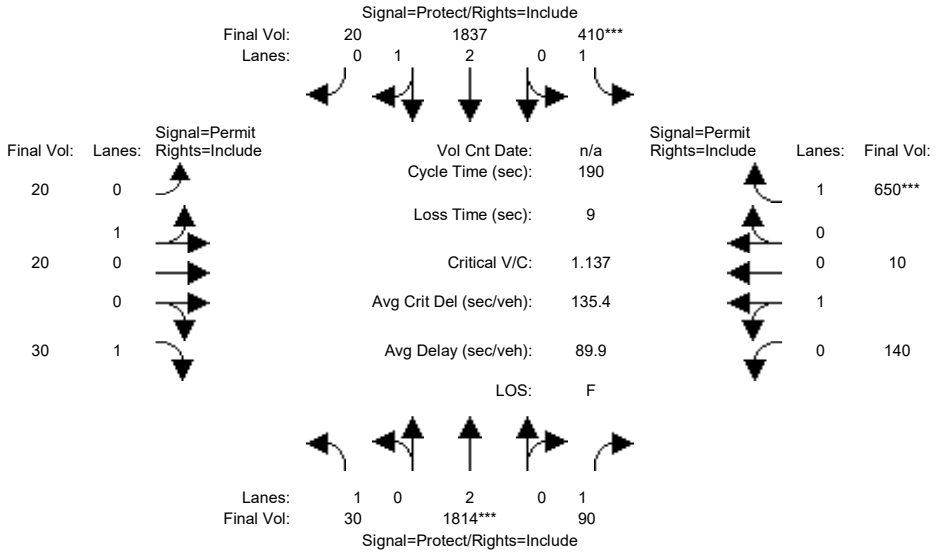
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	14	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1814	90	410	1837	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1814	90	410	1837	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5540	60	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.23	0.33	0.33	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.9	79.8	79.8	39.2	107	107.0	62.1	62.1	62.1	62.1	62.1	62.1
Volume/Cap:	0.27	1.14	0.12	1.14	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.14
Delay/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	63	3	35	23	23	2	2	1	6	6	53

Note: Queue reported is the number of cars per lane.

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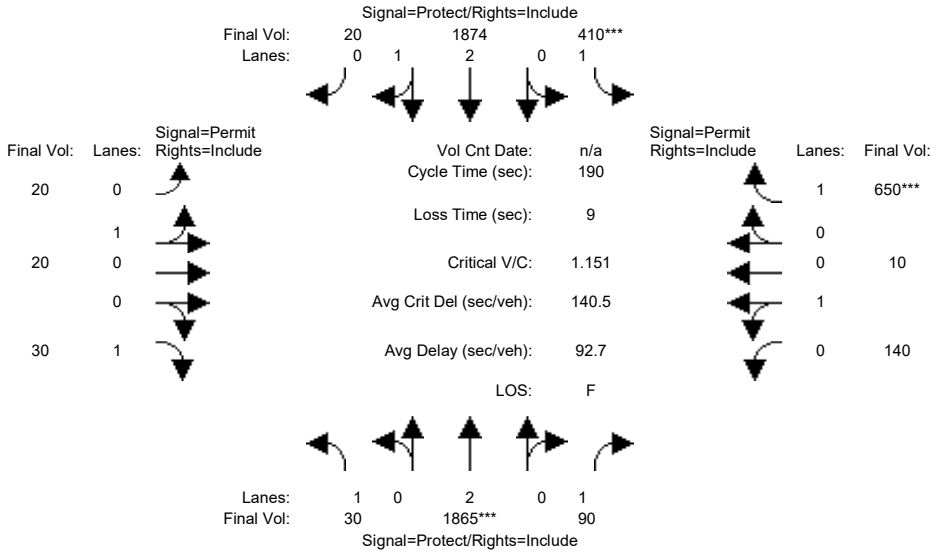
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	65	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1865	90	410	1874	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1865	90	410	1874	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1865	90	410	1874	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1865	90	410	1874	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.05	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.8	81.0	81.0	38.7	108	107.9	61.3	61.3	61.3	61.3	61.3	61.3
Volume/Cap:	0.28	1.15	0.12	1.15	0.60	0.60	0.07	0.07	0.05	0.26	0.26	1.15
Delay/Veh:	86.5	130	33.0	171.1	27.1	27.1	44.6	44.6	44.4	47.8	47.8	151.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	130	33.0	171.1	27.1	27.1	44.6	44.6	44.4	47.8	47.8	151.3
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	66	3	35	24	24	2	2	1	7	7	54

Note: Queue reported is the number of cars per lane.

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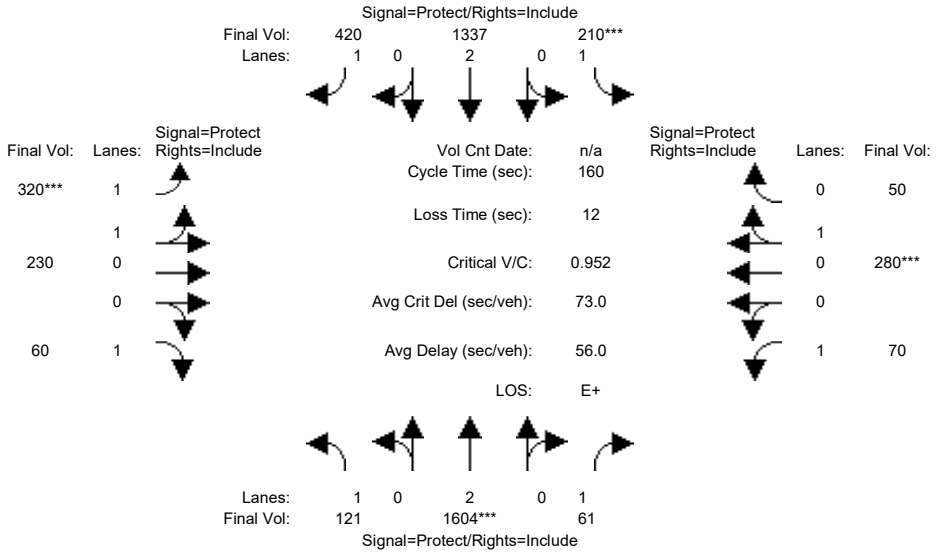
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	1	14	1	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1604	61	210	1337	420	320	230	60	70	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1604	61	210	1337	420	320	230	60	70	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.03	0.12	0.35	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.0	71.0	71.0	20.2	76.2	76.2	26.0	44.3	44.3	12.5	30.8	30.8
Volume/Cap:	0.74	0.95	0.08	0.95	0.74	0.50	0.95	0.56	0.12	0.51	0.95	0.95
Delay/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	40	2	12	26	15	18	12	2	4	21	21

Note: Queue reported is the number of cars per lane.

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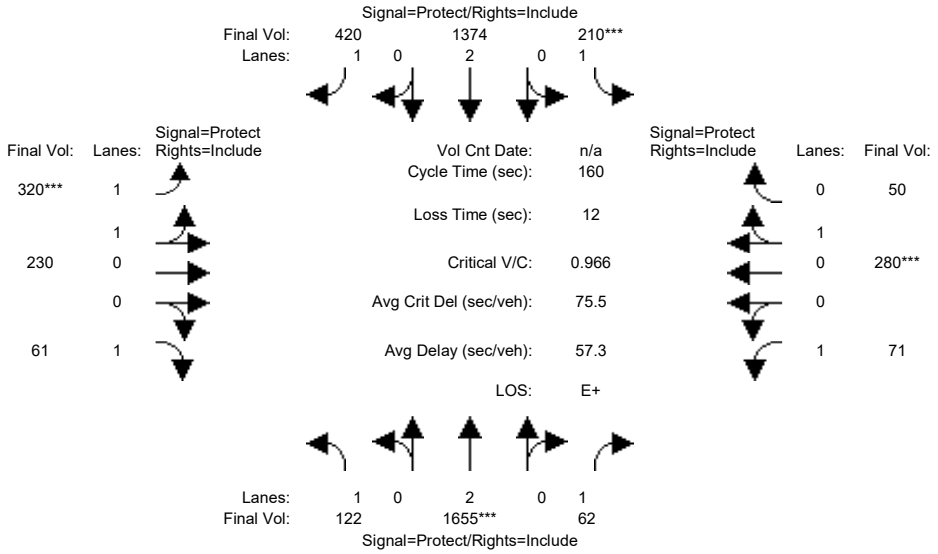
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	2	65	2	0	44	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1655	62	210	1374	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1655	62	210	1374	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1655	62	210	1374	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1655	62	210	1374	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.04	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	14.9	72.1	72.1	19.9	77.1	77.1	25.7	43.7	43.7	12.3	30.4	30.4
Volume/Cap:	0.75	0.97	0.08	0.97	0.75	0.50	0.97	0.57	0.13	0.53	0.97	0.97
Delay/Veh:	88.3	57.3	25.1	121.0	35.4	28.7	96.0	50.8	43.9	74.8	104	103.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	57.3	25.1	121.0	35.4	28.7	96.0	50.8	43.9	74.8	104	103.9
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	42	2	13	27	15	18	13	2	4	21	21

Note: Queue reported is the number of cars per lane.

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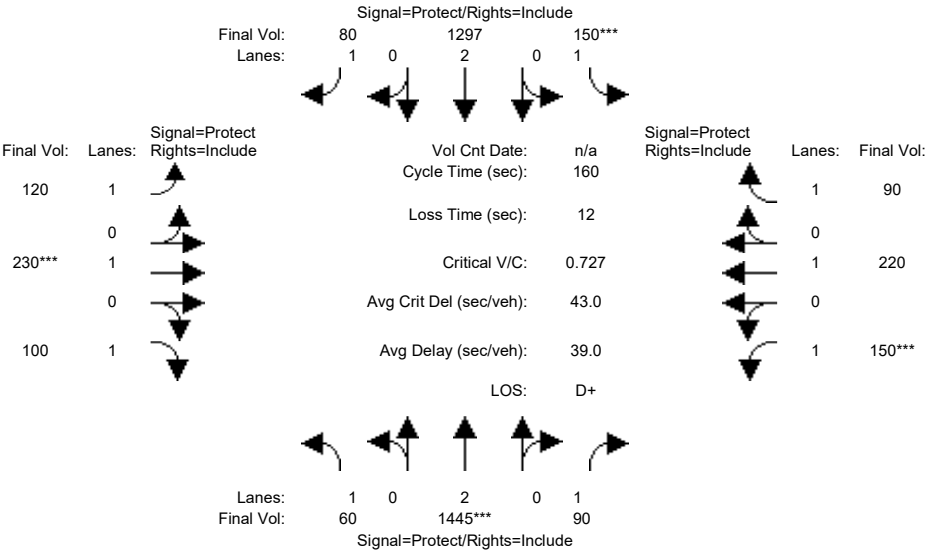
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1445	90	150	1297	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1445	90	150	1297	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.05	0.09	0.34	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.6	83.7	83.7	18.9	90.9	90.9	16.9	26.6	26.6	18.9	28.6	28.6
Volume/Cap:	0.47	0.73	0.10	0.73	0.60	0.08	0.65	0.73	0.34	0.73	0.65	0.29
Delay/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
LOS by Move:	E	C	B-	F	C	B	E-	E	E+	F	E	E+
HCM2kAvgQ:	3	26	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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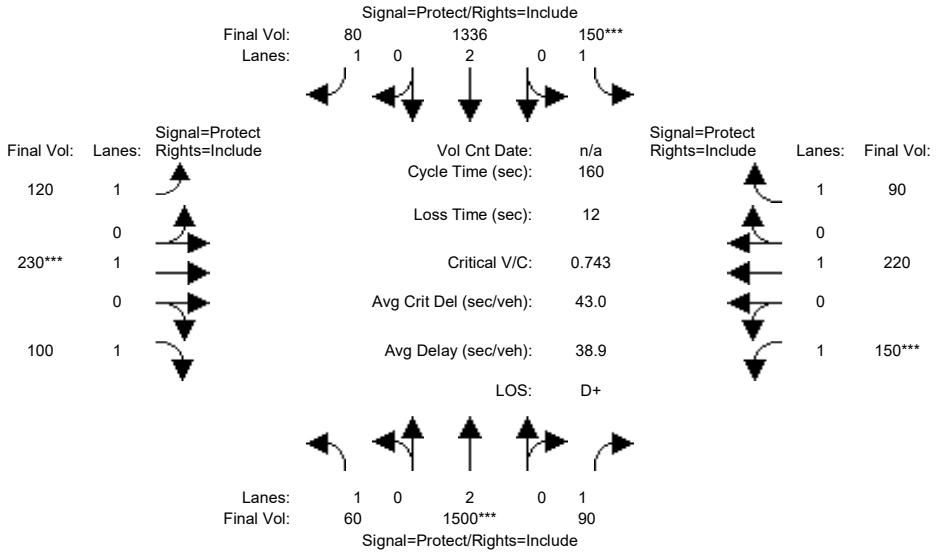
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	70	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1500	90	150	1336	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1500	90	150	1336	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1500	90	150	1336	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1500	90	150	1336	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.05	0.09	0.35	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.5	85.0	85.0	18.5	92.0	92.0	16.6	26.1	26.1	18.5	28.0	28.0
Volume/Cap:	0.48	0.74	0.10	0.74	0.61	0.08	0.66	0.74	0.35	0.74	0.66	0.29
Delay/Veh:	74.3	30.6	18.6	82.3	22.8	15.2	77.9	73.1	60.2	82.3	66.6	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	30.6	18.6	82.3	22.8	15.2	77.9	73.1	60.2	82.3	66.6	58.0
LOS by Move:	E	C	B-	F	C+	B	E-	E	E	F	E	E+
HCM2kAvgQ:	3	27	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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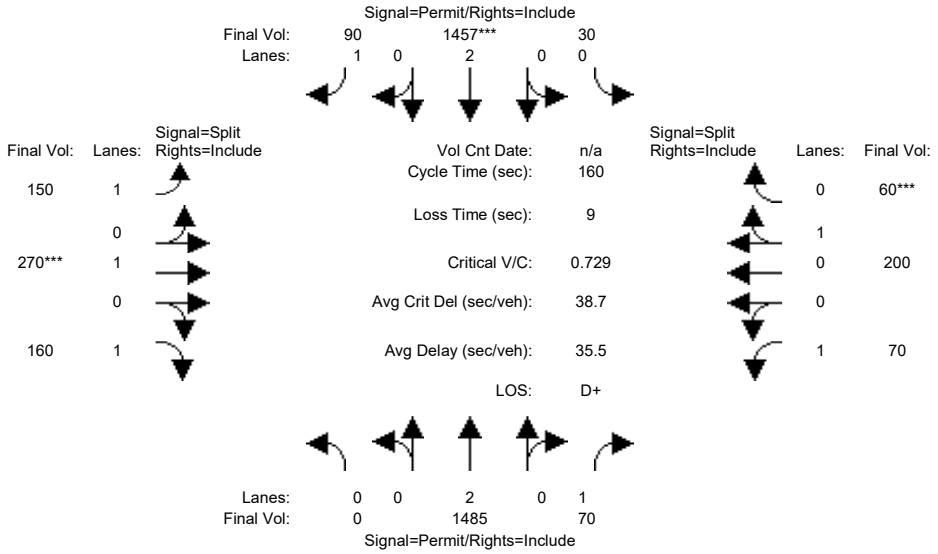
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1485	70	30	1457	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1485	70	30	1457	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	75	3625	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.40	0.40	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	88.1	88.1	88.1	88.1	88.1	31.2	31.2	31.2	31.7	31.7	31.7
Volume/Cap:	0.00	0.71	0.07	0.73	0.73	0.09	0.44	0.73	0.47	0.20	0.73	0.73
Delay/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	25	2	27	27	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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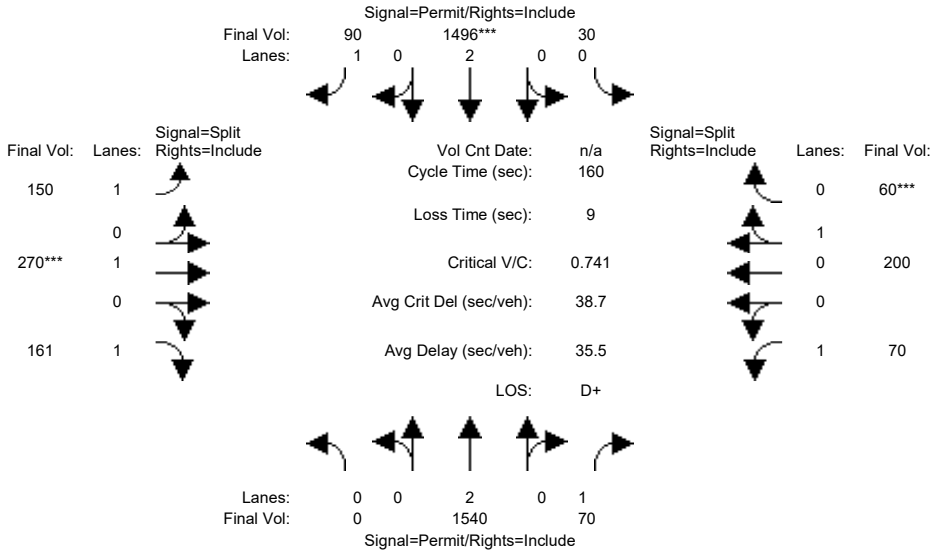
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	70	0	0	46	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1540	70	30	1496	90	150	270	161	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1540	70	30	1496	90	150	270	161	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1540	70	30	1496	90	150	270	161	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1540	70	30	1496	90	150	270	161	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	73	3627	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.04	0.41	0.41	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	89.1	89.1	89.1	89.1	89.1	30.7	30.7	30.7	31.2	31.2	31.2
Volume/Cap:	0.00	0.73	0.07	0.74	0.74	0.09	0.45	0.74	0.48	0.21	0.74	0.74
Delay/Veh:	0.0	27.7	16.4	28.2	28.2	16.6	58.1	68.8	58.6	54.3	68.8	68.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	16.4	28.2	28.2	16.6	58.1	68.8	58.6	54.3	68.8	68.8
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	26	2	28	28	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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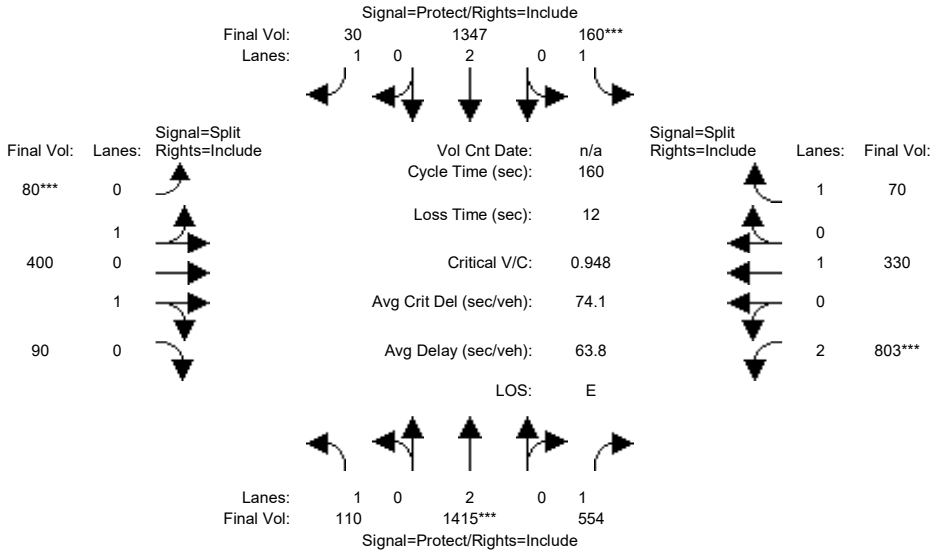
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	15	4	0	7	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1415	554	160	1347	30	80	400	90	803	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1415	554	160	1347	30	80	400	90	803	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.32	0.09	0.35	0.02	0.16	0.16	0.16	0.25	0.17	0.04
Crit Moves:		****			****			****			****	
Green Time:	11.8	62.8	62.8	15.4	66.5	66.5	26.7	26.7	26.7	43.0	43.0	43.0
Volume/Cap:	0.85	0.95	0.81	0.95	0.85	0.04	0.95	0.95	0.95	0.95	0.65	0.15
Delay/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
LOS by Move:	F	E	D	F	D	C	F	F	F	E-	D-	D
HCM2kAvgQ:	6	36	26	9	30	1	18	18	18	26	14	3

Note: Queue reported is the number of cars per lane.

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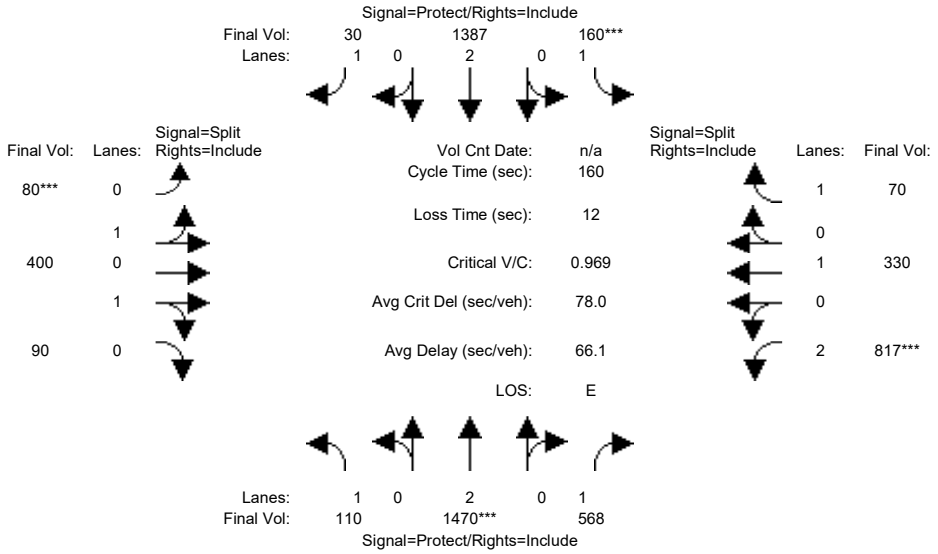
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	70	18	0	47	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1470	568	160	1387	30	80	400	90	817	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1470	568	160	1387	30	80	400	90	817	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1470	568	160	1387	30	80	400	90	817	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1470	568	160	1387	30	80	400	90	817	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.32	0.09	0.37	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:		****			****			****			****	
Green Time:	11.6	63.9	63.9	15.1	67.4	67.4	26.2	26.2	26.2	42.8	42.8	42.8
Volume/Cap:	0.87	0.97	0.81	0.97	0.87	0.04	0.97	0.97	0.97	0.97	0.65	0.15
Delay/Veh:	115.9	63.3	49.9	132.7	47.5	27.3	95.7	95.7	95.7	81.4	54.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.9	63.3	49.9	132.7	47.5	27.3	95.7	95.7	95.7	81.4	54.8	44.8
LOS by Move:	F	E	D	F	D	C	F	F	F	F	D-	D
HCM2kAvgQ:	6	39	27	9	31	1	19	19	19	27	14	3

Note: Queue reported is the number of cars per lane.

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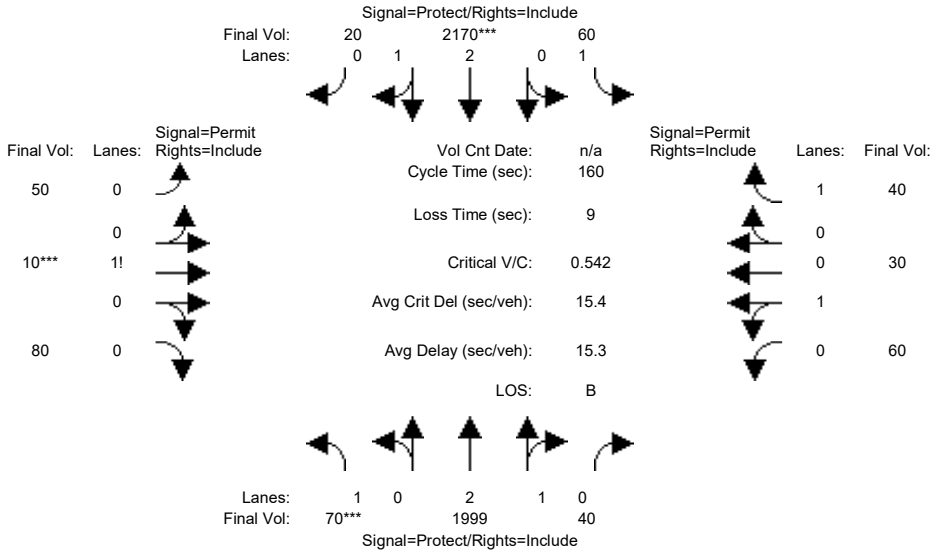
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1999	40	60	2170	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1999	40	60	2170	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5490	110	1750	5549	51	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.03	0.39	0.39	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.8	114	113.7	13.7	116	115.5	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.54	0.51	0.51	0.40	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.15
Delay/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E+
HCM2kAvgQ:	4	15	15	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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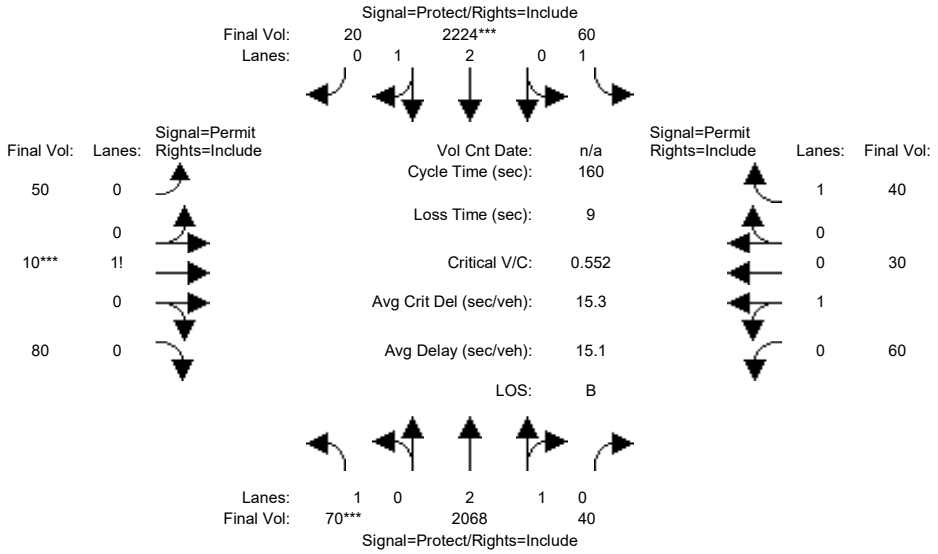
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	88	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2068	40	60	2224	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2068	40	60	2224	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2068	40	60	2224	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2068	40	60	2224	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5494	106	1750	5550	50	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.40	0.40	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.6	114	114.5	13.3	116	116.2	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.55	0.53	0.53	0.41	0.55	0.55	0.55	0.55	0.55	0.34	0.34	0.16
Delay/Veh:	76.8	10.5	10.5	71.5	10.2	10.2	66.2	66.2	66.2	62.4	62.4	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	10.5	10.5	71.5	10.2	10.2	66.2	66.2	66.2	62.4	62.4	60.1
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	16	16	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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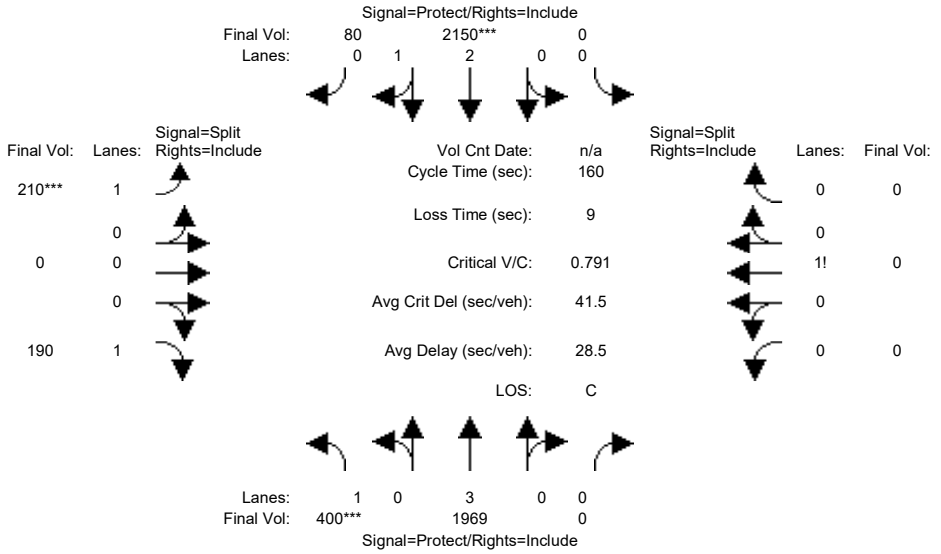
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1969	0	0	2150	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1969	0	0	2150	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5399	201	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.00	0.00	0.40	0.40	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	46.2	127	0.0	0.0	80.5	80.5	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	0.79	0.44	0.00	0.00	0.79	0.79	0.79	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	10	0	0	30	30	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

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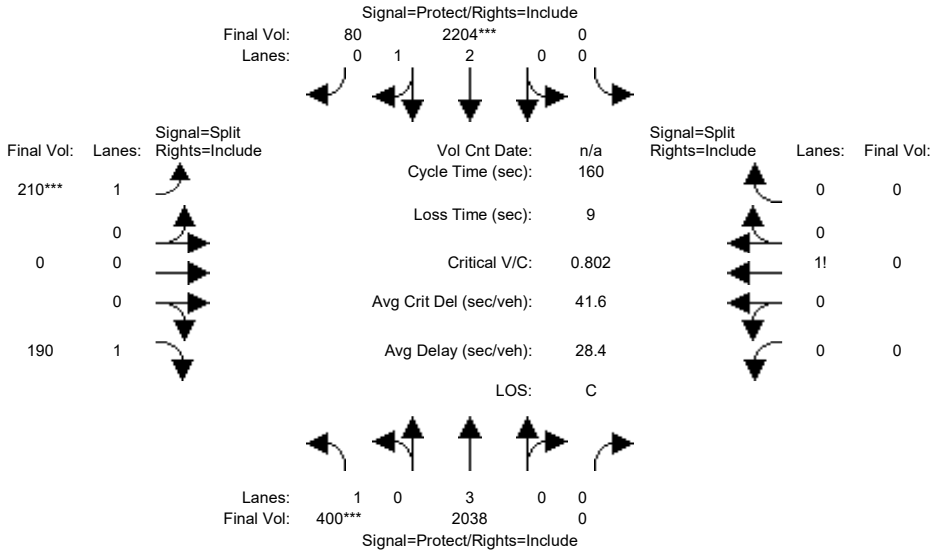
Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	88	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2038	0	0	2204	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2038	0	0	2204	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2038	0	0	2204	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	2038	0	0	2204	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5404	196	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.00	0.00	0.41	0.41	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	45.6	127	0.0	0.0	81.4	81.4	24.0	0.0	24.0	0.0	0.0	0.0
Volume/Cap:	0.80	0.45	0.00	0.00	0.80	0.80	0.80	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	62.0	5.4	0.0	0.0	34.3	34.3	81.8	0.0	74.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	5.4	0.0	0.0	34.3	34.3	81.8	0.0	74.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	11	0	0	31	31	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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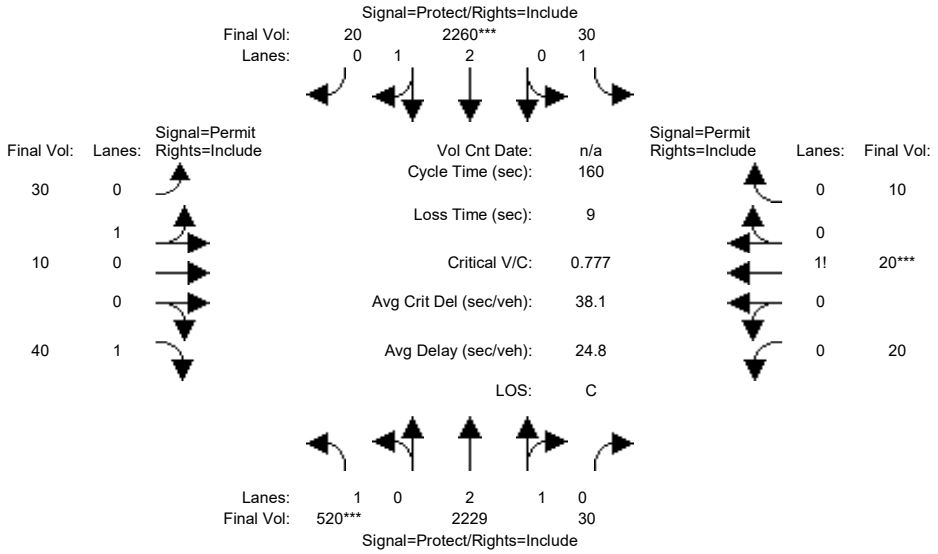
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2229	30	30	2260	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2229	30	30	2260	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5551	49	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.40	0.40	0.02	0.41	0.41	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	59.5	127	127.2	13.8	81.5	81.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.51	0.51	0.20	0.80	0.80	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	12	12	1	30	30	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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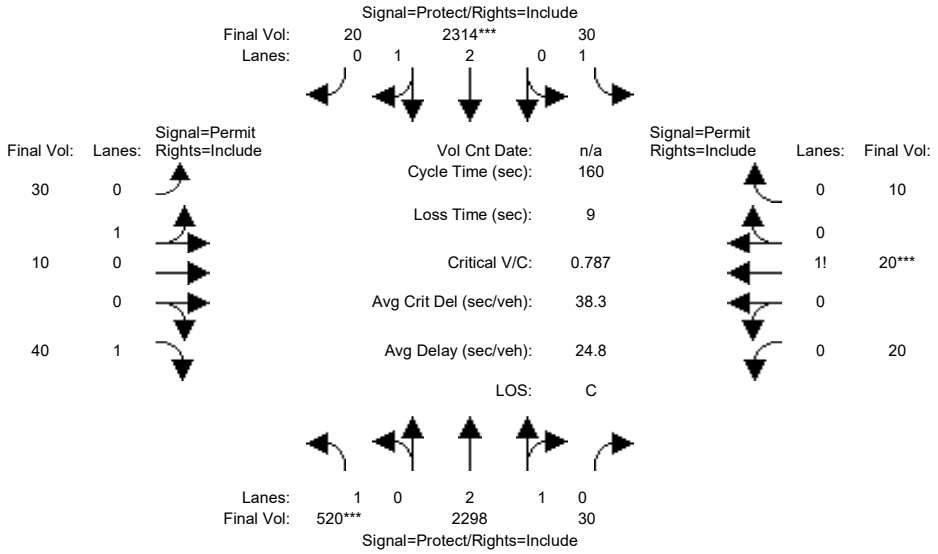
Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	88	0	0	64	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2298	30	30	2314	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2298	30	30	2314	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2298	30	30	2314	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2298	30	30	2314	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5528	72	1750	5552	48	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.42	0.02	0.42	0.42	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	58.7	128	127.6	13.4	82.3	82.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.52	0.52	0.20	0.81	0.81	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	53.3	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	13	13	1	31	31	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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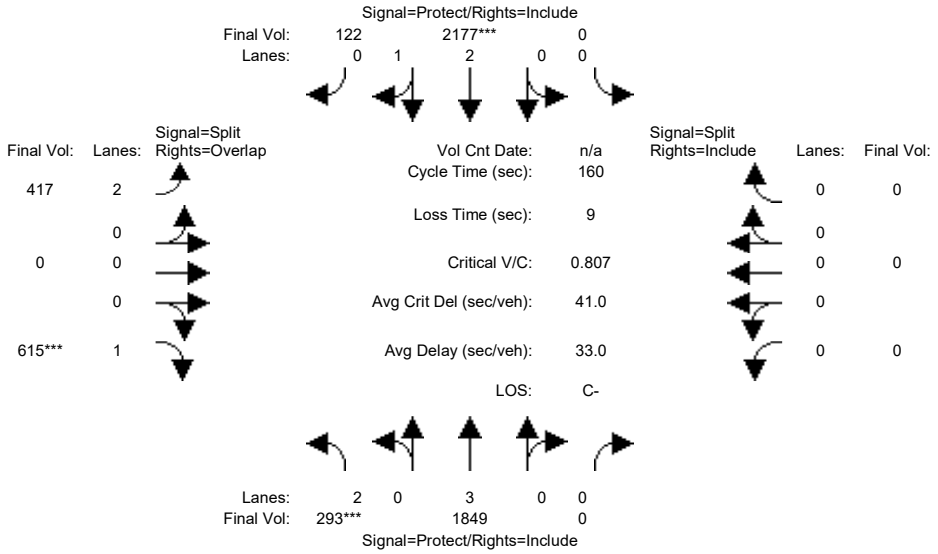
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	3	9	0	0	7	2	7	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1849	0	0	2177	122	417	0	615	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1849	0	0	2177	122	417	0	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5302	297	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.00	0.41	0.41	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.4	99.8	0.0	0.0	81.4	81.4	51.2	0.0	69.6	0.0	0.0	0.0
Volume/Cap:	0.81	0.52	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	C-	D	A	D	A	A	A
HCM2kAvgQ:	8	16	0	0	31	31	9	0	29	0	0	0

Note: Queue reported is the number of cars per lane.

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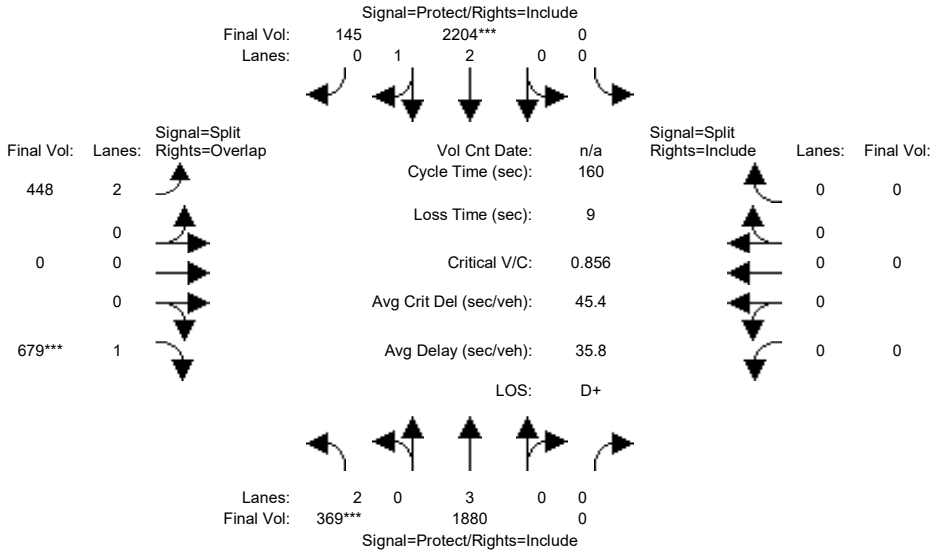
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	79	40	0	0	34	25	38	0	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	1880	0	0	2204	145	448	0	679	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	1880	0	0	2204	145	448	0	679	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1880	0	0	2204	145	448	0	679	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1880	0	0	2204	145	448	0	679	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.81	0.19	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5254	346	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.00	0.00	0.42	0.42	0.14	0.00	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.9	100	0.0	0.0	78.4	78.4	50.6	0.0	72.6	0.0	0.0	0.0
Volume/Cap:	0.86	0.53	0.00	0.00	0.86	0.86	0.45	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	82.9	16.7	0.0	0.0	38.7	38.7	43.9	0.0	48.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	16.7	0.0	0.0	38.7	38.7	43.9	0.0	48.1	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	D+	D	A	D	A	A	A
HCM2kAvgQ:	11	16	0	0	33	33	10	0	33	0	0	0

Note: Queue reported is the number of cars per lane.

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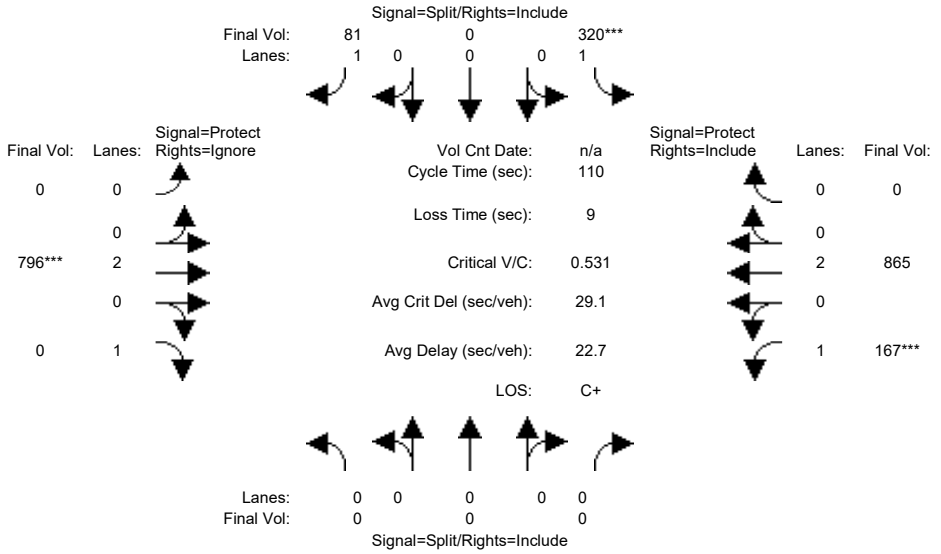
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	0	0	1	0	16	4	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	81	0	796	274	167	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	81	0	796	0	167	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	81	0	796	0	167	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	81	0	796	0	167	865	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.21	0.00	0.10	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	43.4	0.0	19.8	63.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.13	0.00	0.53	0.00	0.53	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	10	0	5	8	0

Note: Queue reported is the number of cars per lane.

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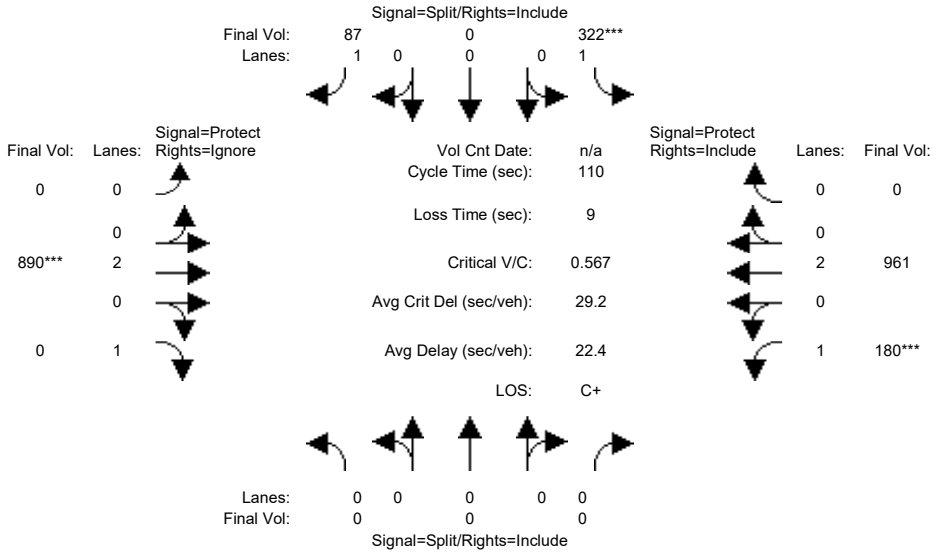
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	2	0	7	0	110	28	20	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	87	0	890	298	180	961	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	322	0	87	0	890	0	180	961	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	87	0	890	0	180	961	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	87	0	890	0	180	961	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.23	0.00	0.10	0.25	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.7	0.0	35.7	0.0	45.4	0.0	19.9	65.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.15	0.00	0.57	0.00	0.57	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	26.6	0.0	25.3	0.0	43.5	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.1	0.0	26.6	0.0	25.3	0.0	43.5	12.3	0.0
LOS by Move:	A	A	A	C-	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	11	0	6	8	0

Note: Queue reported is the number of cars per lane.

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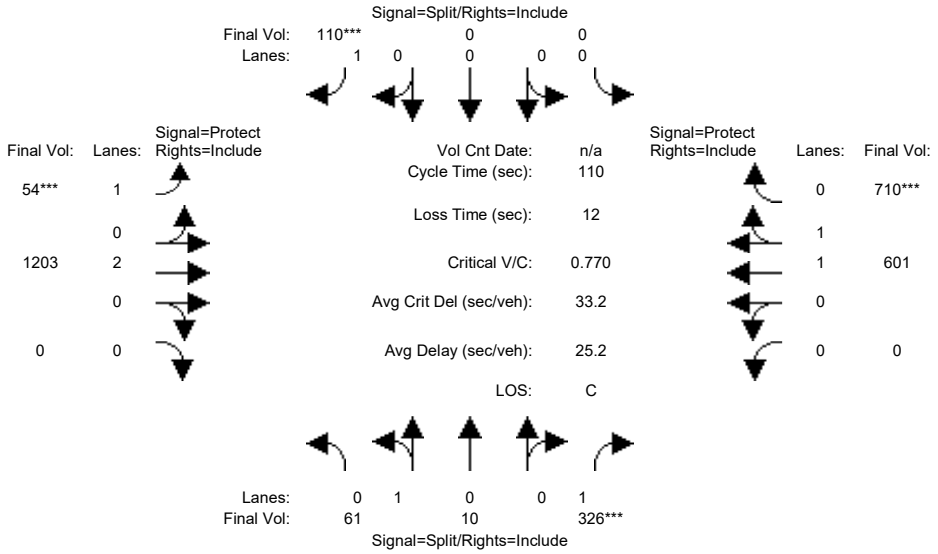
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	1	0	6	0	0	0	4	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	10	326	0	0	110	54	1203	0	0	601	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	10	326	0	0	110	54	1203	0	0	601	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	10	326	0	0	110	54	1203	0	0	601	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	10	326	0	0	110	54	1203	0	0	601	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1546	254	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.19	0.00	0.00	0.06	0.03	0.32	0.00	0.00	0.32	0.41
Crit Moves:			****			****	****					****
Green Time:	25.5	25.5	25.5	0.0	0.0	10.0	7.0	62.5	0.0	0.0	55.5	55.5
Volume/Cap:	0.17	0.17	0.80	0.00	0.00	0.69	0.48	0.56	0.00	0.00	0.63	0.80
Delay/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
LOS by Move:	C-	C-	D	A	A	E	D-	B	A	A	C+	C
HCM2kAvgQ:	2	2	13	0	0	5	2	12	0	0	14	22

Note: Queue reported is the number of cars per lane.

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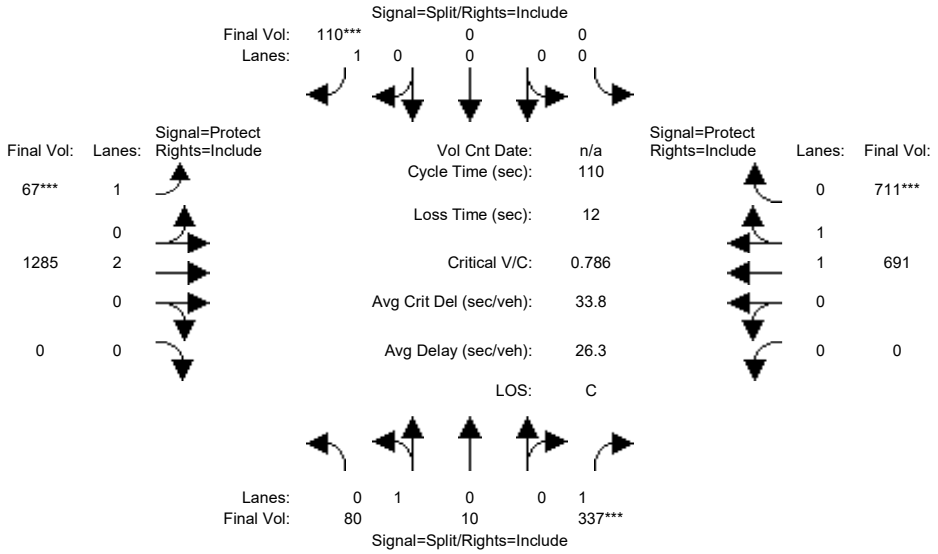
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	20	0	17	0	0	0	17	95	0	0	101	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	10	337	0	0	110	67	1285	0	0	691	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	10	337	0	0	110	67	1285	0	0	691	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	10	337	0	0	110	67	1285	0	0	691	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	10	337	0	0	110	67	1285	0	0	691	711
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1600	200	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.19	0.00	0.00	0.06	0.04	0.34	0.00	0.00	0.36	0.41
Crit Moves:			****			****	****					****
Green Time:	26.0	26.0	26.0	0.0	0.0	10.0	7.0	62.0	0.0	0.0	55.0	55.0
Volume/Cap:	0.21	0.21	0.81	0.00	0.00	0.69	0.60	0.60	0.00	0.00	0.73	0.81
Delay/Veh:	34.0	34.0	51.3	0.0	0.0	60.8	59.0	16.3	0.0	0.0	23.1	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	51.3	0.0	0.0	60.8	59.0	16.3	0.0	0.0	23.1	26.3
LOS by Move:	C-	C-	D-	A	A	E	E+	B	A	A	C	C
HCM2kAvgQ:	3	3	14	0	0	5	2	14	0	0	18	23

Note: Queue reported is the number of cars per lane.

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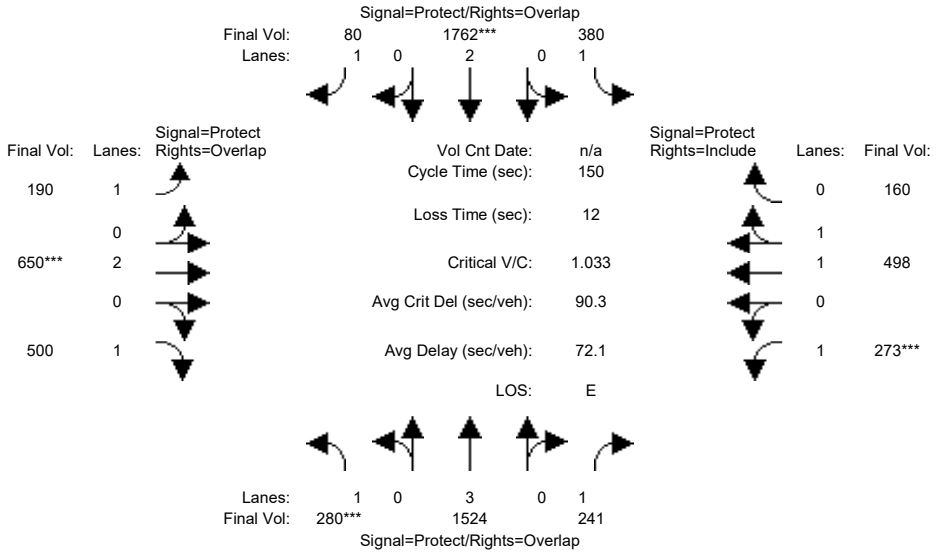
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	0	14	11	0	22	0	0	20	0	13	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1524	241	380	1762	80	190	650	500	273	498	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1524	241	380	1762	80	190	650	500	273	498	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.14	0.22	0.46	0.05	0.11	0.17	0.29	0.16	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	23.2	50.0	72.6	40.6	67.3	85.3	18.0	24.8	48.1	22.6	29.5	29.5
Volume/Cap:	1.03	0.80	0.28	0.80	1.03	0.08	0.91	1.03	0.89	1.03	0.91	0.91
Delay/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
LOS by Move:	F	D	C	E	E	B	F	F	E	F	E	E
HCM2kAvgQ:	17	21	7	17	45	2	11	19	25	17	16	16

Note: Queue reported is the number of cars per lane.

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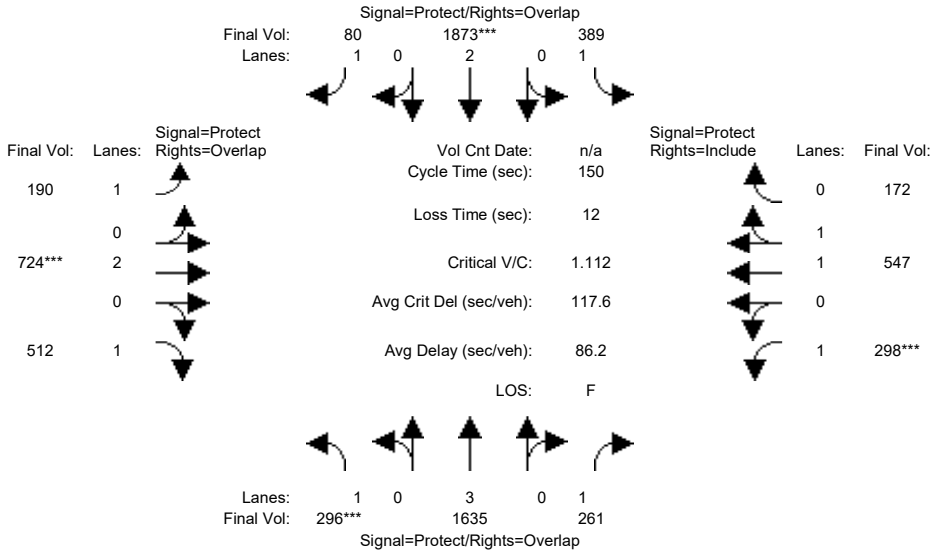
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	16	125	31	9	133	0	0	94	12	38	57	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1635	261	389	1873	80	190	724	512	298	547	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1635	261	389	1873	80	190	724	512	298	547	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1635	261	389	1873	80	190	724	512	298	547	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1635	261	389	1873	80	190	724	512	298	547	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2814	885
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.15	0.22	0.49	0.05	0.11	0.19	0.29	0.17	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	22.8	50.3	73.3	39.0	66.5	83.9	17.4	25.7	48.5	23.0	31.2	31.2
Volume/Cap:	1.11	0.86	0.31	0.86	1.11	0.08	0.93	1.11	0.90	1.11	0.93	0.93
Delay/Veh:	152.1	50.5	23.3	67.4	101	15.3	110.3	132	66.5	151.9	76.6	76.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.1	50.5	23.3	67.4	101	15.3	110.3	132	66.5	151.9	76.6	76.6
LOS by Move:	F	D	C	E	F	B	F	F	E	F	E-	E-
HCM2kAvgQ:	19	23	7	18	54	2	11	23	26	20	18	18

Note: Queue reported is the number of cars per lane.

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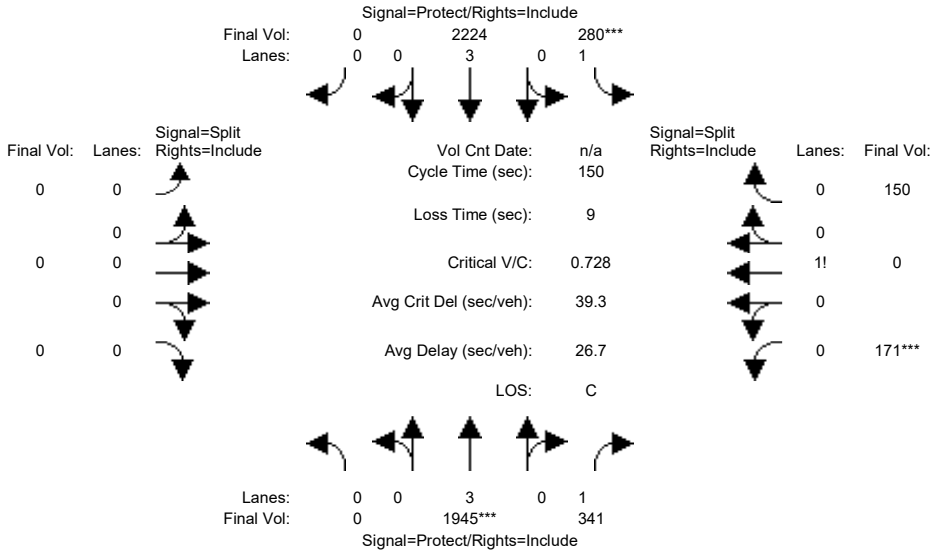
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	25	1	0	34	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	341	280	2224	0	0	0	0	171	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	341	280	2224	0	0	0	0	171	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	932	0	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.19	0.16	0.39	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	70.3	70.3	33.0	103	0.0	0.0	0.0	0.0	37.8	0.0	37.8
Volume/Cap:	0.00	0.73	0.42	0.73	0.57	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	24	11	12	16	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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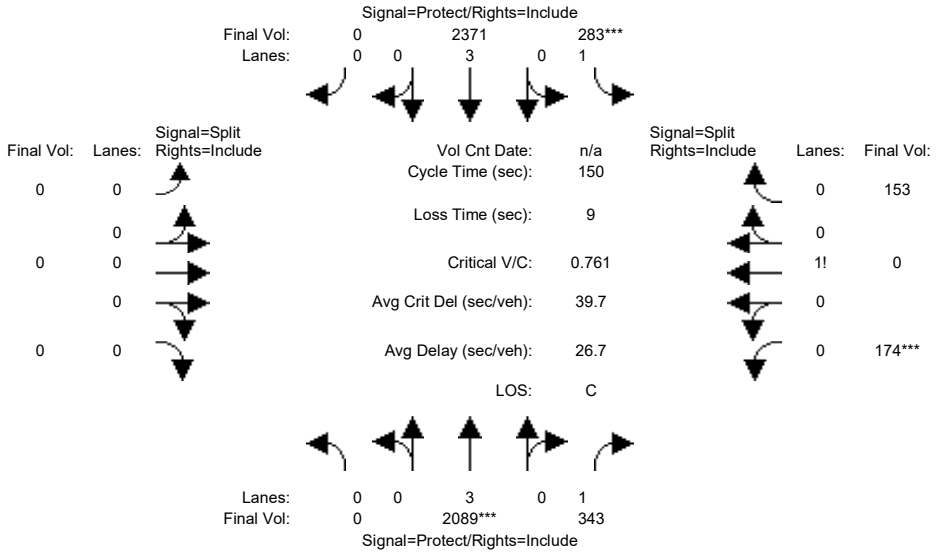
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	169	3	3	181	0	0	0	0	4	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2089	343	283	2371	0	0	0	0	174	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2089	343	283	2371	0	0	0	0	174	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2089	343	283	2371	0	0	0	0	174	0	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2089	343	283	2371	0	0	0	0	174	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	931	0	819
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.20	0.16	0.42	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	72.3	72.3	31.9	104	0.0	0.0	0.0	0.0	36.8	0.0	36.8
Volume/Cap:	0.00	0.76	0.41	0.76	0.60	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	33.1	25.4	64.4	12.3	0.0	0.0	0.0	0.0	60.2	0.0	60.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	25.4	64.4	12.3	0.0	0.0	0.0	0.0	60.2	0.0	60.2
LOS by Move:	A	C-	C	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	0	26	10	12	17	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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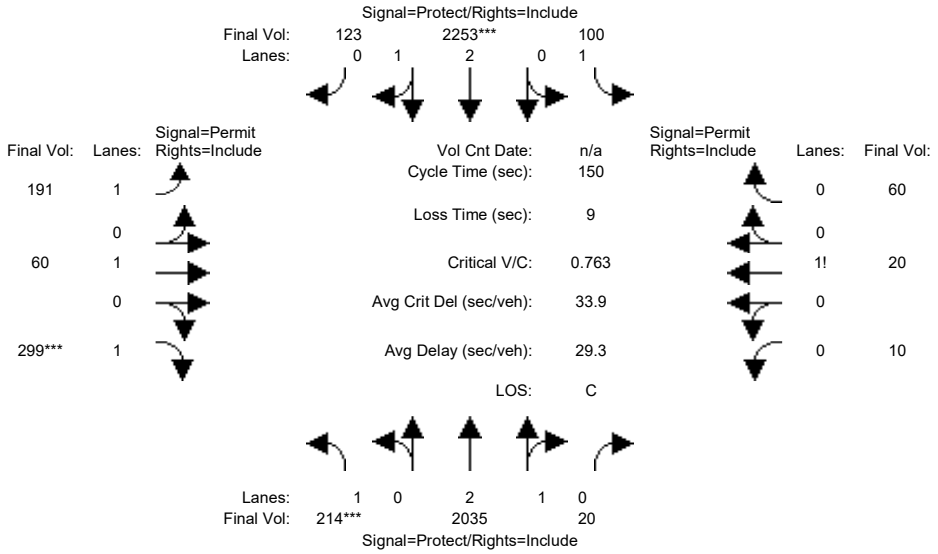
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	34	15	0	0	23	13	11	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	2035	20	100	2253	123	191	60	299	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2035	20	100	2253	123	191	60	299	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5545	55	1750	5310	290	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.06	0.42	0.42	0.11	0.03	0.17	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	24.0	92.9	92.9	14.5	83.4	83.4	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.76	0.59	0.59	0.59	0.76	0.76	0.49	0.14	0.76	0.23	0.23	0.23
Delay/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
LOS by Move:	E	B	B	E	C	C	D-	D	E	D	D	D
HCM2kAvgQ:	10	19	19	5	28	28	8	2	14	4	4	4

Note: Queue reported is the number of cars per lane.

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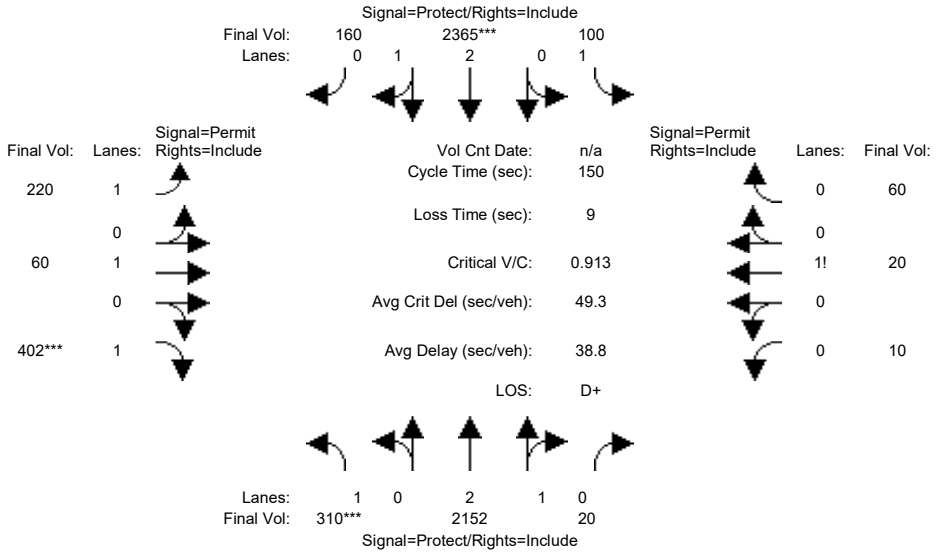
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	130	132	0	0	135	50	40	0	142	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	2152	20	100	2365	160	220	60	402	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	2152	20	100	2365	160	220	60	402	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	2152	20	100	2365	160	220	60	402	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	2152	20	100	2365	160	220	60	402	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.80	0.20	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5548	52	1750	5245	355	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.39	0.06	0.45	0.45	0.13	0.03	0.23	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	29.1	90.0	90.0	13.3	74.1	74.1	37.8	37.8	37.8	37.8	37.8	37.8
Volume/Cap:	0.91	0.65	0.65	0.65	0.91	0.91	0.50	0.13	0.91	0.20	0.20	0.20
Delay/Veh:	87.0	20.1	20.1	75.3	40.1	40.1	48.9	43.5	77.6	44.5	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	20.1	20.1	75.3	40.1	40.1	48.9	43.5	77.6	44.5	44.5	44.5
LOS by Move:	F	C+	C+	E-	D	D	D	D	E-	D	D	D
HCM2kAvgQ:	16	21	21	5	38	38	9	2	21	3	3	3

Note: Queue reported is the number of cars per lane.

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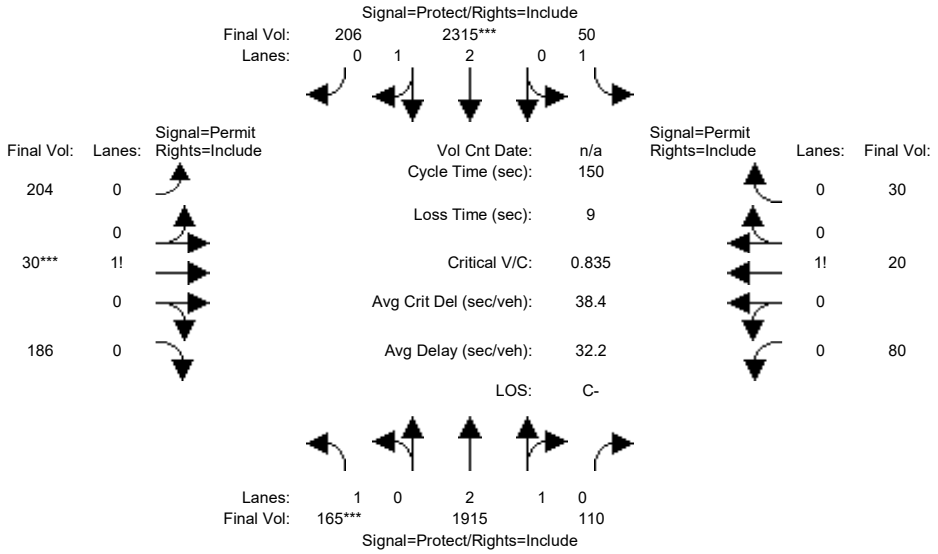
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	5	35	0	0	45	16	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1915	110	50	2315	206	204	30	186	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1915	110	50	2315	206	204	30	186	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.75	0.25	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5295	304	1750	5142	458	850	125	775	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.45	0.45	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.9	86.7	86.7	11.2	80.9	80.9	43.1	43.1	43.1	43.1	43.1	43.1
Volume/Cap:	0.83	0.63	0.63	0.38	0.83	0.83	0.83	0.83	0.83	0.26	0.26	0.26
Delay/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
LOS by Move:	F	C+	C+	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	8	20	20	2	32	32	22	22	22	5	5	5

Note: Queue reported is the number of cars per lane.

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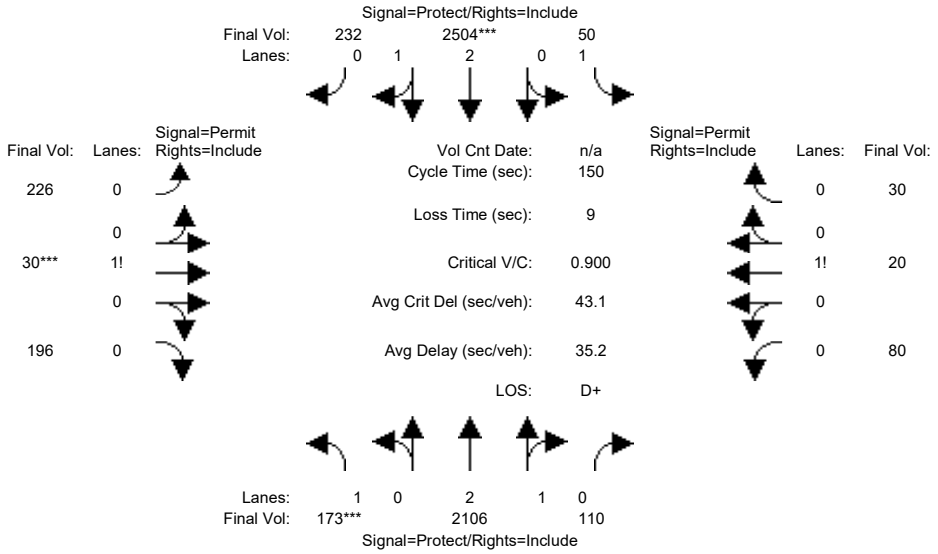
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	13	226	0	0	234	42	36	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2106	110	50	2504	232	226	30	196	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2106	110	50	2504	232	226	30	196	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2106	110	50	2504	232	226	30	196	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	2106	110	50	2504	232	226	30	196	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.74	0.26	0.50	0.07	0.43	0.62	0.15	0.23
Final Sat.:	1750	5322	278	1750	5125	475	875	116	759	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.40	0.03	0.49	0.49	0.26	0.26	0.26	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.5	87.6	87.6	10.3	81.5	81.5	43.1	43.1	43.1	43.1	43.1	43.1
Volume/Cap:	0.90	0.68	0.68	0.41	0.90	0.90	0.90	0.90	0.90	0.26	0.26	0.26
Delay/Veh:	104.1	22.1	22.1	69.2	34.7	34.7	70.4	70.4	70.4	41.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.1	22.1	22.1	69.2	34.7	34.7	70.4	70.4	70.4	41.5	41.5	41.5
LOS by Move:	F	C+	C+	E	C-	C-	E	E	E	D	D	D
HCM2kAvgQ:	9	23	23	2	37	37	25	25	25	5	5	5

Note: Queue reported is the number of cars per lane.

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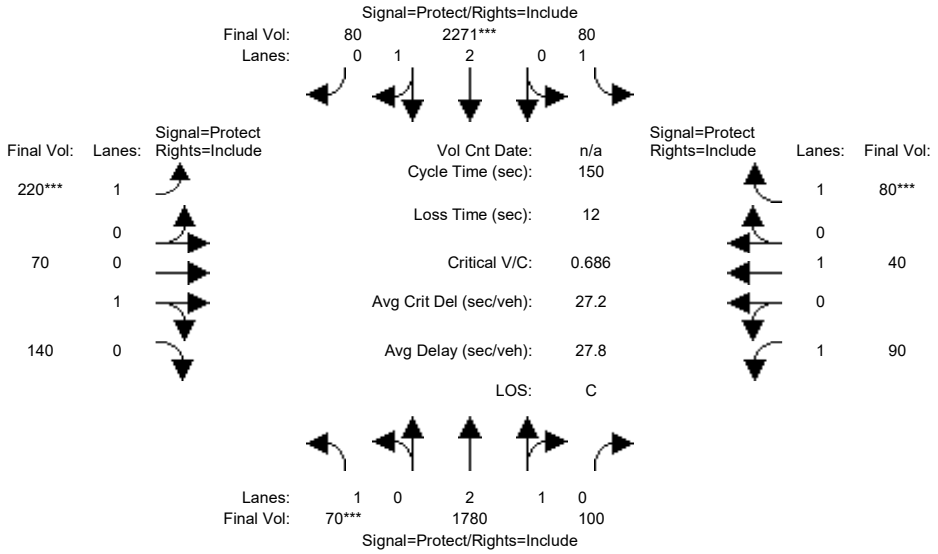
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	40	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1780	100	80	2271	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1780	100	80	2271	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.89	0.11	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5302	298	1750	5409	191	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.42	0.42	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.7	88.3	88.3	12.3	91.8	91.8	27.5	26.0	26.0	11.5	10.0	10.0
Volume/Cap:	0.69	0.57	0.57	0.56	0.69	0.69	0.69	0.67	0.67	0.67	0.32	0.69
Delay/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	17	17	4	23	23	11	10	10	6	2	5

Note: Queue reported is the number of cars per lane.

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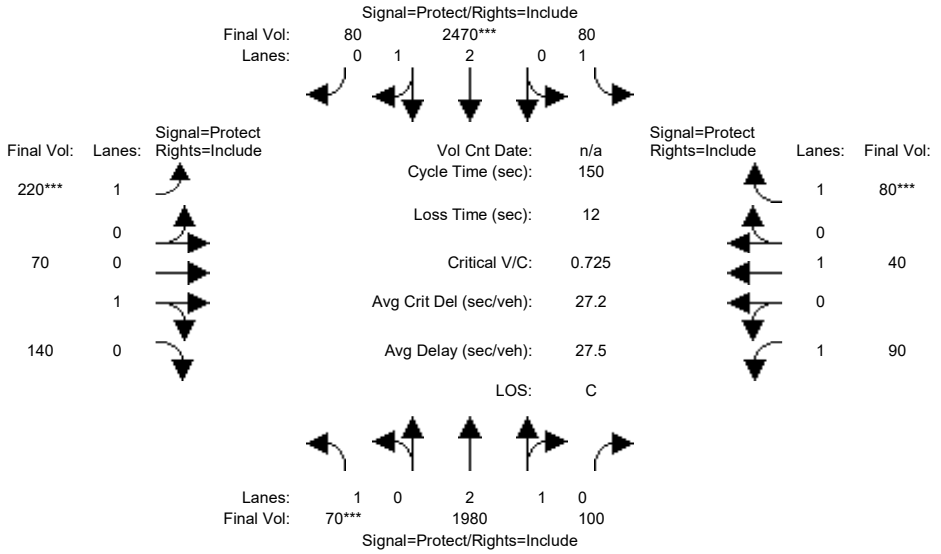
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	240	0	0	250	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1980	100	80	2470	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1980	100	80	2470	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1980	100	80	2470	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1980	100	80	2470	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5330	269	1750	5424	176	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.05	0.46	0.46	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.2	90.7	90.7	11.4	93.8	93.8	25.9	24.9	24.9	11.0	10.0	10.0
Volume/Cap:	0.73	0.61	0.61	0.60	0.73	0.73	0.73	0.70	0.70	0.70	0.32	0.69
Delay/Veh:	94.0	19.0	19.0	74.6	20.1	20.1	67.3	66.3	66.3	84.0	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	19.0	19.0	74.6	20.1	20.1	67.3	66.3	66.3	84.0	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	19	19	4	26	26	12	11	11	6	2	5

Note: Queue reported is the number of cars per lane.

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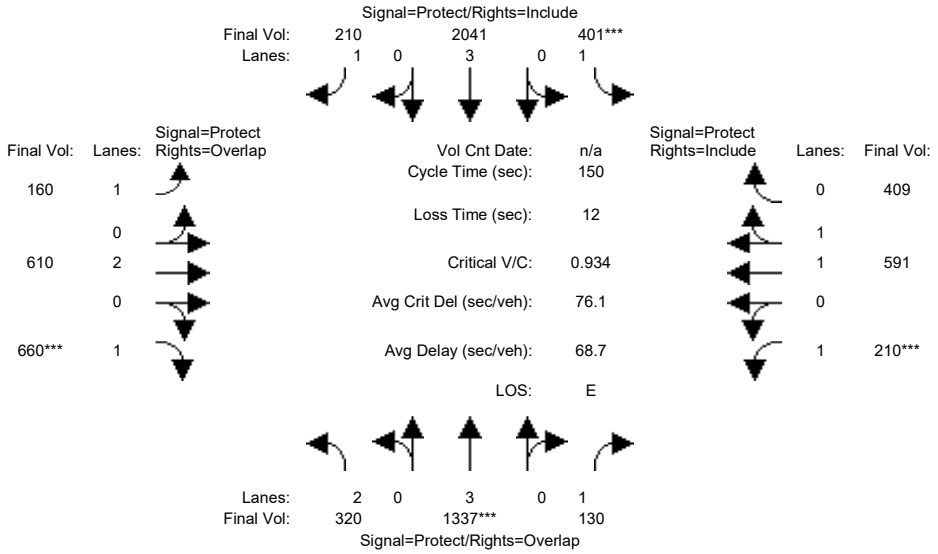
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	0	7	0	11	11	0	0	0	0	0	1	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1337	130	401	2041	210	160	610	660	210	591	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1337	130	401	2041	210	160	610	660	210	591	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2186	1513
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.07	0.23	0.36	0.12	0.09	0.16	0.38	0.12	0.27	0.27
Crit Moves:		****		****					****	****		
Green Time:	16.5	37.7	56.9	36.8	58.0	58.0	16.1	44.3	60.7	19.3	47.5	47.5
Volume/Cap:	0.93	0.93	0.20	0.93	0.93	0.31	0.85	0.54	0.93	0.93	0.85	0.85
Delay/Veh:	96.3	66.4	31.3	82.9	51.3	32.3	95.6	45.0	61.7	106.7	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	66.4	31.3	116.1	71.8	45.2	95.6	45.0	61.7	106.7	54.3	54.3
LOS by Move:	F	E	C	F	E	D	F	D	E	F	D-	D-
HCM2kAvgQ:	9	21	4	23	34	7	8	11	34	10	20	20

Note: Queue reported is the number of cars per lane.

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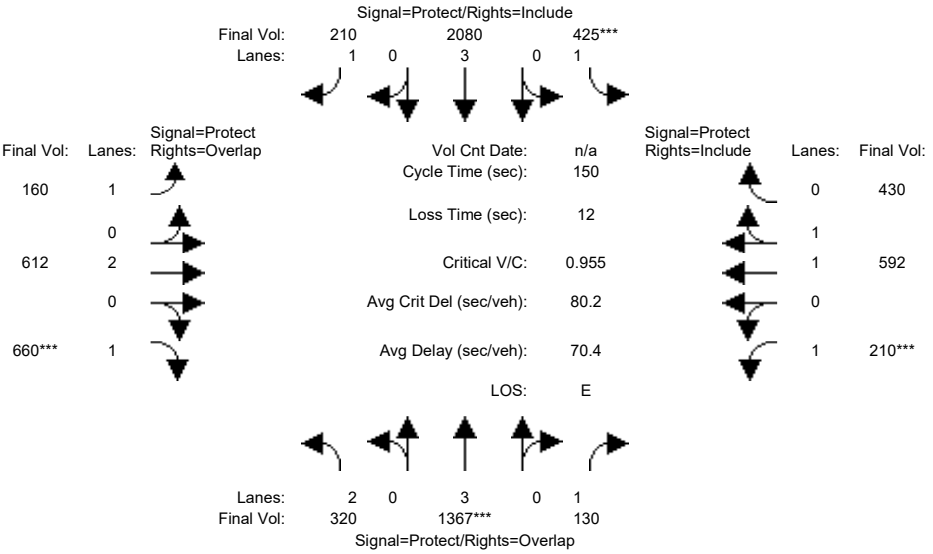
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	0	37	0	35	50	0	0	2	0	0	2	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1367	130	425	2080	210	160	612	660	210	592	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1367	130	425	2080	210	160	612	660	210	592	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1367	130	425	2080	210	160	612	660	210	592	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1367	130	425	2080	210	160	612	660	210	592	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.14	0.86
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2142	1556
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.07	0.24	0.36	0.12	0.09	0.16	0.38	0.12	0.28	0.28
Crit Moves:		****		****					****	****		
Green Time:	16.5	37.7	56.5	38.2	59.3	59.3	15.5	43.3	59.8	18.9	46.7	46.7
Volume/Cap:	0.92	0.95	0.20	0.95	0.92	0.30	0.89	0.56	0.95	0.95	0.89	0.89
Delay/Veh:	95.5	69.7	31.6	86.3	50.1	31.4	103.7	45.9	65.3	112.9	57.8	57.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	69.7	31.6	120.8	70.1	43.9	103.7	45.9	65.3	112.9	57.8	57.8
LOS by Move:	F	E	C	F	E	D	F	D	E	F	E+	E+
HCM2kAvgQ:	9	22	4	25	34	7	9	11	34	10	21	21

Note: Queue reported is the number of cars per lane.

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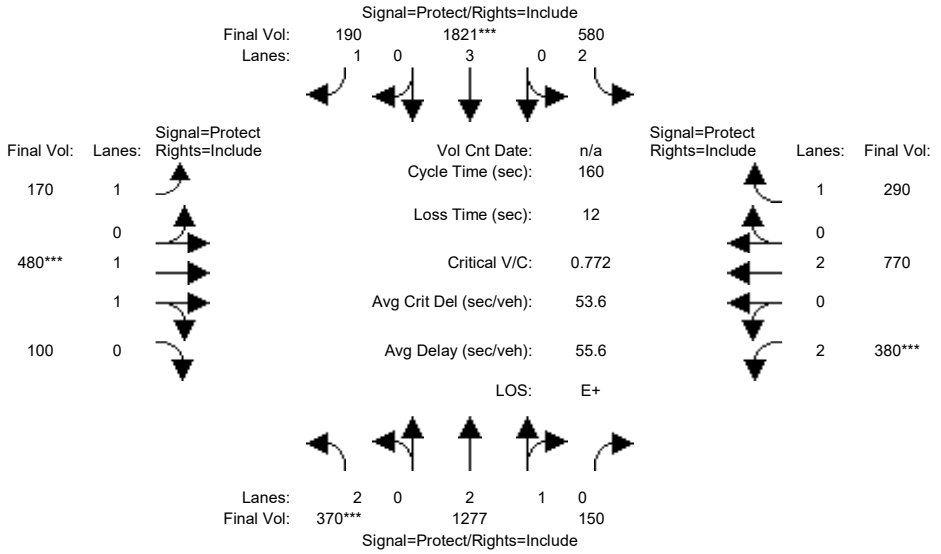
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	7	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1277	150	580	1821	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1277	150	580	1821	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5011	589	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.18	0.32	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****			****	
Green Time:	24.3	52.6	52.6	38.0	66.2	66.2	18.6	32.5	32.5	25.0	38.9	38.9
Volume/Cap:	0.77	0.78	0.78	0.78	0.77	0.26	0.83	0.77	0.77	0.77	0.83	0.68
Delay/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E+
HCM2kAvgQ:	12	22	22	15	24	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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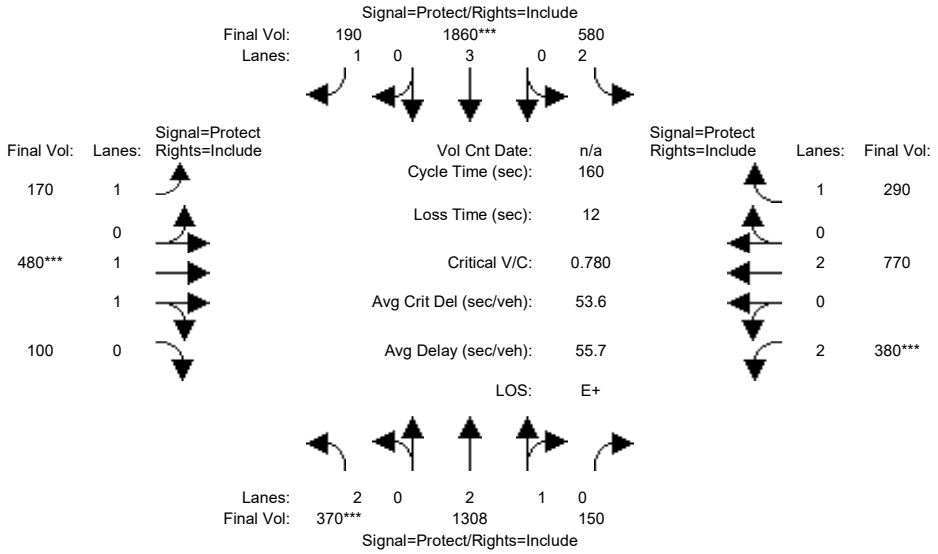
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	38	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1308	150	580	1860	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1308	150	580	1860	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1308	150	580	1860	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1308	150	580	1860	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5023	576	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.18	0.33	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****		****		
Green Time:	24.1	53.3	53.3	37.7	67.0	67.0	18.4	32.2	32.2	24.8	38.5	38.5
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.26	0.84	0.78	0.78	0.78	0.84	0.69
Delay/Veh:	73.5	50.3	50.3	62.6	41.9	30.5	95.4	65.9	65.9	72.9	65.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	50.3	50.3	62.6	41.9	30.5	95.4	65.9	65.9	72.9	65.0	60.1
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E
HCM2kAvgQ:	12	23	23	15	25	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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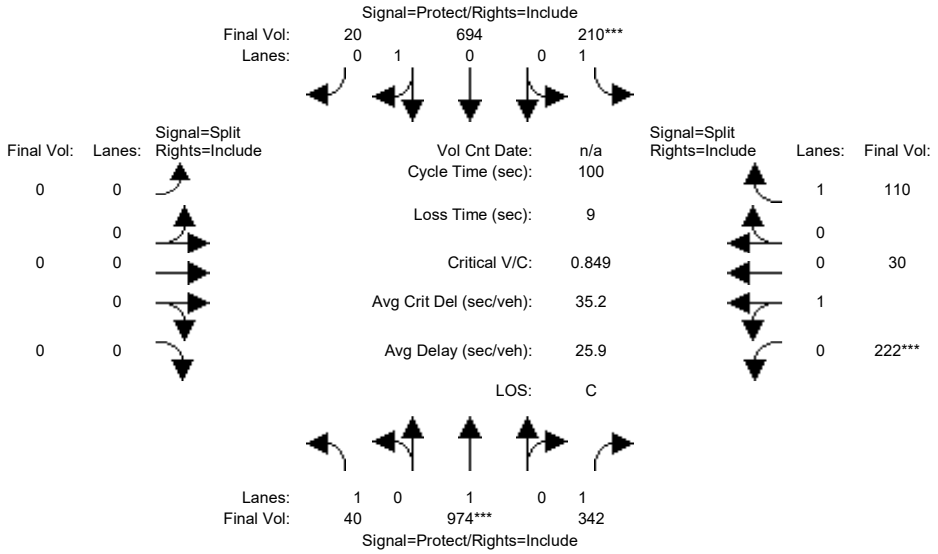
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	4	2	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	974	342	210	694	20	0	0	0	222	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	974	342	210	694	20	0	0	0	222	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	974	342	210	694	20	0	0	0	222	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	974	342	210	694	20	0	0	0	222	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1586	214	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.14	0.14	0.06
Crit Moves:		****		****						****		
Green Time:	11.2	60.4	60.4	14.1	63.3	63.3	0.0	0.0	0.0	16.5	16.5	16.5
Volume/Cap:	0.20	0.85	0.32	0.85	0.63	0.63	0.00	0.00	0.00	0.85	0.85	0.38
Delay/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
LOS by Move:	D	C+	A	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	27	6	10	14	14	0	0	0	8	8	3

Note: Queue reported is the number of cars per lane.

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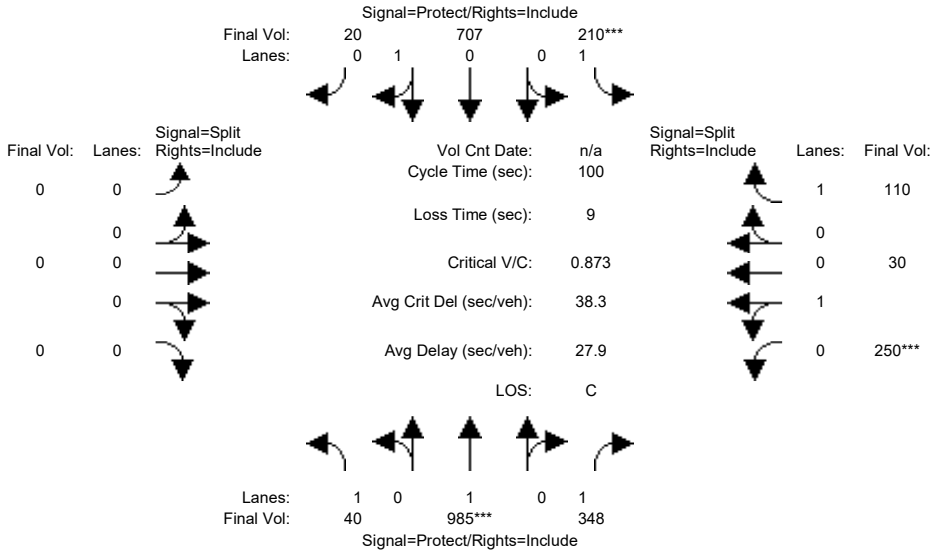
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	15	8	0	17	0	0	0	0	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	985	348	210	707	20	0	0	0	250	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	985	348	210	707	20	0	0	0	250	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	985	348	210	707	20	0	0	0	250	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	985	348	210	707	20	0	0	0	250	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1607	193	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.16	0.16	0.06
Crit Moves:		****		****						****		
Green Time:	10.8	59.4	59.4	13.8	62.4	62.4	0.0	0.0	0.0	17.8	17.8	17.8
Volume/Cap:	0.21	0.87	0.33	0.87	0.65	0.65	0.00	0.00	0.00	0.87	0.87	0.35
Delay/Veh:	41.3	24.8	10.5	69.8	13.2	13.2	0.0	0.0	0.0	62.0	62.0	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	24.8	10.5	69.8	13.2	13.2	0.0	0.0	0.0	62.0	62.0	36.7
LOS by Move:	D	C	B+	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	28	6	10	15	15	0	0	0	8	8	3

Note: Queue reported is the number of cars per lane.

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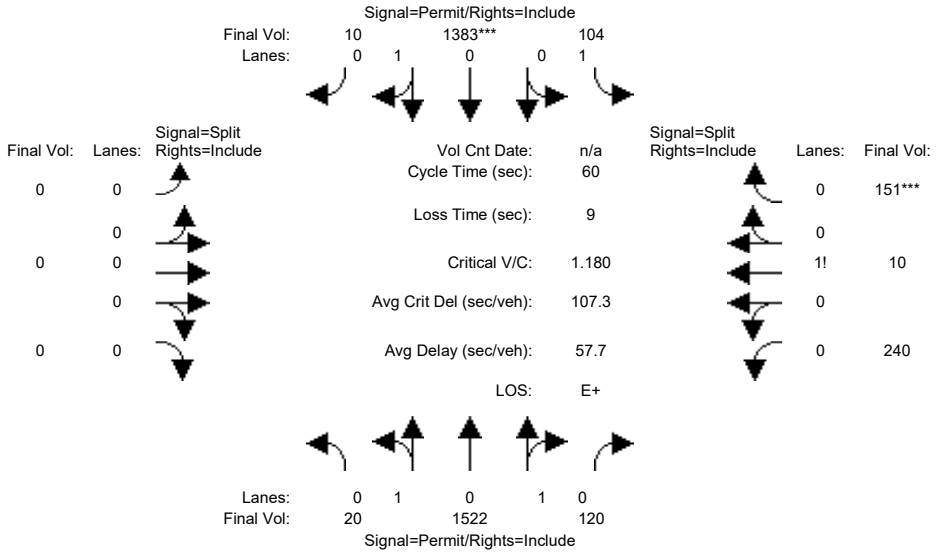
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	2	0	4	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1522	120	104	1383	10	0	0	0	240	10	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1522	120	104	1383	10	0	0	0	240	10	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	43	3297	260	1750	1787	13	0	0	0	1047	44	659
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.06	0.77	0.77	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****							****
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	0.0	0.0	0.0	11.7	11.7	11.7
Volume/Cap:	0.70	0.70	0.70	0.09	1.18	1.18	0.00	0.00	0.00	1.18	1.18	1.18
Delay/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	58	58	0	0	0	17	17	17

Note: Queue reported is the number of cars per lane.

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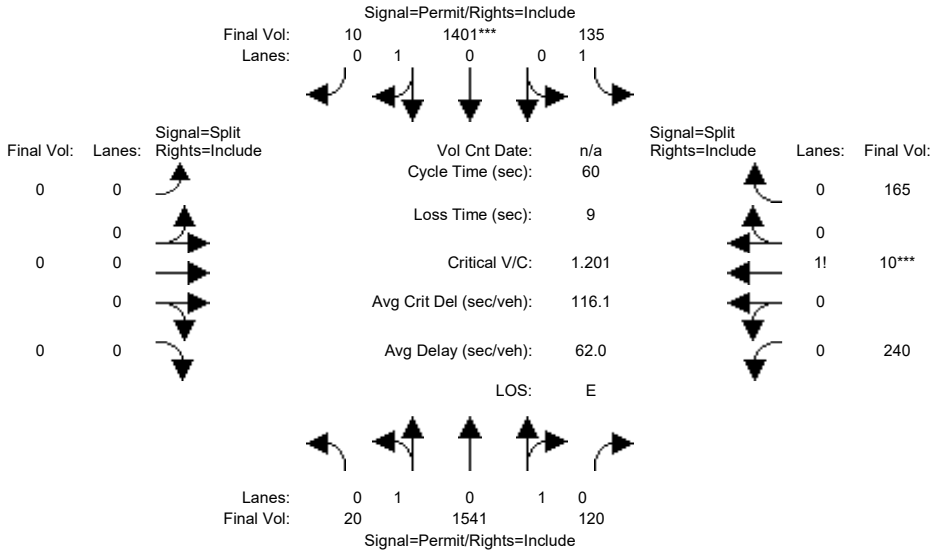
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	21	0	35	21	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1541	120	135	1401	10	0	0	0	240	10	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1541	120	135	1401	10	0	0	0	240	10	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1541	120	135	1401	10	0	0	0	240	10	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1541	120	135	1401	10	0	0	0	240	10	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.58	0.02	0.40
Final Sat.:	43	3300	257	1750	1787	13	0	0	0	1012	42	696
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.08	0.78	0.78	0.00	0.00	0.00	0.24	0.24	0.24
Crit Moves:					****						****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	0.0	0.0	0.0	11.8	11.8	11.8
Volume/Cap:	0.72	0.72	0.72	0.12	1.20	1.20	0.00	0.00	0.00	1.20	1.20	1.20
Delay/Veh:	7.9	7.9	7.9	4.0	109	109.3	0.0	0.0	0.0	139.1	139	139.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	4.0	109	109.3	0.0	0.0	0.0	139.1	139	139.1
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	61	61	0	0	0	18	18	18

Note: Queue reported is the number of cars per lane.

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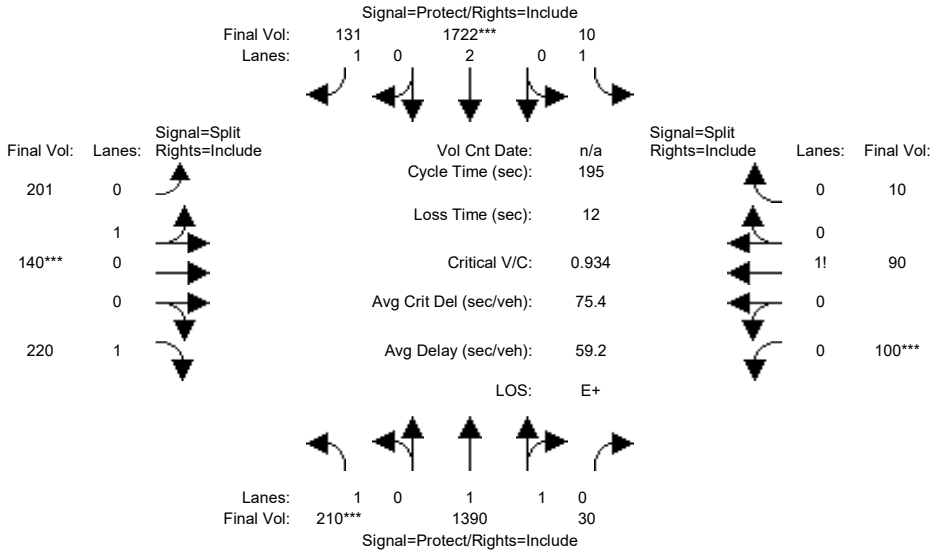
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	0	0	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1390	30	10	1722	131	201	140	220	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1390	30	10	1722	131	201	140	220	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1061	739	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.45	0.07	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.0	109	109.4	10.2	94.6	94.6	39.5	39.5	39.5	23.9	23.9	23.9
Volume/Cap:	0.93	0.68	0.68	0.11	0.93	0.15	0.93	0.93	0.62	0.93	0.93	0.93
Delay/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	15	30	30	1	51	4	23	23	13	16	16	16

Note: Queue reported is the number of cars per lane.

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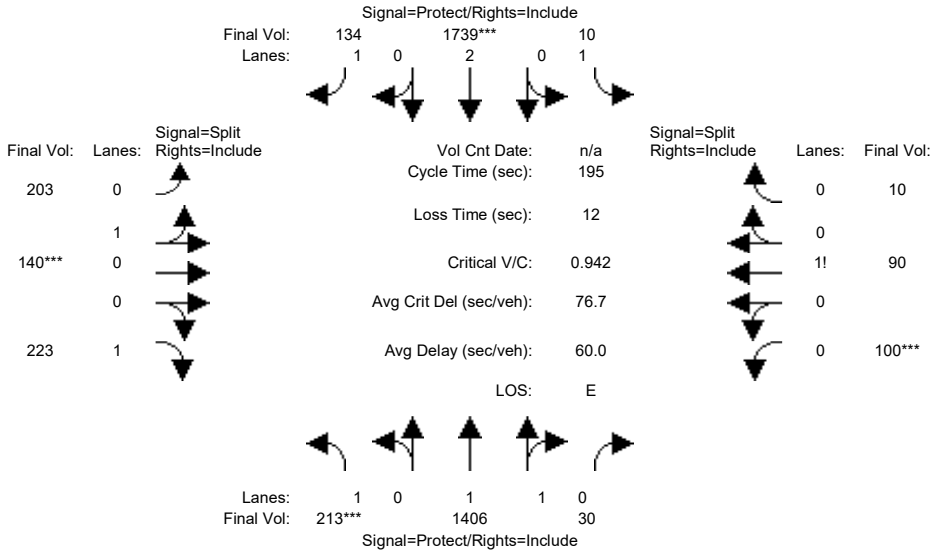
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	3	16	0	0	19	4	3	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1406	30	10	1739	134	203	140	223	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1406	30	10	1739	134	203	140	223	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1406	30	10	1739	134	203	140	223	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1406	30	10	1739	134	203	140	223	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3623	77	1750	3800	1750	1065	735	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.39	0.01	0.46	0.08	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.2	110	109.8	10.2	94.7	94.7	39.4	39.4	39.4	23.7	23.7	23.7
Volume/Cap:	0.94	0.69	0.69	0.11	0.94	0.16	0.94	0.94	0.63	0.94	0.94	0.94
Delay/Veh:	128.0	31.4	31.4	88.7	57.9	28.0	109.2	109	74.7	130.6	131	130.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.0	31.4	31.4	88.7	57.9	28.0	109.2	109	74.7	130.6	131	130.6
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	15	31	31	1	52	5	23	23	13	16	16	16

Note: Queue reported is the number of cars per lane.

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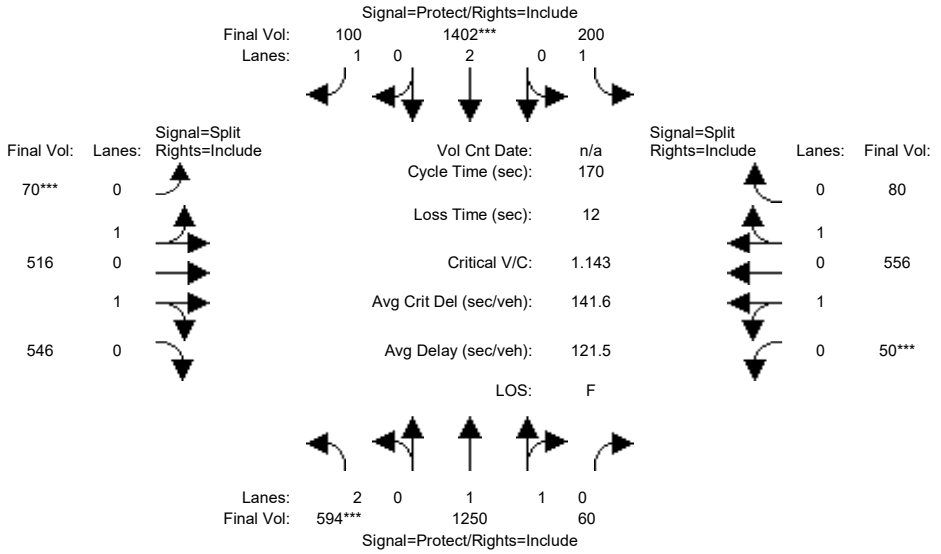
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	4	0	0	0	2	0	0	6	6	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	1250	60	200	1402	100	70	516	546	50	556	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1250	60	200	1402	100	70	516	546	50	556	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.15	1.62	0.23
Final Sat.:	3150	3530	169	1750	3800	1750	223	1641	1736	262	2918	420
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.11	0.37	0.06	0.31	0.31	0.31	0.19	0.19	0.19
Crit Moves:	****				****		****			****		
Green Time:	28.0	62.7	62.7	20.2	54.9	54.9	46.8	46.8	46.8	28.3	28.3	28.3
Volume/Cap:	1.14	0.96	0.96	0.96	1.14	0.18	1.14	1.14	1.14	1.14	1.14	1.14
Delay/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	23	32	32	15	49	4	41	41	41	24	24	24

Note: Queue reported is the number of cars per lane.

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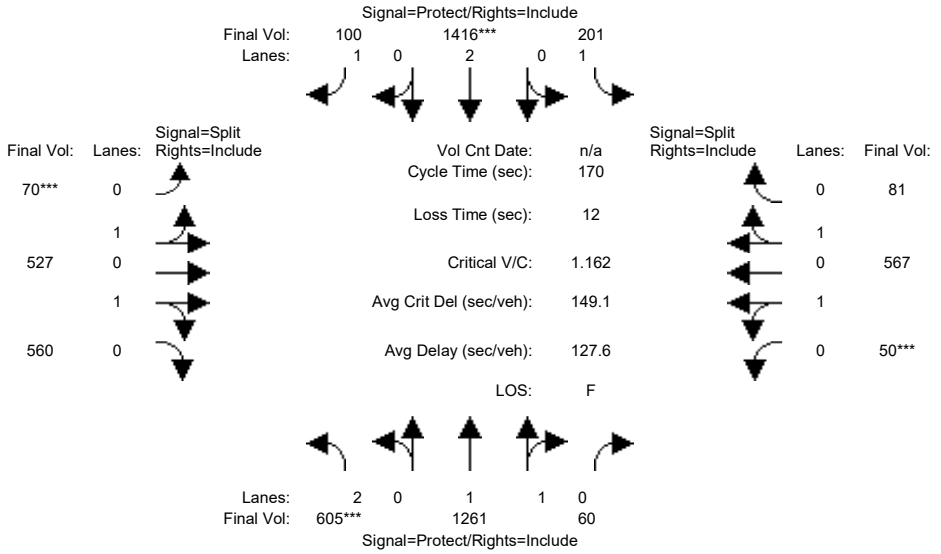
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	15	11	0	1	16	0	0	17	20	0	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	605	1261	60	201	1416	100	70	527	560	50	567	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	605	1261	60	201	1416	100	70	527	560	50	567	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	1261	60	201	1416	100	70	527	560	50	567	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	605	1261	60	201	1416	100	70	527	560	50	567	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3532	168	1750	3800	1750	218	1640	1742	258	2924	418
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.11	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****		****			****		
Green Time:	28.1	62.5	62.5	20.1	54.5	54.5	47.0	47.0	47.0	28.4	28.4	28.4
Volume/Cap:	1.16	0.97	0.97	0.97	1.16	0.18	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	163.4	70.7	70.7	128.7	140	41.8	145.6	146	145.6	161.1	161	161.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.4	70.7	70.7	128.7	140	41.8	145.6	146	145.6	161.1	161	161.1
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	24	33	33	15	51	4	43	43	43	25	25	25

Note: Queue reported is the number of cars per lane.

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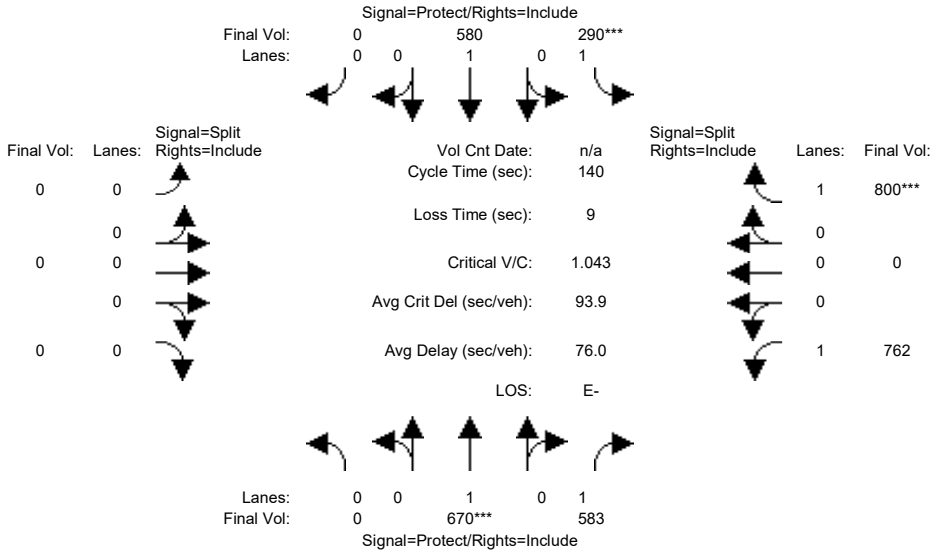
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	583	290	580	0	0	0	0	762	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	583	290	580	0	0	0	0	762	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	583	290	580	0	0	0	0	762	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	583	290	580	0	0	0	0	762	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	0.98	1.04	0.61	0.00	0.00	0.00	0.00	0.99	0.00	1.04
Delay/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
LOS by Move:	A	F	E-	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	30	19	18	0	0	0	0	41	0	46

Note: Queue reported is the number of cars per lane.

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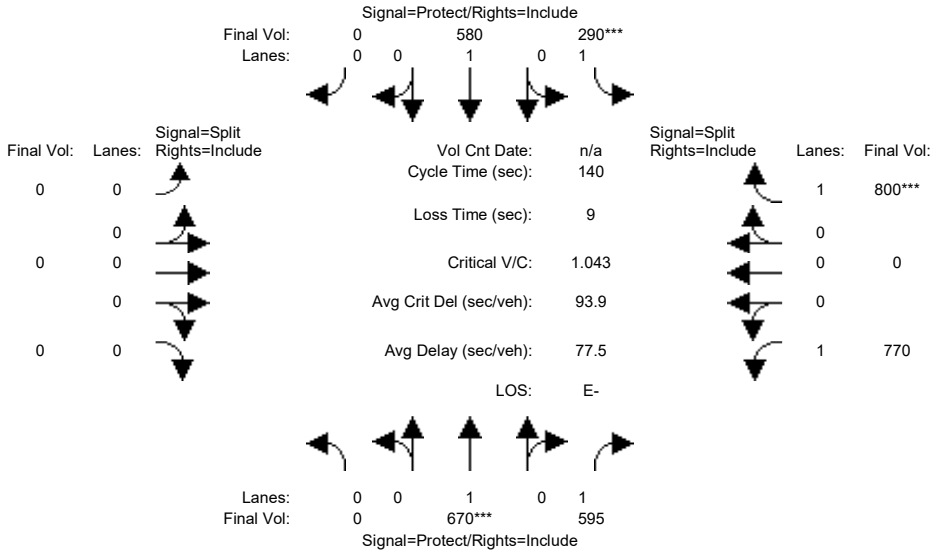
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	770	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	595	290	580	0	0	0	0	770	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	770	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	595	290	580	0	0	0	0	770	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.6	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.6	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	42	0	46

Note: Queue reported is the number of cars per lane.

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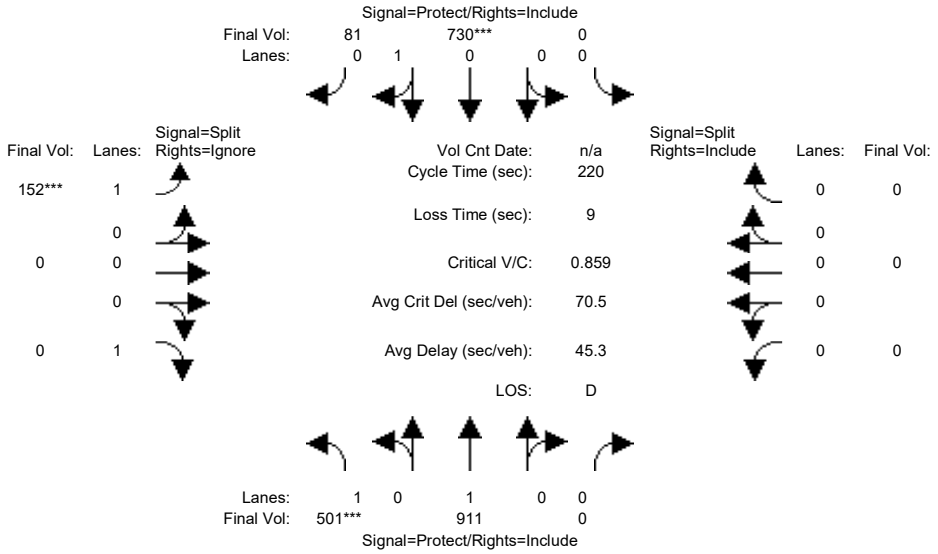
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	1	1	0	0	0	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	911	0	0	730	81	152	0	821	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	501	911	0	0	730	81	152	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	911	0	0	730	81	152	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	501	911	0	0	730	81	152	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1620	180	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.45	0.45	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.3	189	0.0	0.0	115	115.4	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.86	0.56	0.00	0.00	0.86	0.86	0.86	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2kAvgQ:	34	16	0	0	50	50	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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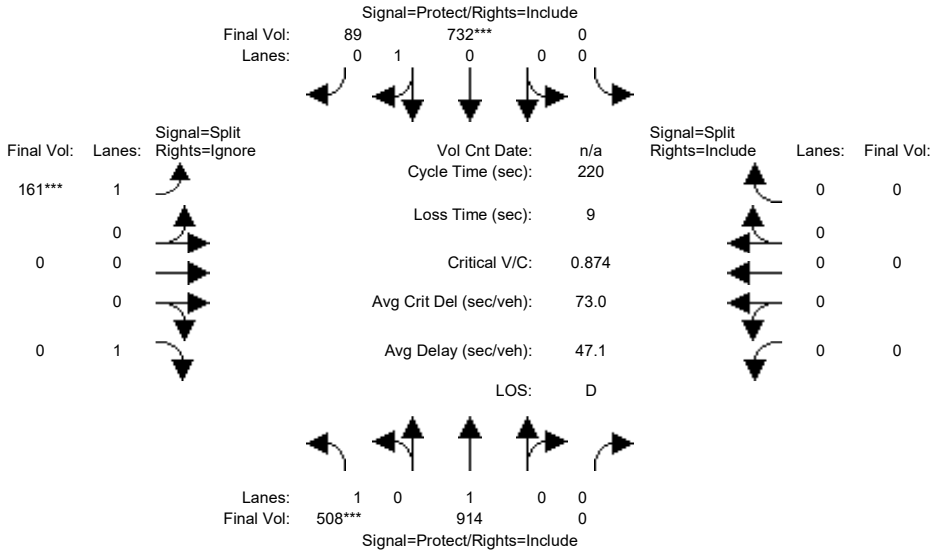
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	8	4	0	0	2	9	11	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	914	0	0	732	89	161	0	827	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	508	914	0	0	732	89	161	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	914	0	0	732	89	161	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	508	914	0	0	732	89	161	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1605	195	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.46	0.46	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.1	188	0.0	0.0	115	114.8	23.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.87	0.56	0.00	0.00	0.87	0.87	0.87	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	83.0	5.0	0.0	0.0	55.4	55.4	130.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	5.0	0.0	0.0	55.4	55.4	130.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	34	17	0	0	51	51	11	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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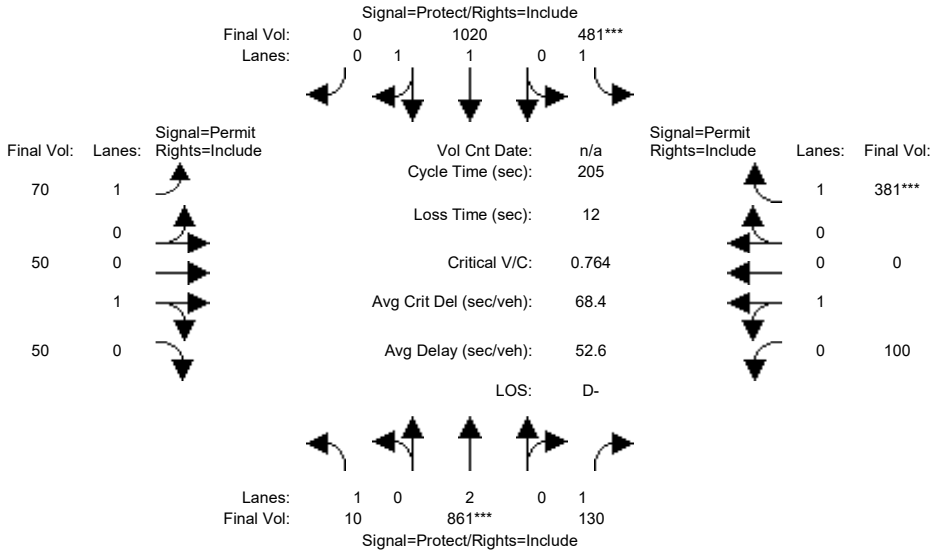
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	861	130	481	1020	0	70	50	50	100	0	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	861	130	481	1020	0	70	50	50	100	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	861	130	481	1020	0	70	50	50	100	0	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	861	130	481	1020	0	70	50	50	100	0	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.27	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.8	60.8	60.8	73.8	120	0.0	58.4	58.4	58.4	58.4	0.0	58.4
Volume/Cap:	0.08	0.76	0.25	0.76	0.47	0.00	0.14	0.19	0.19	0.19	0.00	0.76
Delay/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	23	6	27	18	0	3	5	5	5	0	24

Note: Queue reported is the number of cars per lane.

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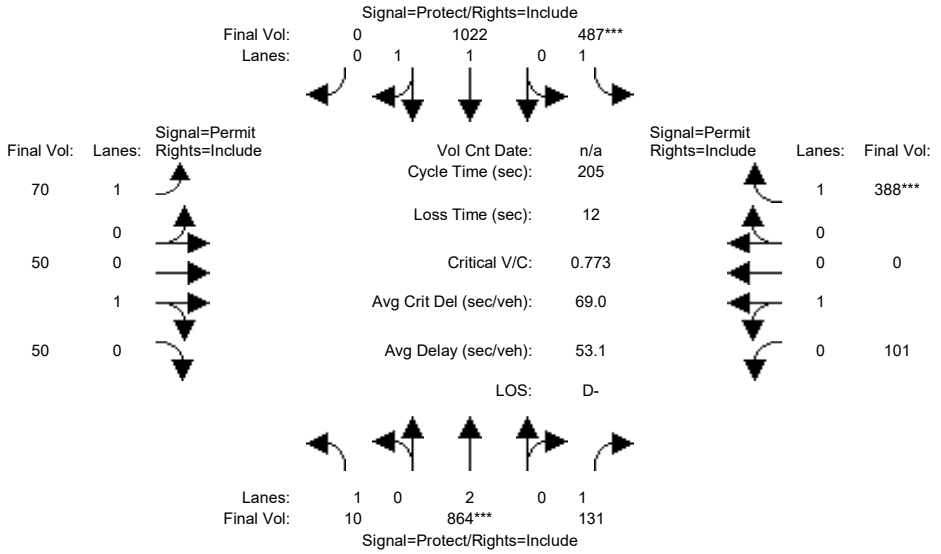
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	4	1	7	2	0	0	0	0	1	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	864	131	487	1022	0	70	50	50	101	0	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	864	131	487	1022	0	70	50	50	101	0	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	864	131	487	1022	0	70	50	50	101	0	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	864	131	487	1022	0	70	50	50	101	0	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.28	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.8	60.3	60.3	73.8	119	0.0	58.8	58.8	58.8	58.8	0.0	58.8
Volume/Cap:	0.08	0.77	0.25	0.77	0.47	0.00	0.14	0.19	0.19	0.20	0.00	0.77
Delay/Veh:	89.0	69.5	55.4	64.0	24.9	0.0	54.4	55.4	55.4	55.4	0.0	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	69.5	55.4	64.0	24.9	0.0	54.4	55.4	55.4	55.4	0.0	74.3
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	23	6	28	18	0	3	5	5	5	0	25

Note: Queue reported is the number of cars per lane.

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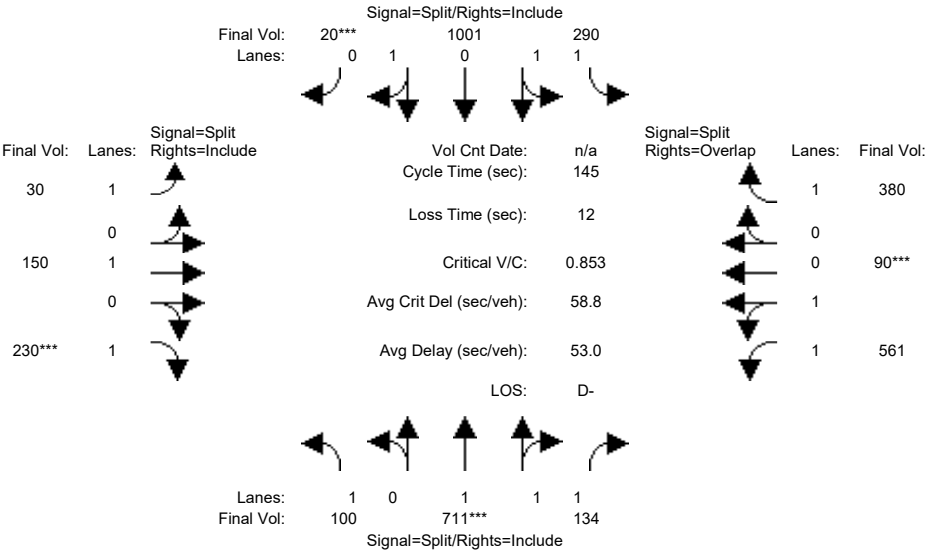
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	1	4	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	711	134	290	1001	20	30	150	230	561	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	711	134	290	1001	20	30	150	230	561	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	711	134	290	1001	20	30	150	230	561	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	711	134	290	1001	20	30	150	230	561	90	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3719	1800	1750	3627	72	1750	1900	1750	3059	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.17	0.28	0.28	0.02	0.08	0.13	0.18	0.18	0.22
Crit Moves:		****				****			****		****	
Green Time:	32.5	32.5	32.5	46.9	46.9	46.9	22.4	22.4	22.4	31.2	31.2	78.1
Volume/Cap:	0.25	0.85	0.33	0.51	0.85	0.85	0.11	0.51	0.85	0.85	0.85	0.40
Delay/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
LOS by Move:	D	E	D	D	D	D	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	5	11	23	23	1	7	13	15	15	10

Note: Queue reported is the number of cars per lane.

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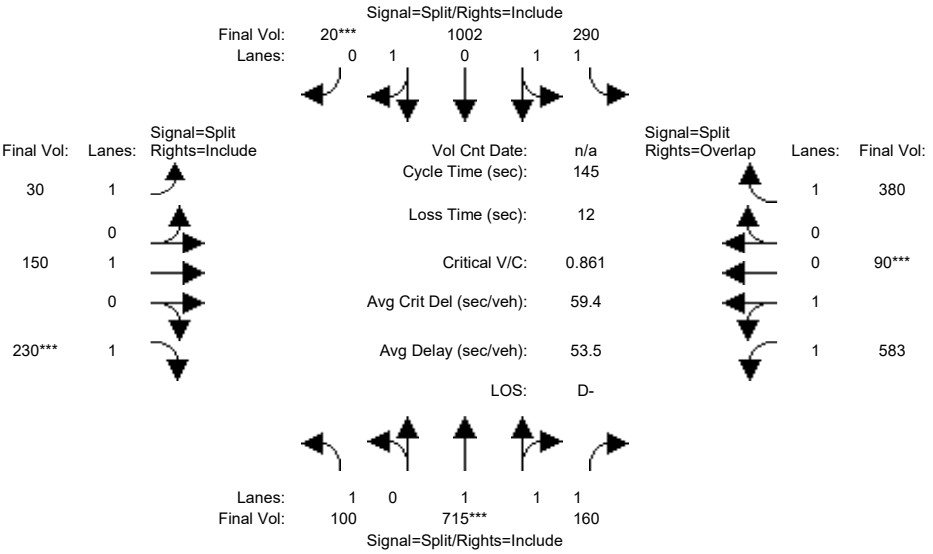
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	5	30	0	2	0	0	0	0	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	715	160	290	1002	20	30	150	230	583	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	715	160	290	1002	20	30	150	230	583	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	715	160	290	1002	20	30	150	230	583	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	715	160	290	1002	20	30	150	230	583	90	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3722	1800	1750	3628	72	1750	1900	1750	3075	475	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.09	0.17	0.28	0.28	0.02	0.08	0.13	0.19	0.19	0.22
Crit Moves:		****				****			****		****	
Green Time:	32.4	32.4	32.4	46.5	46.5	46.5	22.1	22.1	22.1	31.9	31.9	78.5
Volume/Cap:	0.26	0.86	0.40	0.52	0.86	0.86	0.11	0.52	0.86	0.86	0.86	0.40
Delay/Veh:	46.7	61.7	48.1	40.3	51.4	51.4	53.1	58.1	83.4	64.0	64.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	61.7	48.1	40.3	51.4	51.4	53.1	58.1	83.4	64.0	64.0	19.8
LOS by Move:	D	E	D	D	D-	D-	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	6	11	23	23	1	7	13	16	16	10

Note: Queue reported is the number of cars per lane.

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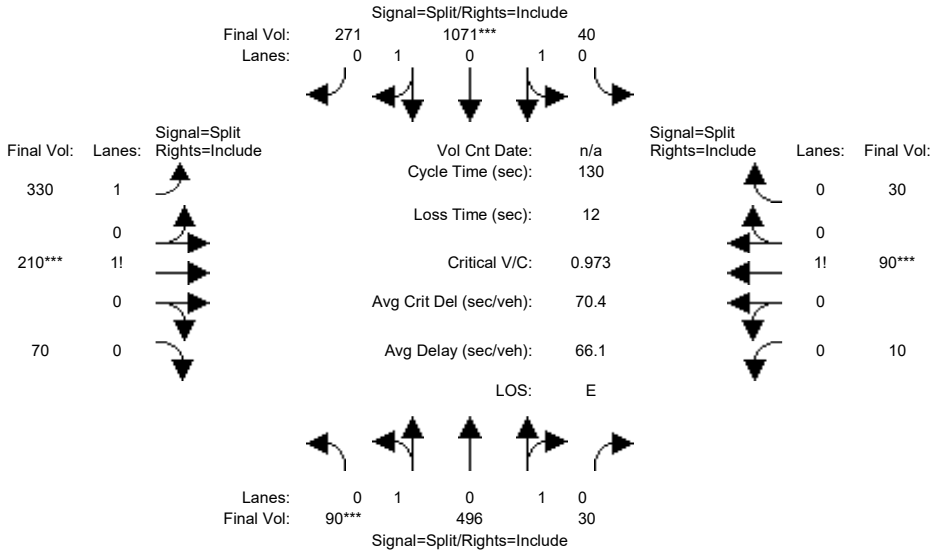
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	0	6	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	496	30	40	1071	271	330	210	70	10	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	496	30	40	1071	271	330	210	70	10	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	496	30	40	1071	271	330	210	70	10	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	496	30	40	1071	271	330	210	70	10	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.29	1.61	0.10	0.06	1.55	0.39	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	526	2899	175	104	2790	706	2399	826	275	135	1212	404
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.38	0.38	0.38	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	22.8	22.8	22.8	51.2	51.2	51.2	33.9	33.9	33.9	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.53	0.97	0.97	0.97	0.97	0.97
Delay/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
LOS by Move:	F	F	F	E+	E+	E+	D	E-	E-	F	F	F
HCM2kAvgQ:	14	14	14	30	30	30	9	22	22	9	9	9

Note: Queue reported is the number of cars per lane.

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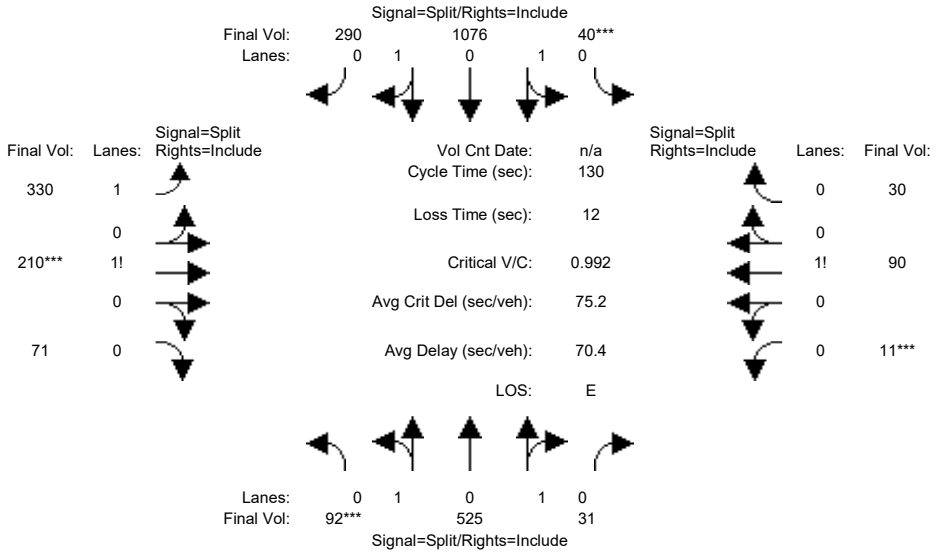
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	2	35	1	0	6	20	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	525	31	40	1076	290	330	210	71	11	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	525	31	40	1076	290	330	210	71	11	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	525	31	40	1076	290	330	210	71	11	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	525	31	40	1076	290	330	210	71	11	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.28	1.62	0.10	0.06	1.53	0.41	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	511	2917	172	102	2755	743	2397	824	279	147	1202	401
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.39	0.39	0.39	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****			****				****		****		
Green Time:	23.6	23.6	23.6	51.1	51.1	51.1	33.3	33.3	33.3	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.54	0.99	0.99	0.97	0.97	0.97
Delay/Veh:	86.7	86.7	86.7	61.6	61.6	61.6	42.2	82.8	82.8	128.9	129	128.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	86.7	86.7	61.6	61.6	61.6	42.2	82.8	82.8	128.9	129	128.9
LOS by Move:	F	F	F	E	E	E	D	F	F	F	F	F
HCM2kAvgQ:	15	15	15	32	32	32	9	23	23	9	9	9

Note: Queue reported is the number of cars per lane.

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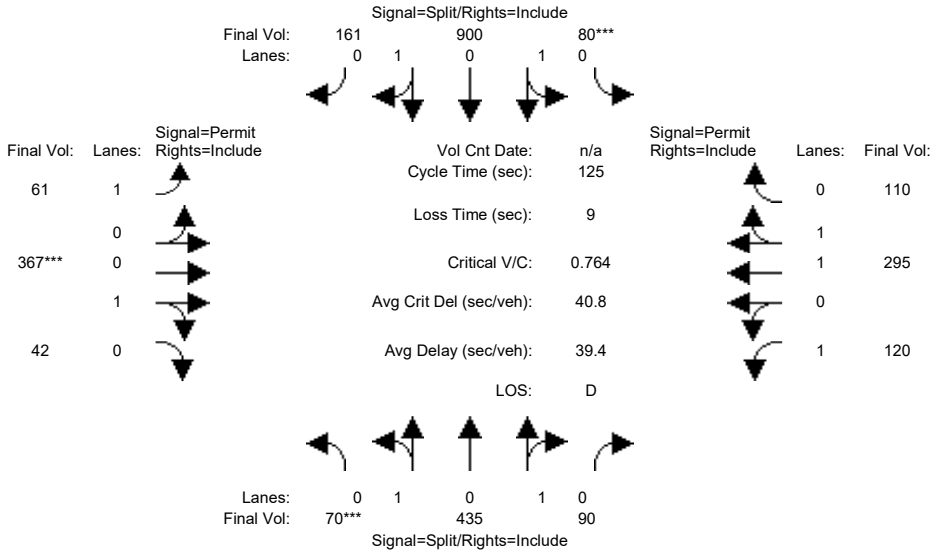
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	0	5	0	0	0	1	1	7	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	435	90	80	900	161	61	367	42	120	295	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	435	90	80	900	161	61	367	42	120	295	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	435	90	80	900	161	61	367	42	120	295	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	435	90	80	900	161	61	367	42	120	295	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.46	0.30	0.14	1.58	0.28	1.00	0.90	0.10	1.00	1.44	0.56
Final Sat.:	424	2632	545	252	2840	508	1750	1615	185	1750	2694	1005
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.32	0.32	0.32	0.03	0.23	0.23	0.07	0.11	0.11
Crit Moves:	****			****				****				
Green Time:	27.0	27.0	27.0	51.8	51.8	51.8	37.2	37.2	37.2	37.2	37.2	37.2
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.76	0.76	0.23	0.37	0.37
Delay/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
LOS by Move:	D	D	D	C-	C-	C-	C-	D	D	C-	C-	C-
HCM2kAvgQ:	12	12	12	18	18	18	2	15	15	4	6	6

Note: Queue reported is the number of cars per lane.

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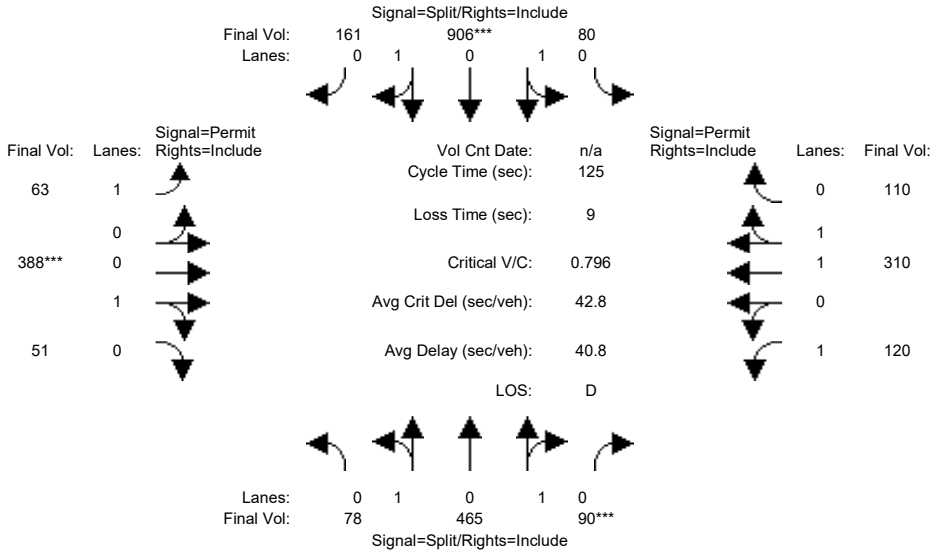
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	8	35	0	0	6	1	3	28	11	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	465	90	80	906	161	63	388	51	120	310	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	465	90	80	906	161	63	388	51	120	310	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	465	90	80	906	161	63	388	51	120	310	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	465	90	80	906	161	63	388	51	120	310	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.25	1.47	0.28	0.14	1.58	0.28	1.00	0.88	0.12	1.00	1.46	0.54
Final Sat.:	444	2645	512	251	2844	505	1750	1591	209	1750	2730	969
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.04	0.24	0.24	0.07	0.11	0.11
Crit Moves:			****		****			****				
Green Time:	27.6	27.6	27.6	50.1	50.1	50.1	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.80	0.80	0.22	0.37	0.37
Delay/Veh:	51.6	51.6	51.6	36.1	36.1	36.1	31.3	47.6	47.6	32.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	51.6	36.1	36.1	36.1	31.3	47.6	47.6	32.5	34.1	34.1
LOS by Move:	D-	D-	D-	D+	D+	D+	C	D	D	C-	C-	C-
HCM2kAvgQ:	13	13	13	19	19	19	2	16	16	3	6	6

Note: Queue reported is the number of cars per lane.

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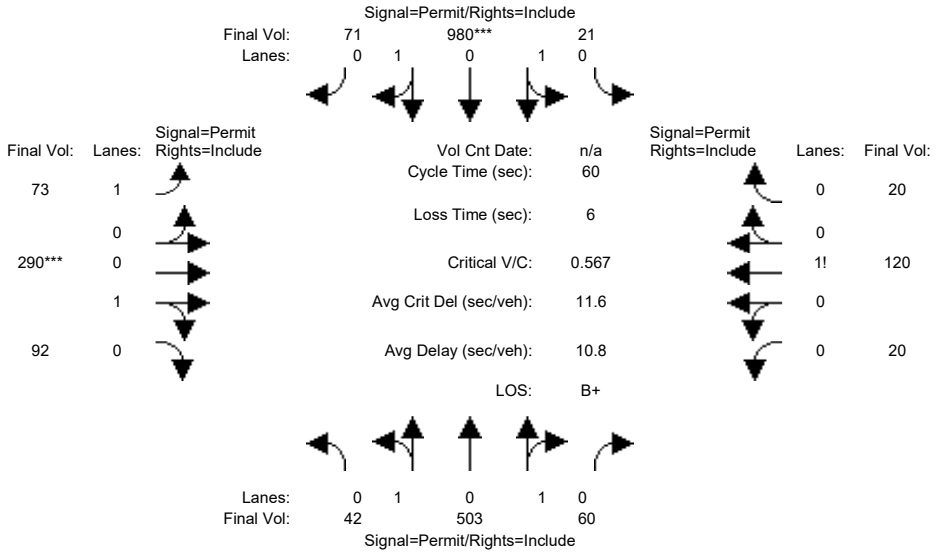
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	2	3	0	1	0	1	3	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	503	60	21	980	71	73	290	92	20	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	503	60	21	980	71	73	290	92	20	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	503	60	21	980	71	73	290	92	20	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	503	60	21	980	71	73	290	92	20	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.66	0.20	0.04	1.83	0.13	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	250	2993	357	71	3291	238	1750	1366	434	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.32	0.32	0.32	0.57	0.57	0.57	0.11	0.57	0.57	0.24	0.24	0.24
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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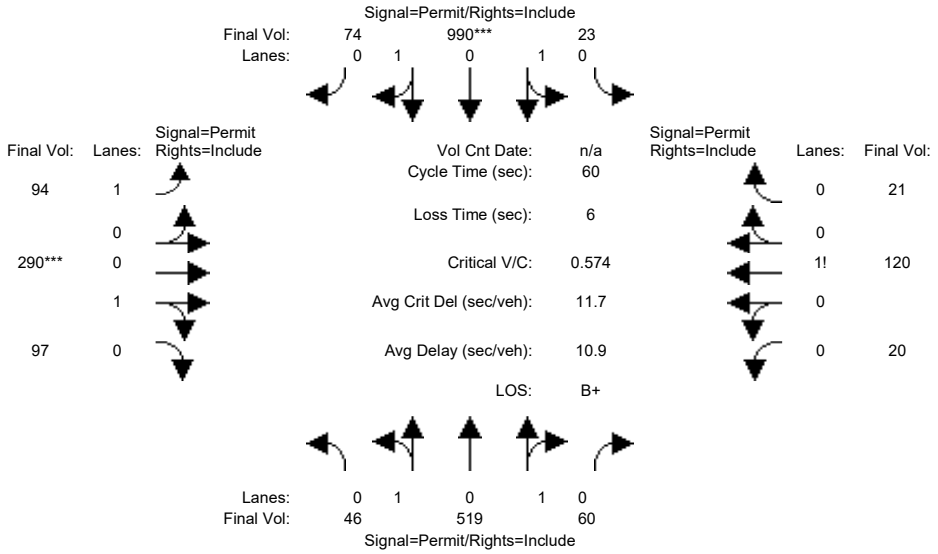
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	6	19	0	3	10	4	24	0	7	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	519	60	23	990	74	94	290	97	20	120	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	519	60	23	990	74	94	290	97	20	120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	519	60	23	990	74	94	290	97	20	120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	519	60	23	990	74	94	290	97	20	120	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.15	1.66	0.19	0.04	1.82	0.14	1.00	0.75	0.25	0.12	0.75	0.13
Final Sat.:	265	2989	346	76	3279	245	1750	1349	451	217	1304	228
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.05	0.22	0.22	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.33	0.33	0.33	0.57	0.57	0.57	0.14	0.57	0.57	0.25	0.25	0.25
Delay/Veh:	8.3	8.3	8.3	10.1	10.1	10.1	12.5	16.2	16.2	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	10.1	10.1	10.1	12.5	16.2	16.2	13.1	13.1	13.1
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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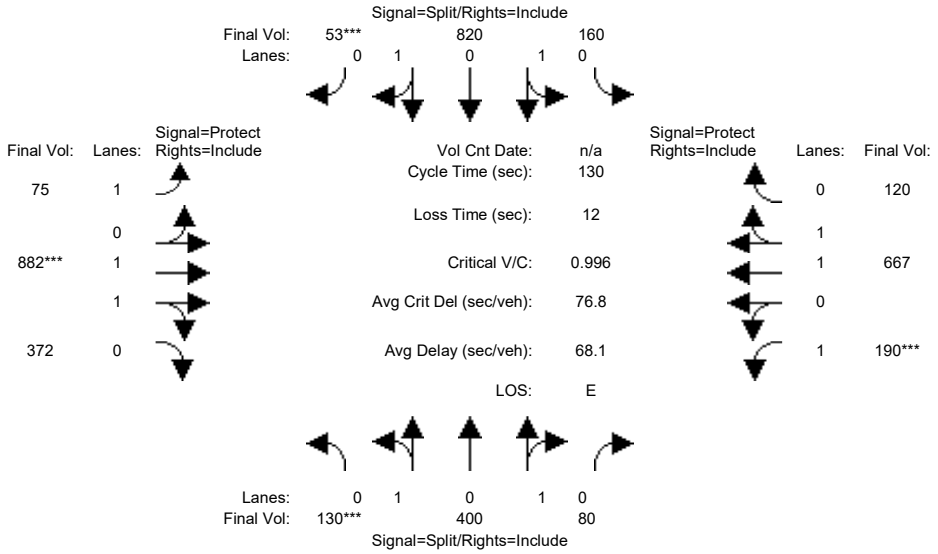
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	0	0	0	0	0	3	5	12	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	400	80	160	820	53	75	882	372	190	667	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	400	80	160	820	53	75	882	372	190	667	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	400	80	160	820	53	75	882	372	190	667	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	400	80	160	820	53	75	882	372	190	667	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	1.31	0.26	0.31	1.59	0.10	1.00	1.39	0.61	1.00	1.69	0.31
Final Sat.:	767	2361	472	558	2858	185	1750	2602	1097	1750	3135	564
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.04	0.34	0.34	0.11	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	22.1	22.1	22.1	37.5	37.5	37.5	11.8	44.3	44.3	14.2	46.6	46.6
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.59	0.59
Delay/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
LOS by Move:	F	F	F	E	E	E	E+	E	E	F	C-	C-
HCM2kAvgQ:	13	13	13	25	25	25	3	30	30	10	13	13

Note: Queue reported is the number of cars per lane.

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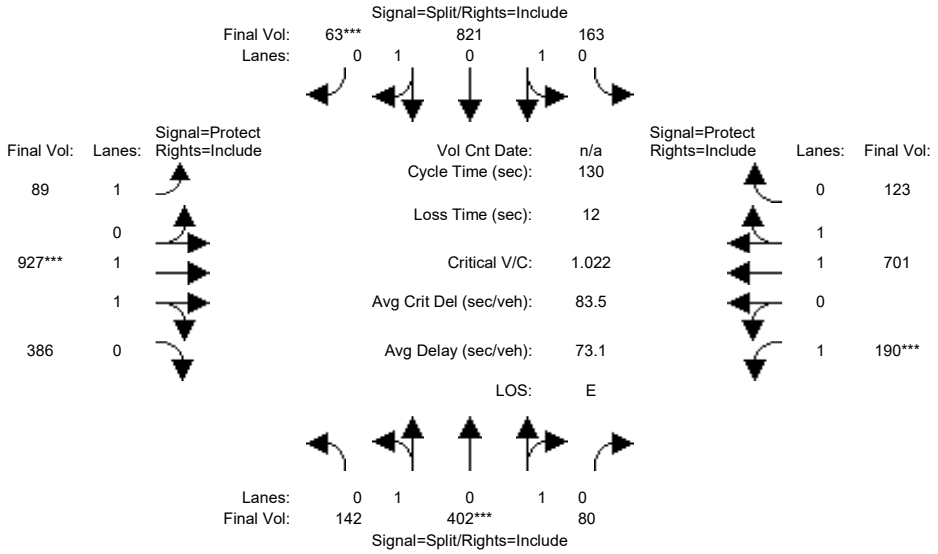
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	12	2	0	3	1	13	19	57	16	0	41	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	402	80	163	821	63	89	927	386	190	701	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	402	80	163	821	63	89	927	386	190	701	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	402	80	163	821	63	89	927	386	190	701	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	402	80	163	821	63	89	927	386	190	701	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	1.29	0.26	0.31	1.57	0.12	1.00	1.40	0.60	1.00	1.69	0.31
Final Sat.:	819	2319	462	560	2823	217	1750	2611	1087	1750	3147	552
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.05	0.35	0.35	0.11	0.22	0.22
Crit Moves:		****				****		****		****		
Green Time:	22.0	22.0	22.0	37.0	37.0	37.0	11.5	45.2	45.2	13.8	47.5	47.5
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.58	1.02	1.02	1.02	0.61	0.61
Delay/Veh:	96.1	96.1	96.1	80.3	80.3	80.3	62.2	73.3	73.3	130.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	96.1	96.1	80.3	80.3	80.3	62.2	73.3	73.3	130.0	34.5	34.5
LOS by Move:	F	F	F	F	F	F	E	E	E	F	C-	C-
HCM2kAvgQ:	14	14	14	26	26	26	4	32	32	11	13	13

Note: Queue reported is the number of cars per lane.

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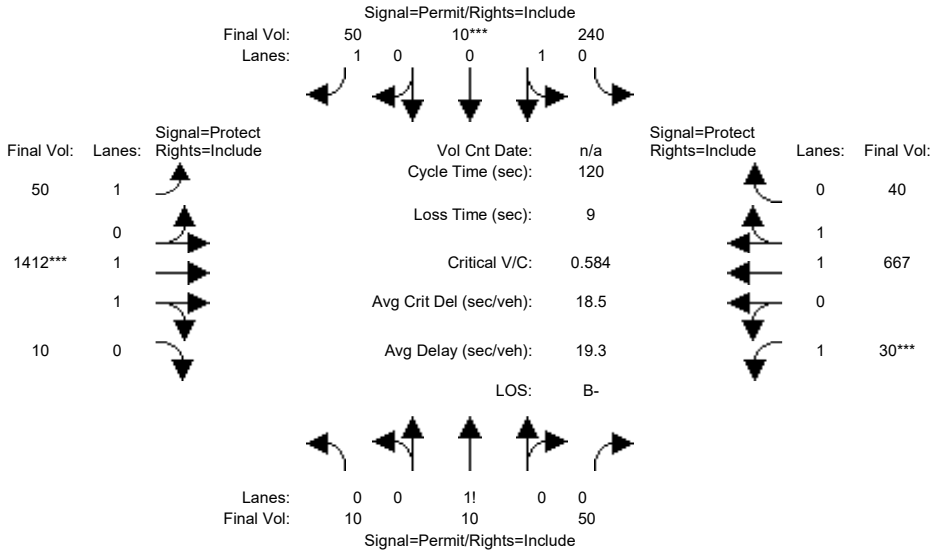
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1412	10	30	667	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1412	10	30	667	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1412	10	30	667	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1412	10	30	667	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	250	250	1250	1728	72	1750	1750	3674	26	1750	3491	209
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	19.5	76.4	76.4	7.0	63.9	63.9
Volume/Cap:	0.17	0.17	0.17	0.60	0.60	0.12	0.18	0.60	0.60	0.29	0.36	0.36
Delay/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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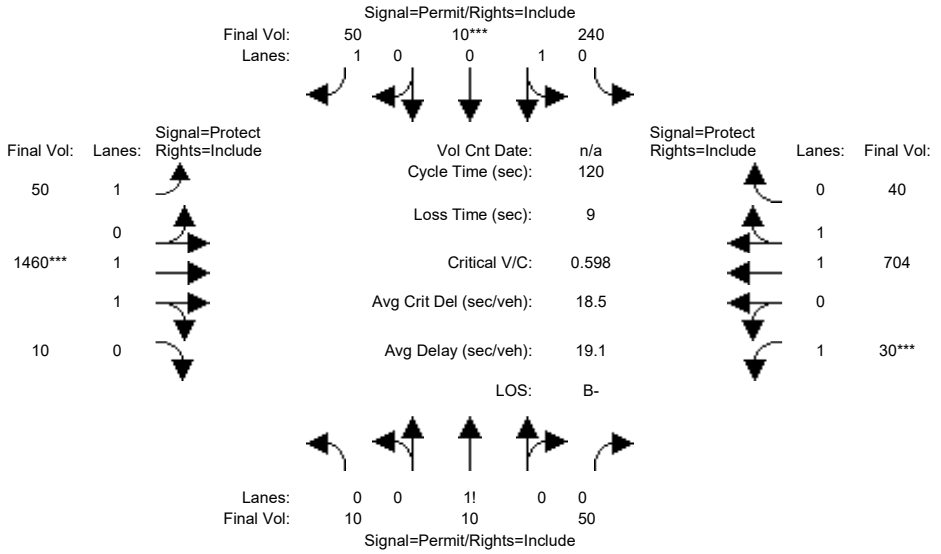
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	60	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1460	10	30	704	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1460	10	30	704	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1460	10	30	704	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1460	10	30	704	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1728	72	1750	1750	3675	25	1750	3501	199
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.40	0.40	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	18.9	77.1	77.1	7.0	65.2	65.2
Volume/Cap:	0.18	0.18	0.18	0.62	0.62	0.13	0.18	0.62	0.62	0.29	0.37	0.37
Delay/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.2	13.2	13.2	55.7	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.2	13.2	13.2	55.7	15.8	15.8
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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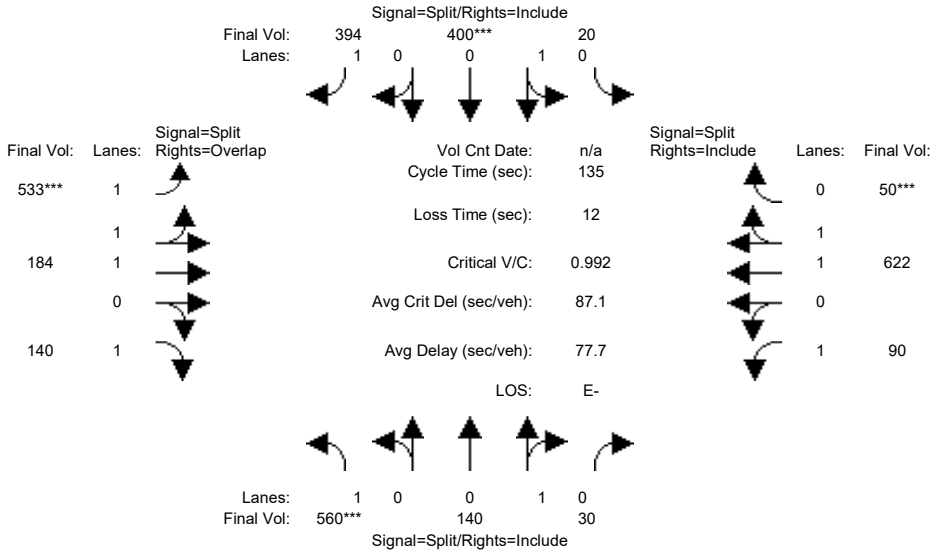
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	4	3	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	394	533	184	140	90	622	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	394	533	184	140	90	622	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	394	533	184	140	90	622	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	394	533	184	140	90	622	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3424	275
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****					****
Green Time:	43.5	43.5	43.5	31.7	31.7	31.7	23.0	23.0	66.5	24.7	24.7	24.7
Volume/Cap:	0.99	0.29	0.29	0.99	0.99	0.96	0.99	0.57	0.16	0.28	0.99	0.99
Delay/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	22	18	8	3	4	19	19

Note: Queue reported is the number of cars per lane.

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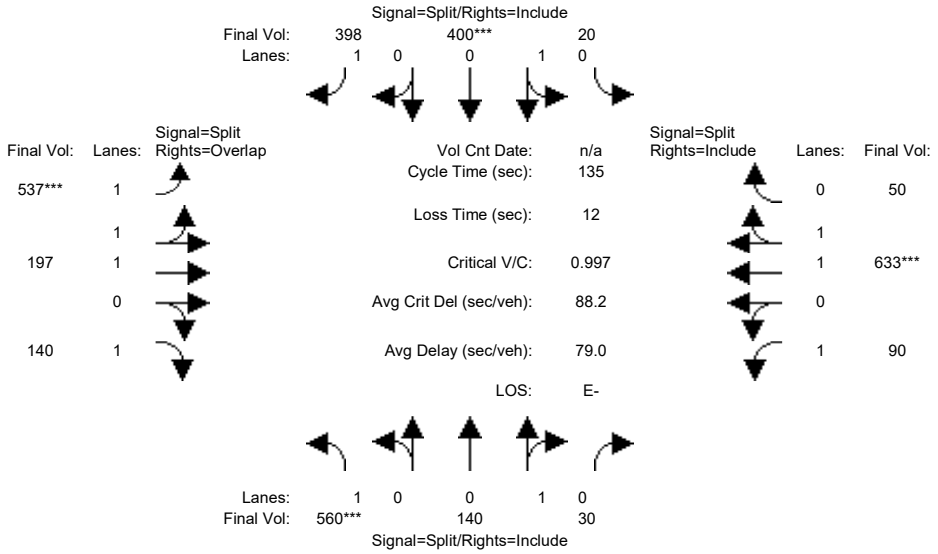
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	8	7	17	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	398	537	197	140	90	633	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	398	537	197	140	90	633	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	398	537	197	140	90	633	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	398	537	197	140	90	633	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3429	271
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	43.3	43.3	43.3	31.6	31.6	31.6	23.1	23.1	66.4	25.0	25.0	25.0
Volume/Cap:	1.00	0.29	0.29	1.00	1.00	0.97	1.00	0.61	0.16	0.28	1.00	1.00
Delay/Veh:	82.9	34.7	34.7	94.7	94.7	88.2	88.3	52.6	19.0	47.7	88.6	88.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	34.7	34.7	94.7	94.7	88.2	88.3	52.6	19.0	47.7	88.6	88.6
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	23	18	8	3	4	20	20

Note: Queue reported is the number of cars per lane.

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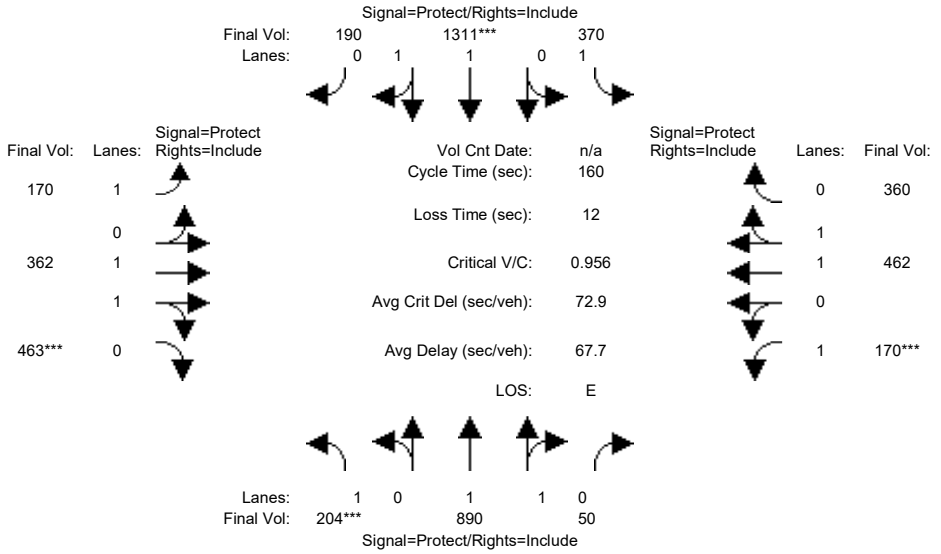
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	4	0	0	0	1	0	0	2	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	890	50	370	1311	190	170	362	463	170	462	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	890	50	370	1311	190	170	362	463	170	462	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	890	50	370	1311	190	170	362	463	170	462	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	890	50	370	1311	190	170	362	463	170	462	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3503	197	1750	3231	468	1750	1900	1750	1750	2078	1620
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.21	0.41	0.41	0.10	0.19	0.26	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	19.5	47.7	47.7	39.7	67.9	67.9	18.4	44.3	44.3	16.3	42.1	42.1
Volume/Cap:	0.96	0.85	0.85	0.85	0.96	0.96	0.84	0.69	0.96	0.96	0.84	0.84
Delay/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
LOS by Move:	F	E+	E+	E	E+	E+	F	D-	E-	F	E	E
HCM2kAvgQ:	14	24	24	21	41	41	8	15	23	10	20	20

Note: Queue reported is the number of cars per lane.

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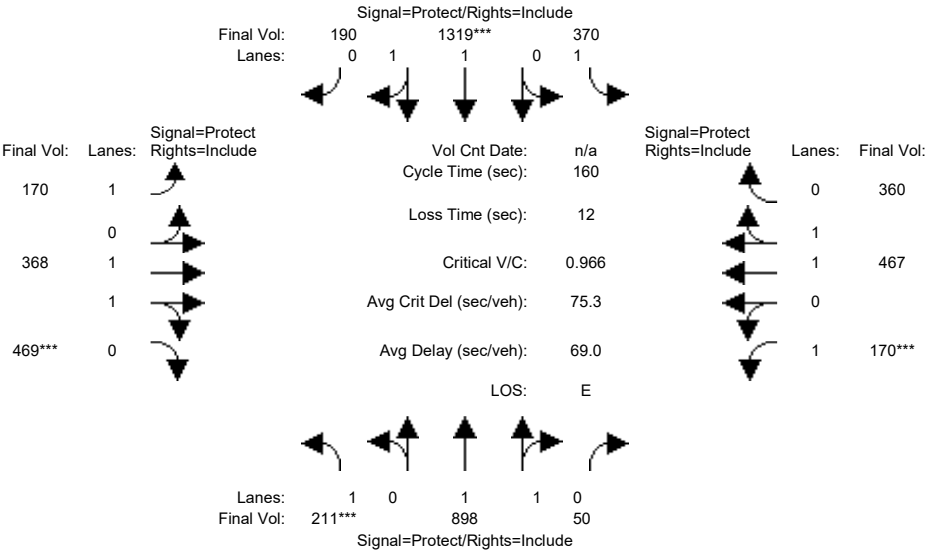
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	11	8	0	0	9	0	0	8	9	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	898	50	370	1319	190	170	368	469	170	467	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	898	50	370	1319	190	170	368	469	170	467	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	898	50	370	1319	190	170	368	469	170	467	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	898	50	370	1319	190	170	368	469	170	467	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.11	0.89
Final Sat.:	1750	3505	195	1750	3234	466	1750	1900	1750	1750	2088	1610
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.41	0.41	0.10	0.19	0.27	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	20.0	48.0	48.0	39.6	67.6	67.6	18.3	44.4	44.4	16.1	42.2	42.2
Volume/Cap:	0.97	0.85	0.85	0.85	0.97	0.97	0.85	0.70	0.97	0.97	0.85	0.85
Delay/Veh:	120.7	59.4	59.4	72.7	60.5	60.5	96.8	53.6	79.6	129.3	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.7	59.4	59.4	72.7	60.5	60.5	96.8	53.6	79.6	129.3	63.0	63.0
LOS by Move:	F	E+	E+	E	E	E	F	D-	E-	F	E	E
HCM2kAvgQ:	15	25	25	21	42	42	8	15	23	10	20	20

Note: Queue reported is the number of cars per lane.

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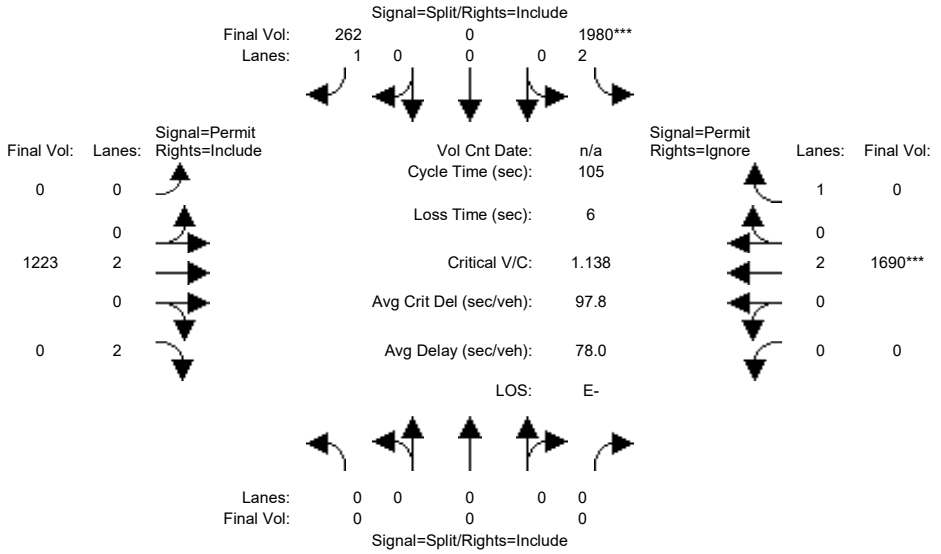
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	2	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	262	0	1223	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	262	0	1223	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.32	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.27	0.00	0.82	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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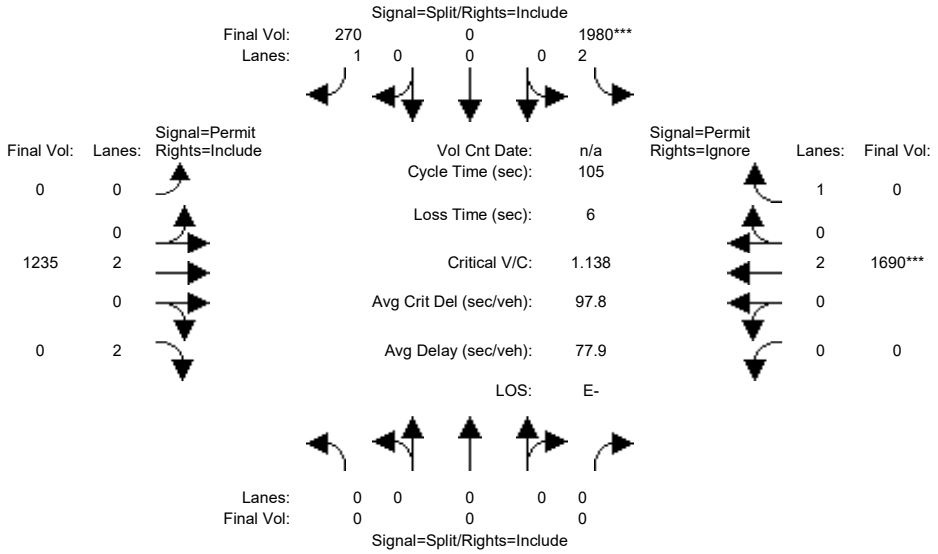
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	10	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	270	0	1235	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	270	0	1235	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	270	0	1235	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	270	0	1235	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.33	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.28	0.00	0.83	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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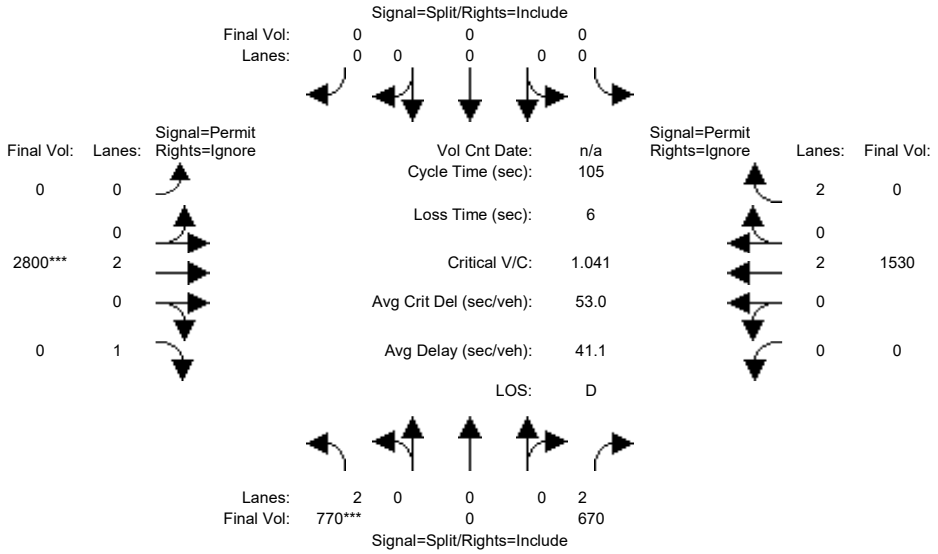
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	303	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	22	0	16	0	0	0	0	53	0	0	12	0

Note: Queue reported is the number of cars per lane.

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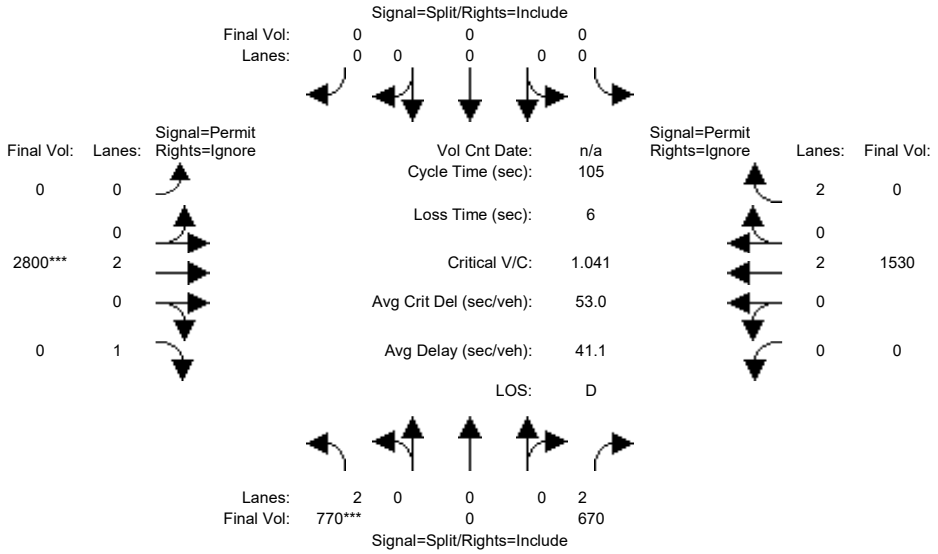
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	315	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	22	0	16	0	0	0	0	53	0	0	12	0

Note: Queue reported is the number of cars per lane.

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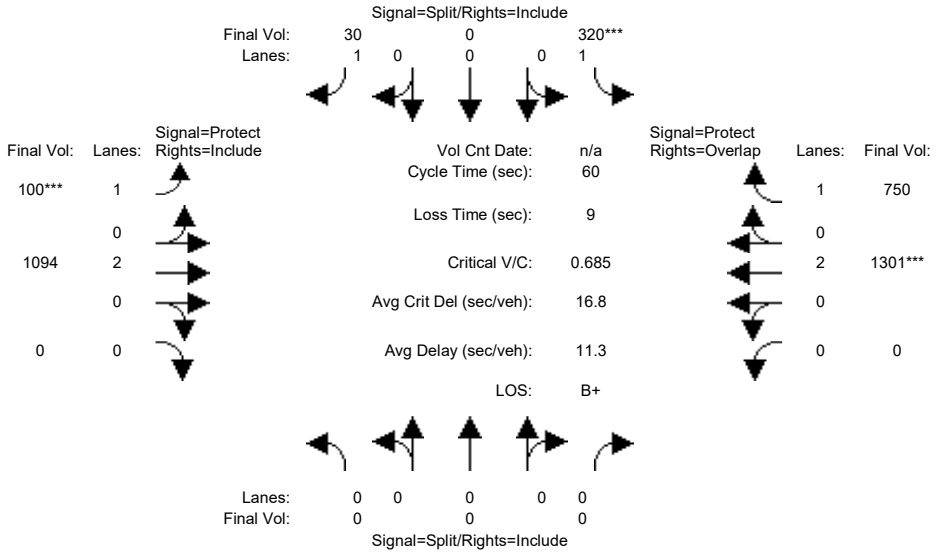
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	30	100	1094	0	0	1301	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	30	100	1094	0	0	1301	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.34	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.3	0.0	15.3	7.0	35.7	0.0	0.0	28.7	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.49	0.48	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	0	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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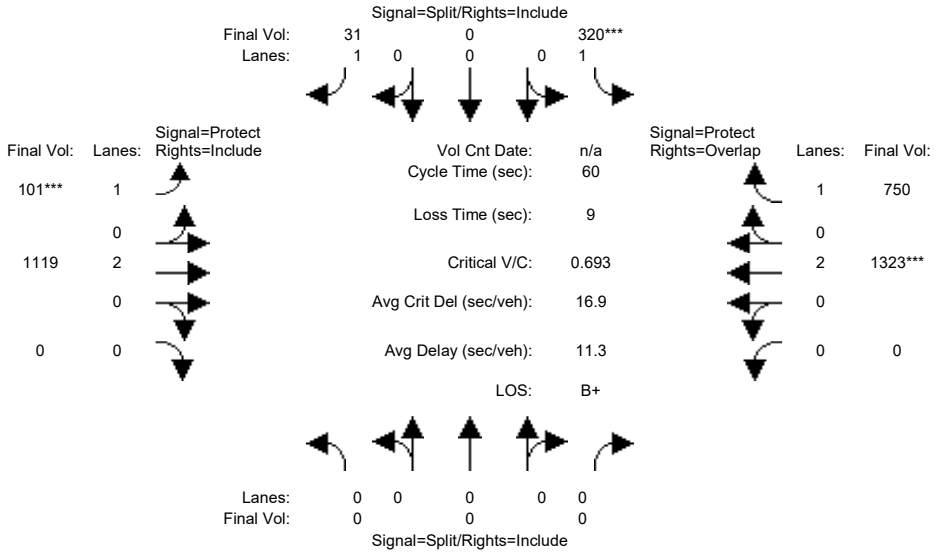
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	1	1	29	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	31	101	1119	0	0	1323	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	31	101	1119	0	0	1323	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	31	101	1119	0	0	1323	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	31	101	1119	0	0	1323	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.35	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	7.0	35.8	0.0	0.0	28.8	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.49	0.49	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	17.1	26.7	7.1	0.0	0.0	13.9	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	17.1	26.7	7.1	0.0	0.0	13.9	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	1	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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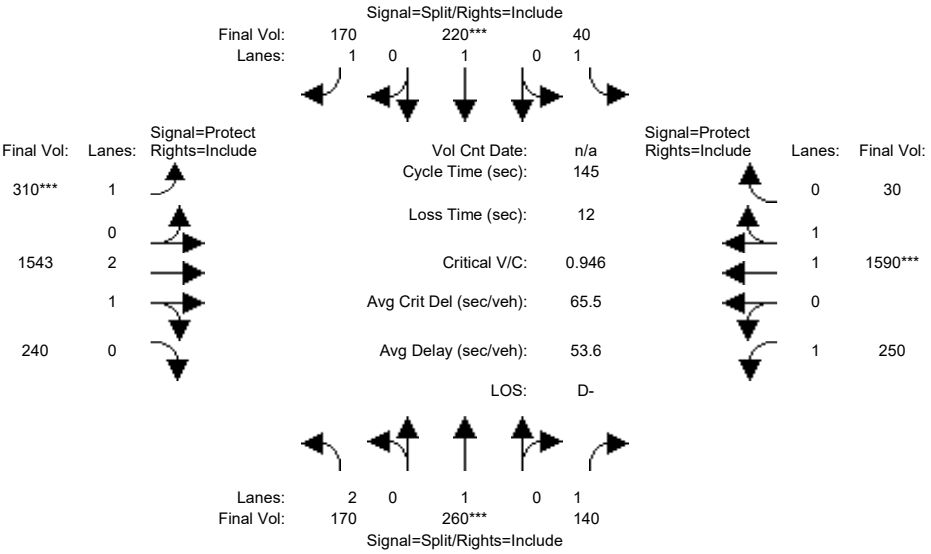
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1543	240	250	1590	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1543	240	250	1590	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4845	754	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	21.0	21.0	21.0	17.7	17.7	17.7	27.2	65.1	65.1	29.2	67.1	67.1
Volume/Cap:	0.37	0.95	0.55	0.19	0.95	0.79	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
LOS by Move:	E+	F	E	E+	F	E-	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	38	38

Note: Queue reported is the number of cars per lane.

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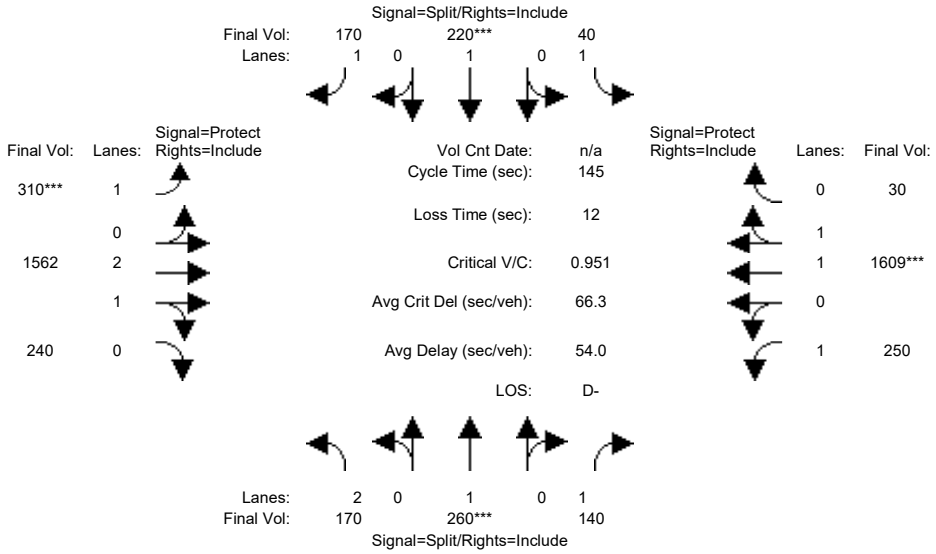
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	22	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1562	240	250	1609	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1562	240	250	1609	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1562	240	250	1609	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1562	240	250	1609	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4853	746	1750	3632	68
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	20.9	20.9	20.9	17.6	17.6	17.6	27.0	65.5	65.5	29.1	67.5	67.5
Volume/Cap:	0.38	0.95	0.56	0.19	0.95	0.80	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.7	103	60.5	57.7	109	80.7	95.4	33.2	33.2	60.9	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	103	60.5	57.7	109	80.7	95.4	33.2	33.2	60.9	49.3	49.3
LOS by Move:	E+	F	E	E+	F	F	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	38	38

Note: Queue reported is the number of cars per lane.

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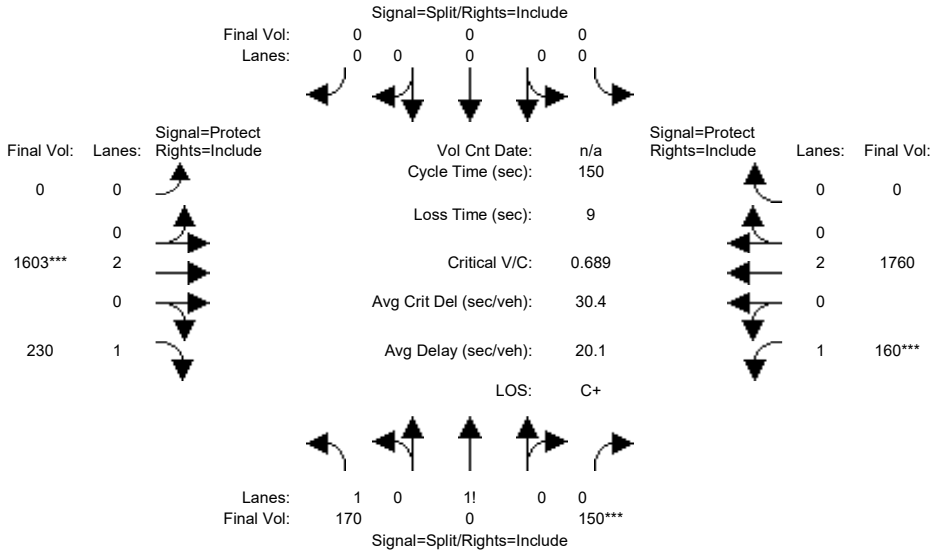
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1603	230	160	1760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1603	230	160	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.13	0.09	0.46	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	91.9	91.9	19.9	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.62	0.00
Delay/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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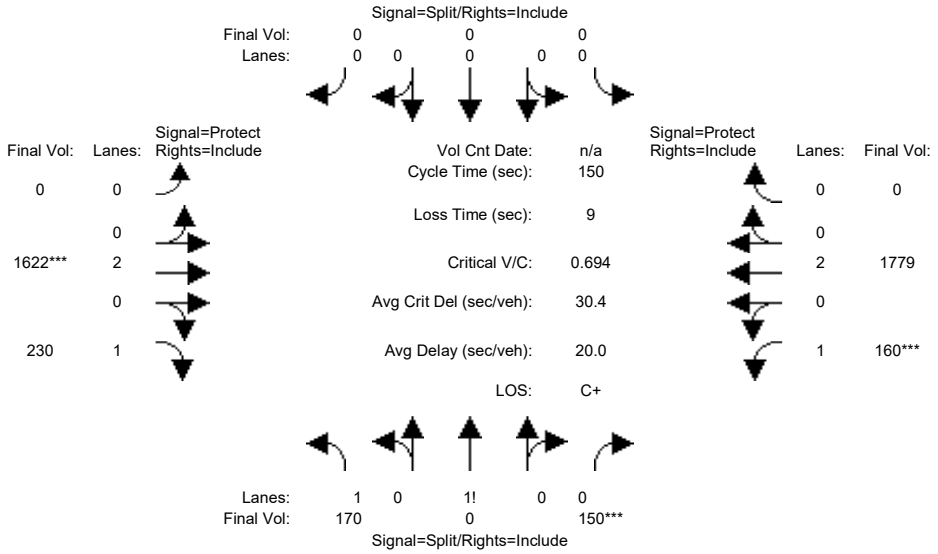
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	22	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1622	230	160	1779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1622	230	160	1779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1622	230	160	1779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1622	230	160	1779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.43	0.13	0.09	0.47	0.00
Crit Moves:			****					****		****		
Green Time:	29.0	0.0	29.0	0.0	0.0	0.0	0.0	92.2	92.2	19.8	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.63	0.00
Delay/Veh:	52.8	0.0	60.9	0.0	0.0	0.0	0.0	20.3	12.9	71.1	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	60.9	0.0	0.0	0.0	0.0	20.3	12.9	71.1	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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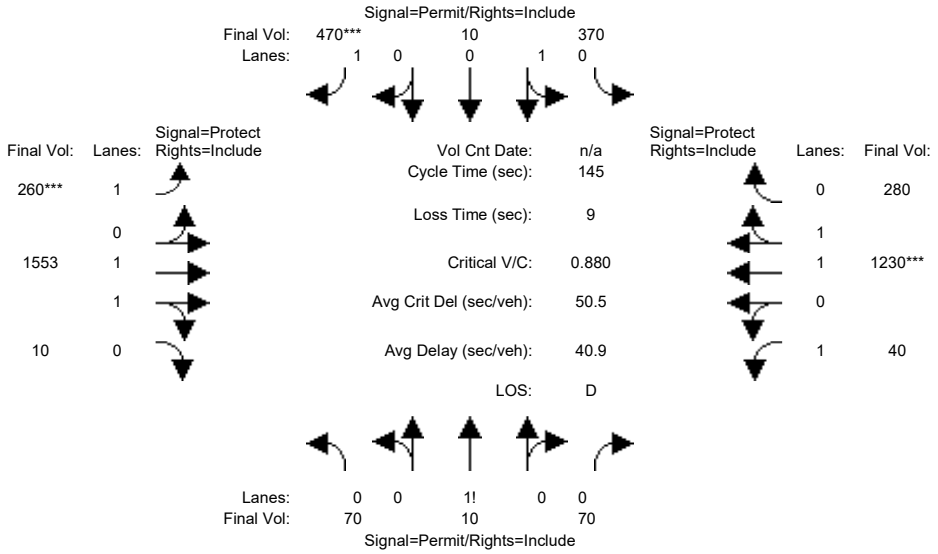
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1553	10	40	1230	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1553	10	40	1230	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3676	24	1750	3013	686
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.42	0.42	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.3	44.3	44.3	44.3	44.3	44.3	24.5	82.3	82.3	9.4	67.3	67.3
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.74	0.74	0.35	0.88	0.88
Delay/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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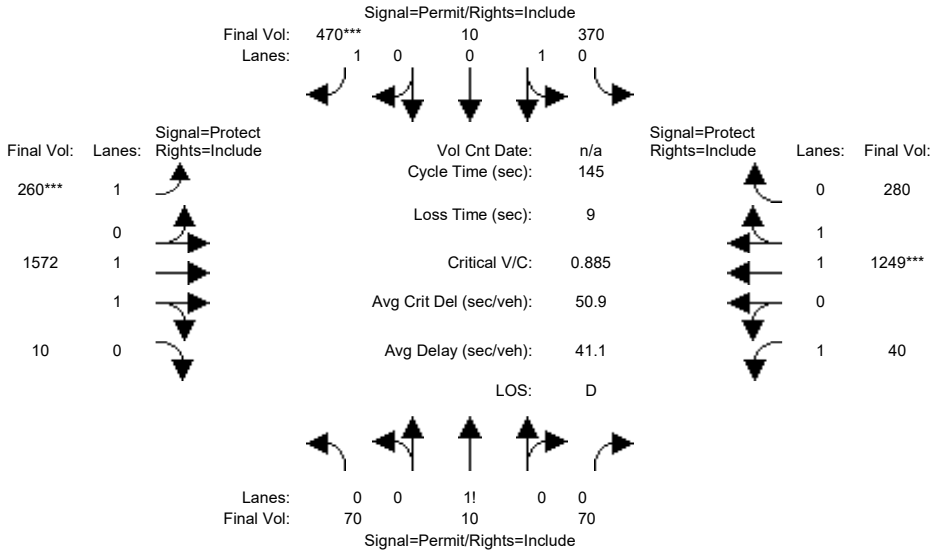
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	22	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1572	10	40	1249	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1572	10	40	1249	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1572	10	40	1249	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1572	10	40	1249	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3677	23	1750	3022	677
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.43	0.43	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	24.3	82.7	82.7	9.3	67.7	67.7
Volume/Cap:	0.28	0.28	0.28	0.70	0.70	0.89	0.89	0.75	0.75	0.36	0.89	0.89
Delay/Veh:	38.8	38.8	38.8	48.5	48.5	64.4	84.8	24.9	24.9	66.9	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.8	48.5	48.5	64.4	84.8	24.9	24.9	66.9	41.0	41.0
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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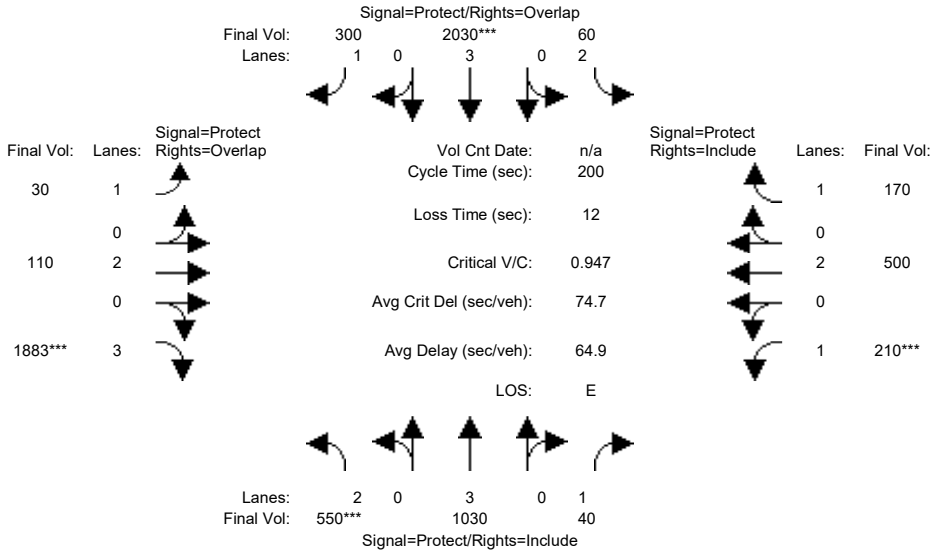
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1030	40	60	2030	300	30	110	1883	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1030	40	60	2030	300	30	110	1883	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.41	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	36.9	93.9	93.9	18.2	75.2	91.2	15.9	50.5	87.4	25.4	59.9	59.9
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.11	0.95	0.95	0.44	0.32
Delay/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	D-
HCM2kAvgQ:	22	13	1	2	44	12	2	2	47	17	12	8

Note: Queue reported is the number of cars per lane.

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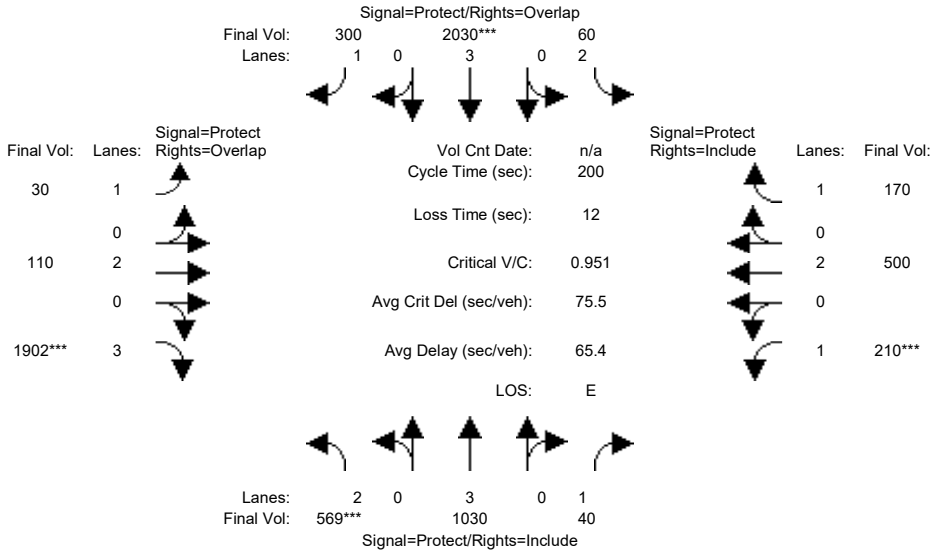
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	19	0	0	0	0	0	0	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	1030	40	60	2030	300	30	110	1902	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	569	1030	40	60	2030	300	30	110	1902	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	1030	40	60	2030	300	30	110	1902	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	569	1030	40	60	2030	300	30	110	1902	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.42	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	38.0	94.6	94.6	18.3	74.9	90.7	15.8	49.9	87.9	25.2	59.3	59.3
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.12	0.95	0.95	0.44	0.33
Delay/Veh:	105.3	34.0	28.5	84.5	71.1	36.4	87.1	58.1	64.8	133.5	57.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.3	34.0	28.5	84.5	71.1	36.4	87.1	58.1	64.8	133.5	57.2	55.2
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	E+
HCM2kAvgQ:	23	13	1	2	44	13	2	2	48	17	12	8

Note: Queue reported is the number of cars per lane.

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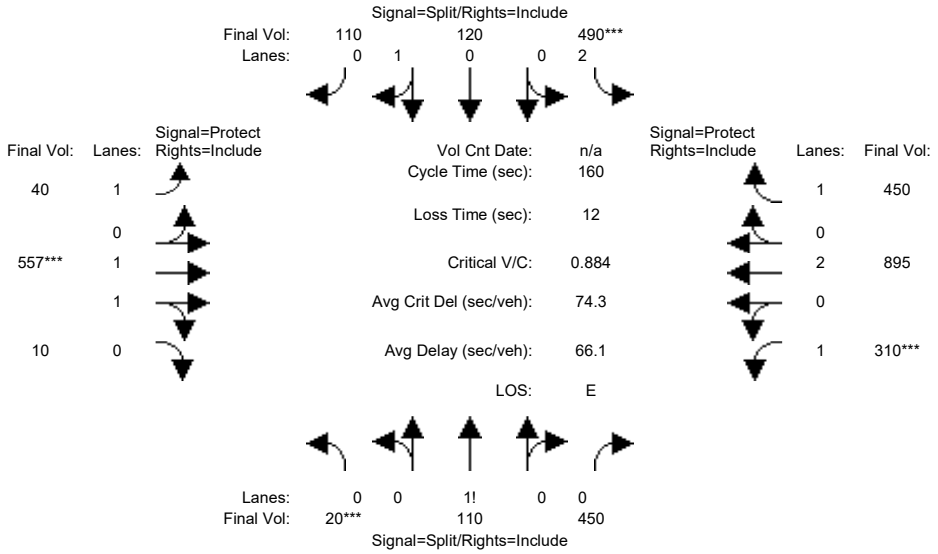
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	557	10	310	895	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	557	10	310	895	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	557	10	310	895	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	557	10	310	895	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3635	65	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.15	0.15	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	60.0	60.0	60.0	28.2	28.2	28.2	8.7	27.7	27.7	32.1	51.1	51.1
Volume/Cap:	0.88	0.88	0.88	0.88	0.73	0.73	0.42	0.88	0.88	0.88	0.74	0.80
Delay/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
LOS by Move:	E	E	E	E-	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	31	31	31	17	12	12	2	14	14	17	19	22

Note: Queue reported is the number of cars per lane.

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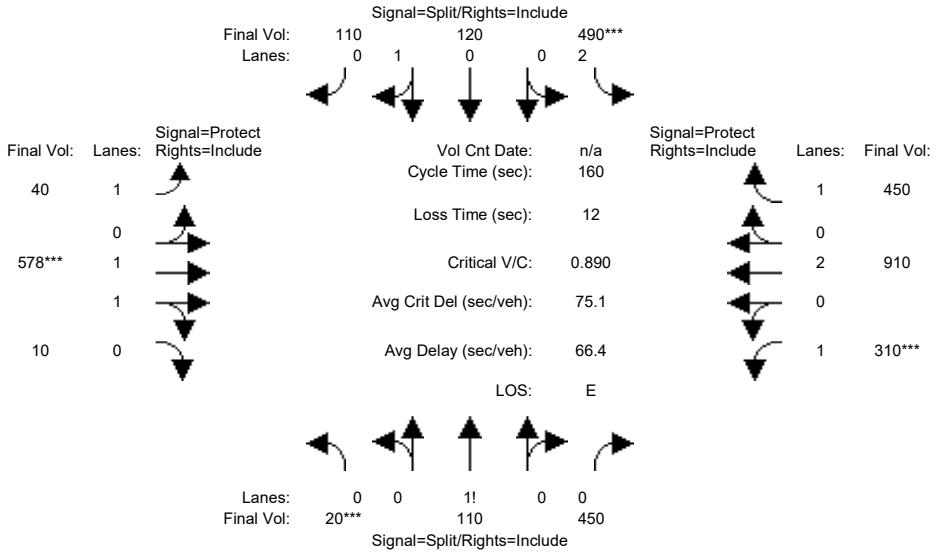
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	28	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	578	10	310	910	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	578	10	310	910	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	578	10	310	910	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	578	10	310	910	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3637	63	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.16	0.16	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	59.6	59.6	59.6	28.0	28.0	28.0	8.8	28.6	28.6	31.9	51.6	51.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.73	0.73	0.42	0.89	0.89	0.89	0.74	0.80
Delay/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
LOS by Move:	E	E	E	F	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	32	32	32	17	12	12	2	15	15	17	20	22

Note: Queue reported is the number of cars per lane.

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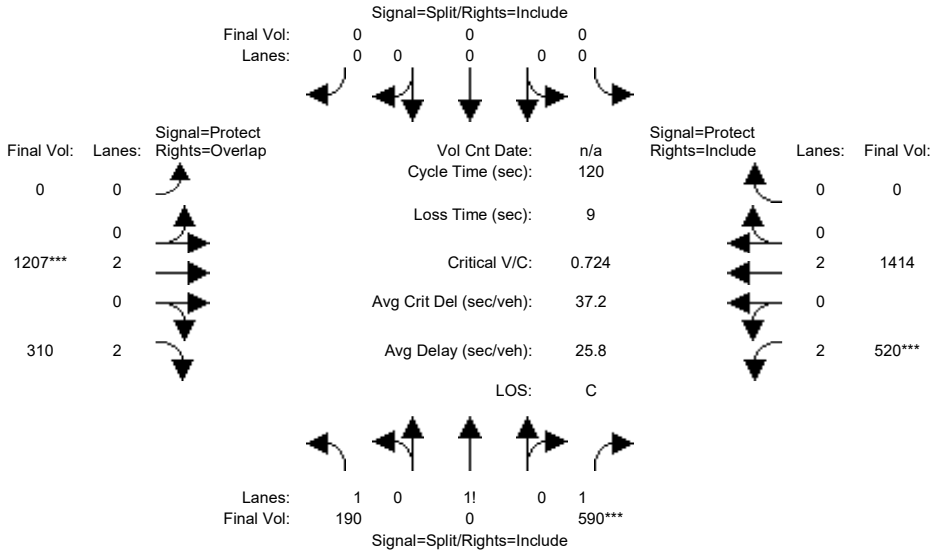
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	590	0	0	0	0	1207	310	520	1414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	590	0	0	0	0	1207	310	520	1414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2185	0	3152	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	52.6	83.6	27.4	80.0	0.0
Volume/Cap:	0.34	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.14	0.72	0.56	0.00
Delay/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	17	2	10	13	0

Note: Queue reported is the number of cars per lane.

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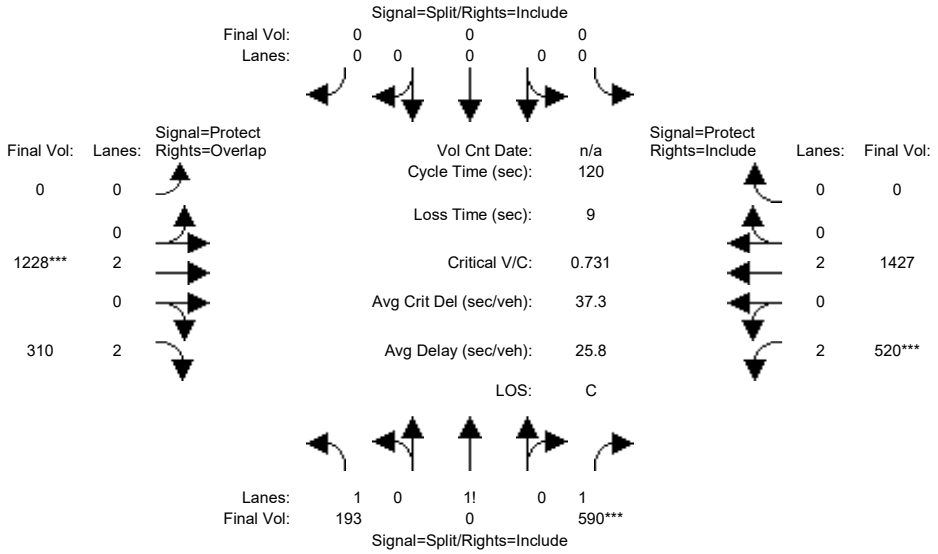
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	3	0	0	0	0	0	0	28	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	590	0	0	0	0	1228	310	520	1427	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	590	0	0	0	0	1228	310	520	1427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	590	0	0	0	0	1228	310	520	1427	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	590	0	0	0	0	1228	310	520	1427	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2191	0	3147	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	53.1	83.9	27.1	80.2	0.0
Volume/Cap:	0.34	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.14	0.73	0.56	0.00
Delay/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	18	2	10	13	0

Note: Queue reported is the number of cars per lane.

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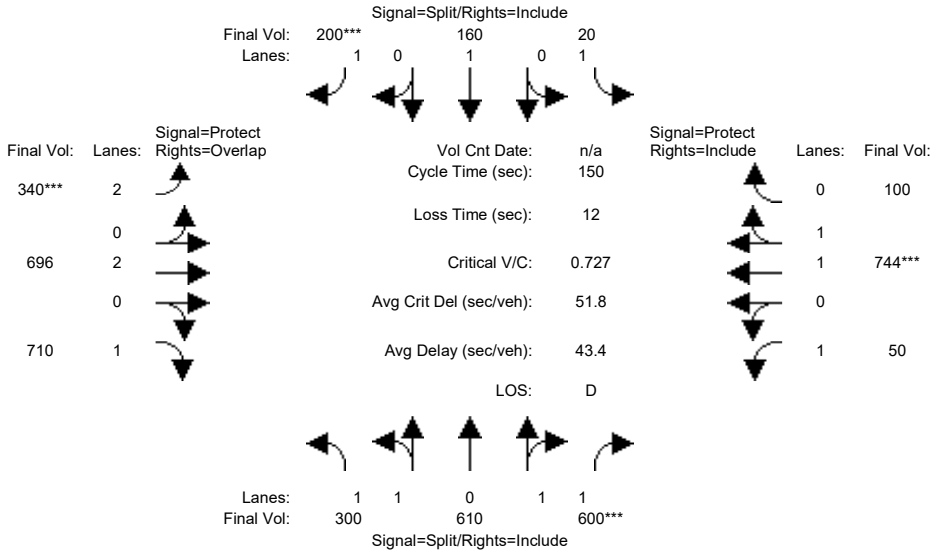
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	696	710	50	744	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	696	710	50	744	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	696	710	50	744	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	696	710	50	744	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3261	438
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.18	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	45.0	45.0	45.0	23.6	23.6	23.6	22.3	57.8	102.9	11.5	47.1	47.1
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.47	0.59	0.37	0.73	0.73
Delay/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	11	18	2	17	17

Note: Queue reported is the number of cars per lane.

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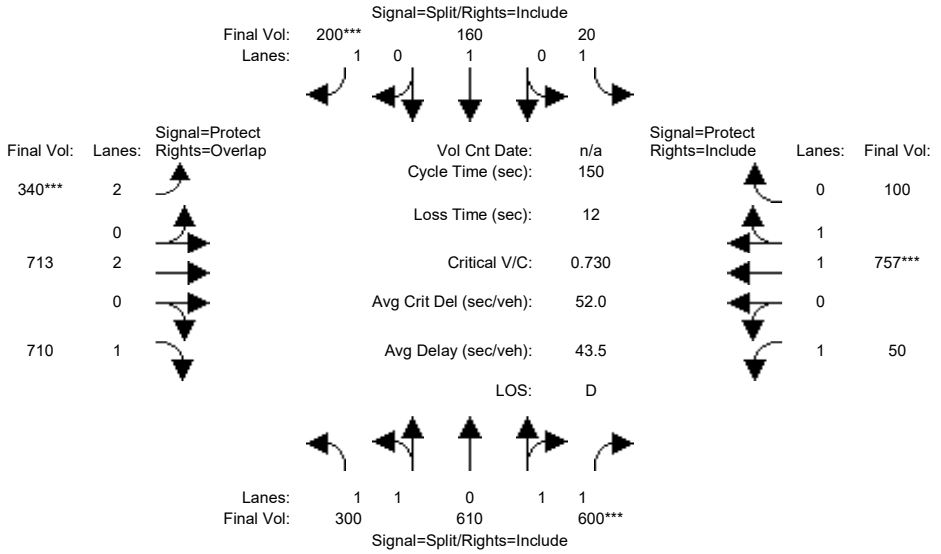
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	23	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	713	710	50	757	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	713	710	50	757	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	713	710	50	757	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	713	710	50	757	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3268	432
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.19	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	44.8	44.8	44.8	23.5	23.5	23.5	22.2	58.1	102.9	11.6	47.6	47.6
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.48	0.59	0.37	0.73	0.73
Delay/Veh:	44.8	48.5	48.5	54.1	60.2	69.9	66.9	34.9	13.2	67.5	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	48.5	48.5	54.1	60.2	69.9	66.9	34.9	13.2	67.5	47.9	47.9
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	12	18	2	18	18

Note: Queue reported is the number of cars per lane.

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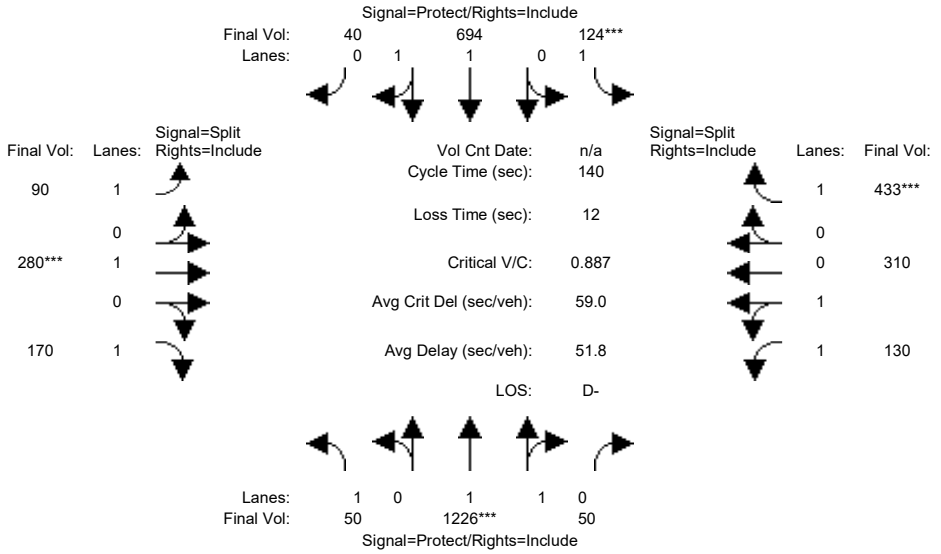
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	6	0	4	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1226	50	124	694	40	90	280	170	130	310	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1226	50	124	694	40	90	280	170	130	310	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1226	50	124	694	40	90	280	170	130	310	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1226	50	124	694	40	90	280	170	130	310	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3498	202	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.2	54.5	54.5	11.2	52.4	52.4	23.3	23.3	23.3	39.1	39.1	39.1
Volume/Cap:	0.30	0.89	0.89	0.89	0.53	0.53	0.31	0.89	0.58	0.27	0.58	0.89
Delay/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	27	27	7	12	12	4	15	8	5	12	22

Note: Queue reported is the number of cars per lane.

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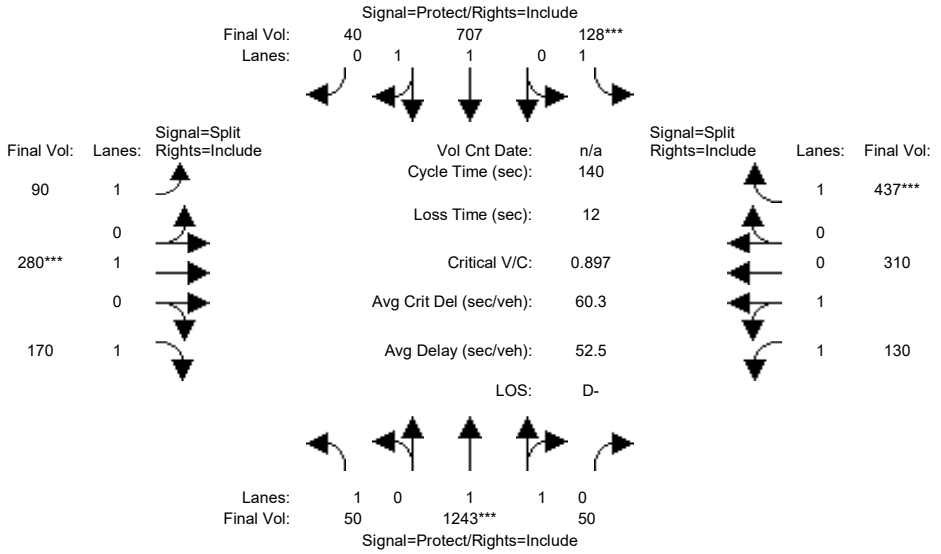
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	23	0	8	17	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1243	50	128	707	40	90	280	170	130	310	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1243	50	128	707	40	90	280	170	130	310	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1243	50	128	707	40	90	280	170	130	310	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1243	50	128	707	40	90	280	170	130	310	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	143	1750	3502	198	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.1	54.6	54.6	11.4	52.9	52.9	23.0	23.0	23.0	39.0	39.0	39.0
Volume/Cap:	0.31	0.90	0.90	0.90	0.53	0.53	0.31	0.90	0.59	0.27	0.59	0.90
Delay/Veh:	60.3	47.8	47.8	109.6	34.4	34.4	52.2	83.9	57.4	39.4	44.7	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	47.8	47.8	109.6	34.4	34.4	52.2	83.9	57.4	39.4	44.7	67.5
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	28	28	7	12	12	4	15	8	5	12	23

Note: Queue reported is the number of cars per lane.

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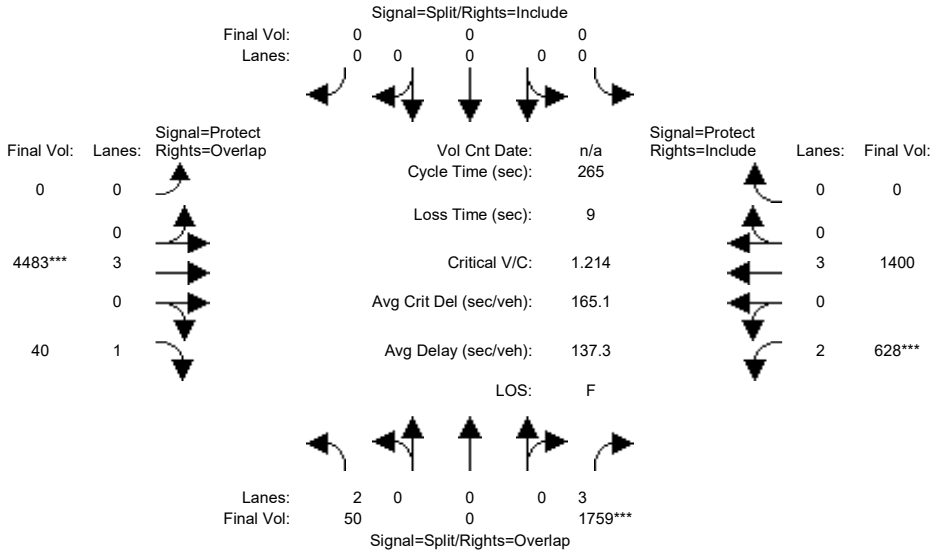
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	9	0	0	0	0	3	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1759	0	0	0	0	4483	40	628	1400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1759	0	0	0	0	4483	40	628	1400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.8	0.0	84.4	0.0	0.0	0.0	0.0	172	212.5	43.5	215	0.0
Volume/Cap:	0.10	0.00	1.21	0.00	0.00	0.00	0.00	1.21	0.03	1.21	0.30	0.00
Delay/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	74	0	0	0	0	150	1	40	9	0

Note: Queue reported is the number of cars per lane.

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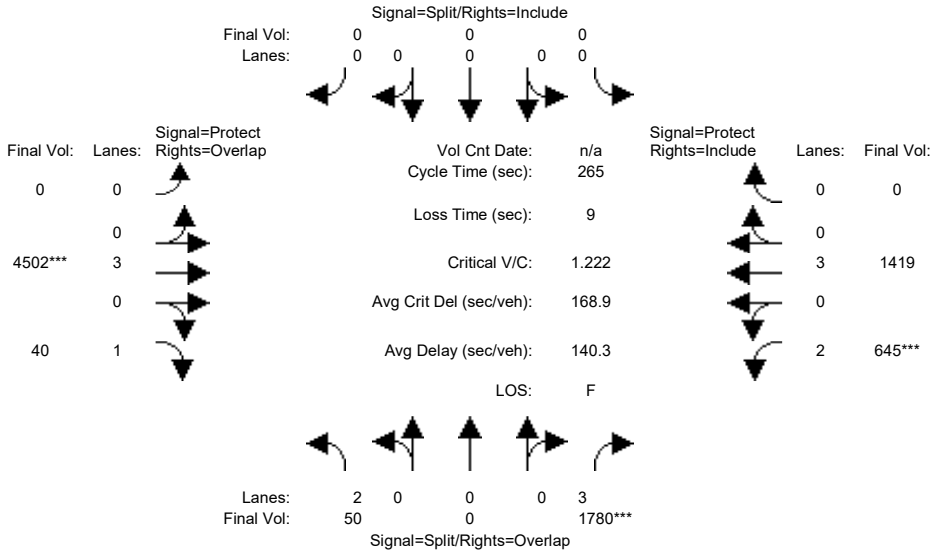
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	30	0	0	0	0	22	0	25	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1780	0	0	0	0	4502	40	645	1419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1780	0	0	0	0	4502	40	645	1419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1780	0	0	0	0	4502	40	645	1419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1780	0	0	0	0	4502	40	645	1419	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.4	0.0	84.8	0.0	0.0	0.0	0.0	171	211.6	44.4	216	0.0
Volume/Cap:	0.10	0.00	1.22	0.00	0.00	0.00	0.00	1.22	0.03	1.22	0.31	0.00
Delay/Veh:	96.8	0.0	196.6	0.0	0.0	0.0	0.0	150	5.5	226.6	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	0.0	196.6	0.0	0.0	0.0	0.0	150	5.5	226.6	6.2	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	75	0	0	0	0	151	1	41	9	0

Note: Queue reported is the number of cars per lane.

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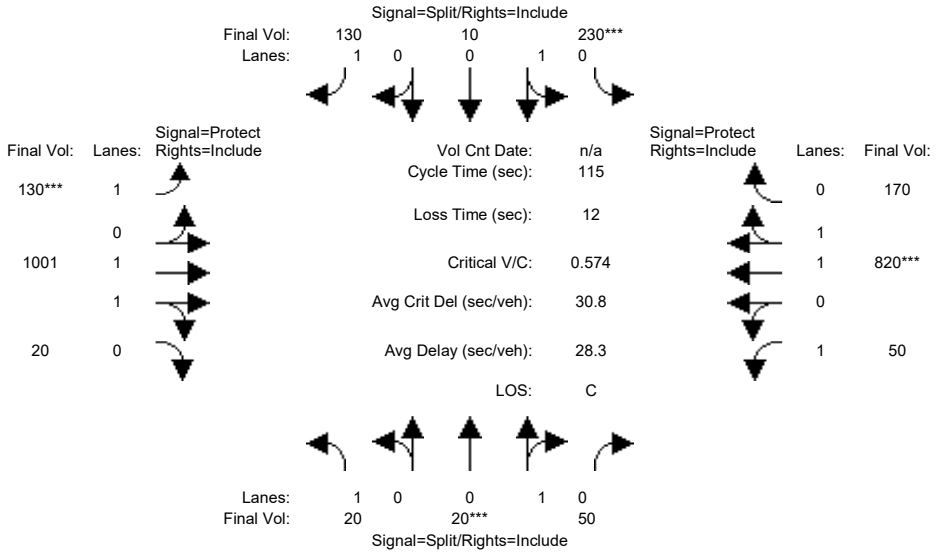
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	31	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1001	20	50	820	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1001	20	50	820	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1001	20	50	820	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1001	20	50	820	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	72	1750	3064	635
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	26.1	26.1	26.1	14.5	54.8	54.8	12.1	52.4	52.4
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.58	0.58	0.27	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	12	12	2	13	13

Note: Queue reported is the number of cars per lane.

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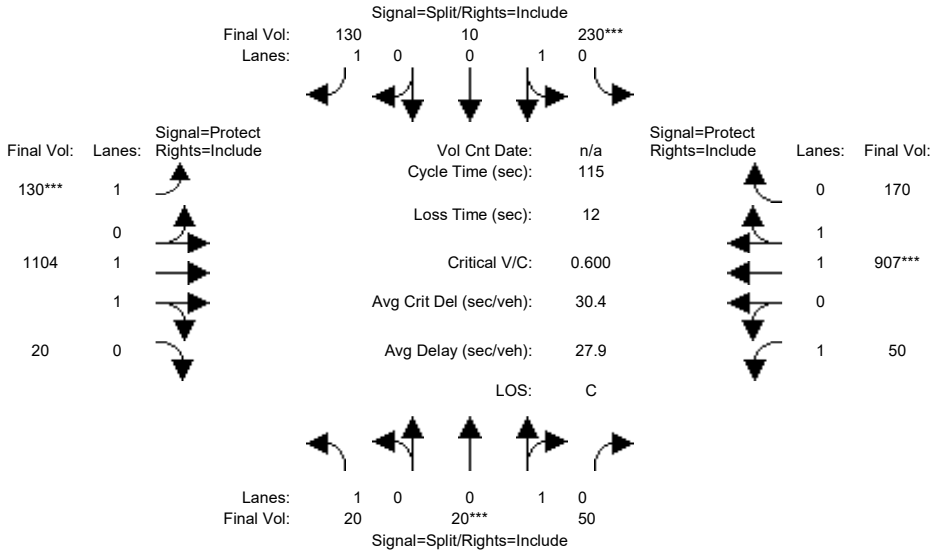
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	134	0	0	107	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1104	20	50	907	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1104	20	50	907	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1104	20	50	907	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1104	20	50	907	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.68	0.32
Final Sat.:	1750	514	1286	1725	75	1750	1750	3634	66	1750	3116	584
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.30	0.30	0.03	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	24.9	24.9	24.9	13.9	56.8	56.8	11.4	54.3	54.3
Volume/Cap:	0.13	0.45	0.45	0.62	0.62	0.34	0.62	0.62	0.62	0.29	0.62	0.62
Delay/Veh:	48.9	51.9	51.9	43.7	43.7	38.7	53.5	21.8	21.8	49.0	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	43.7	43.7	38.7	53.5	21.8	21.8	49.0	23.3	23.3
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	14	14	2	14	14

Note: Queue reported is the number of cars per lane.

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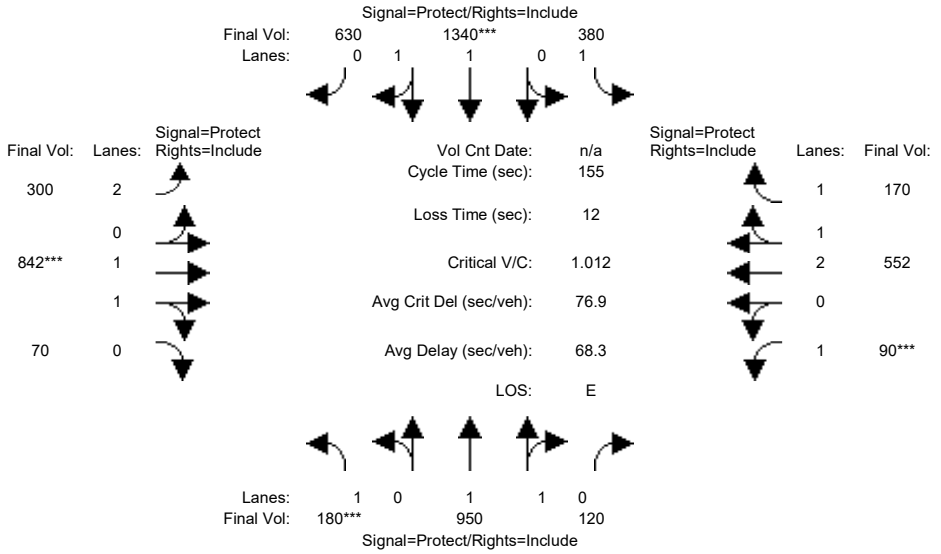
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	842	70	90	552	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	842	70	90	552	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	842	70	90	552	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	842	70	90	552	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3416	284	1750	5662	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.8	55.6	55.6	41.7	81.6	81.6	22.6	37.8	37.8	7.9	23.1	23.1
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.63
Delay/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	25	25	8	9	9

Note: Queue reported is the number of cars per lane.

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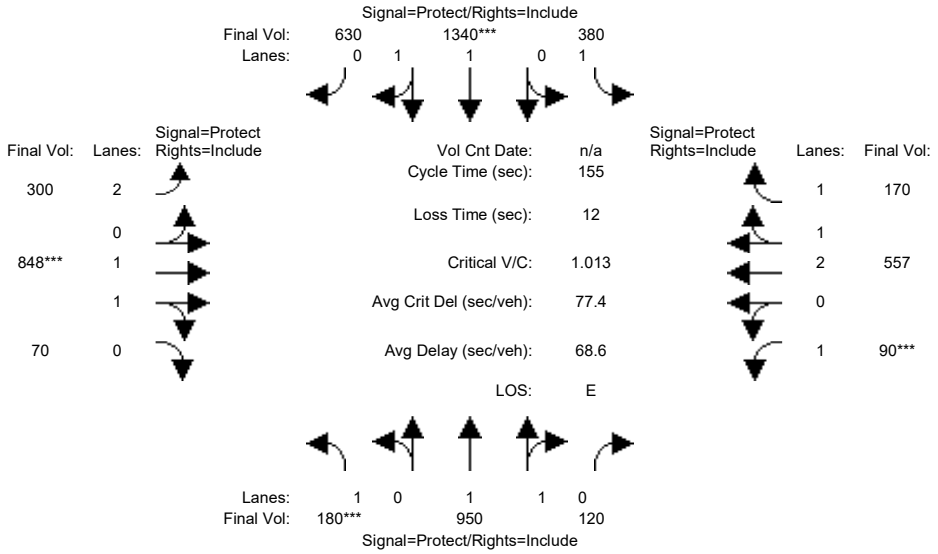
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	8	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	848	70	90	557	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	848	70	90	557	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	848	70	90	557	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	848	70	90	557	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3418	282	1750	5661	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.7	55.5	55.5	41.7	81.5	81.5	22.5	37.9	37.9	7.9	23.3	23.3
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.66	1.01	1.01	1.01	0.66	0.63
Delay/Veh:	140.7	48.7	48.7	62.9	60.6	60.6	66.0	91.8	91.8	172.8	63.5	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.7	48.7	48.7	62.9	60.6	60.6	66.0	91.8	91.8	172.8	63.5	62.9
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	26	26	8	9	9

Note: Queue reported is the number of cars per lane.

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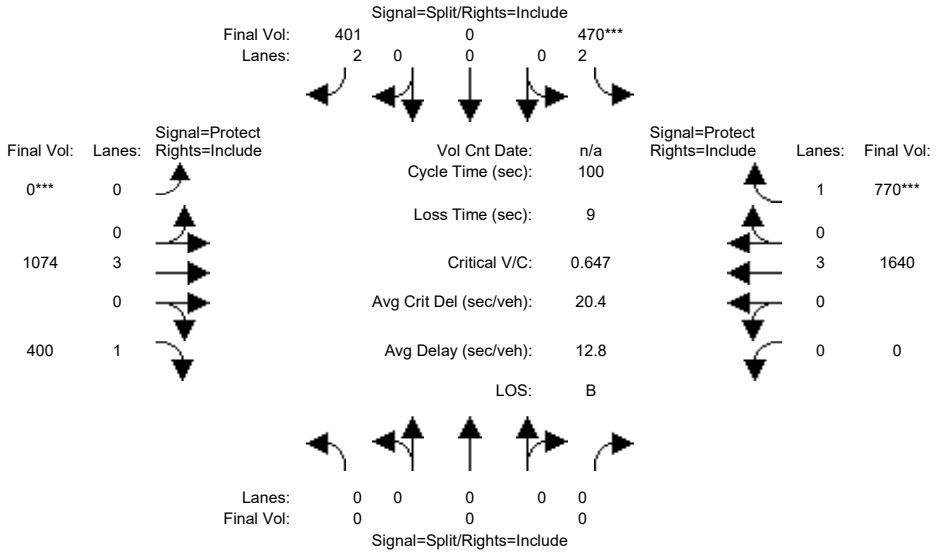
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	1	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	401	0	1074	400	0	1640	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	401	0	1074	400	0	1640	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.55	0.00	0.28	0.34	0.00	0.42	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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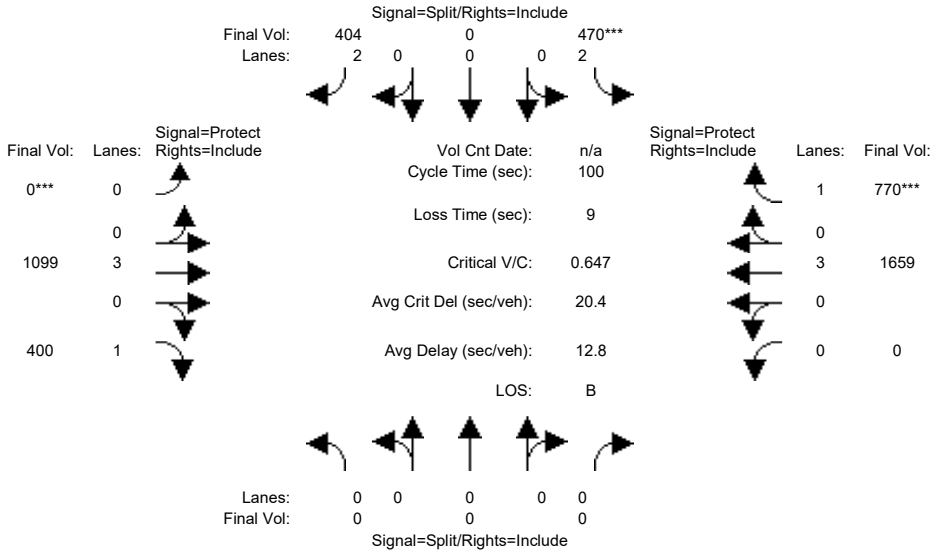
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	4	0	29	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	404	0	1099	400	0	1659	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	404	0	1099	400	0	1659	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	404	0	1099	400	0	1659	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	404	0	1099	400	0	1659	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.56	0.00	0.28	0.34	0.00	0.43	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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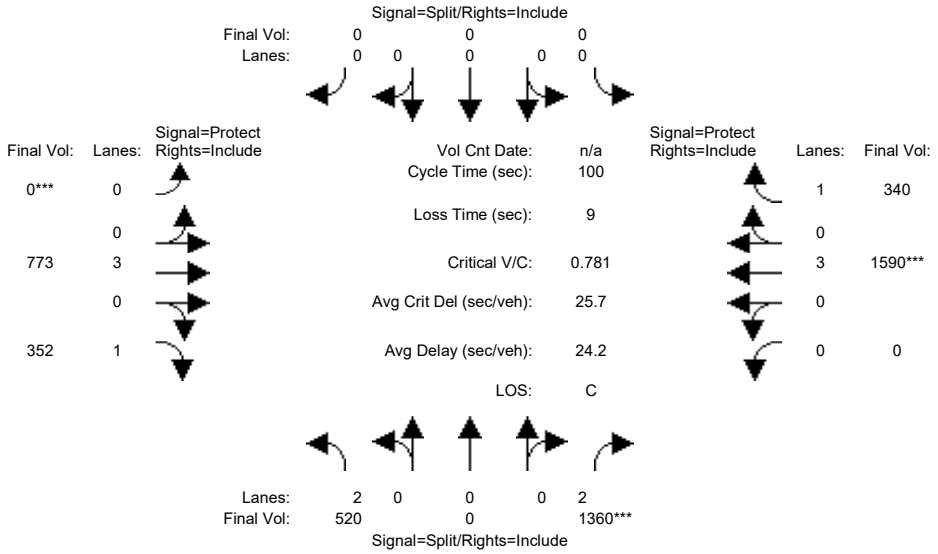
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	3	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	773	352	0	1590	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	773	352	0	1590	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	55.3	0.0	55.3	0.0	0.0	0.0	0.0	35.7	35.7	0.0	35.7	35.7
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.38	0.56	0.00	0.78	0.54
Delay/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	21	0	0	0	0	6	9	0	14	8

Note: Queue reported is the number of cars per lane.

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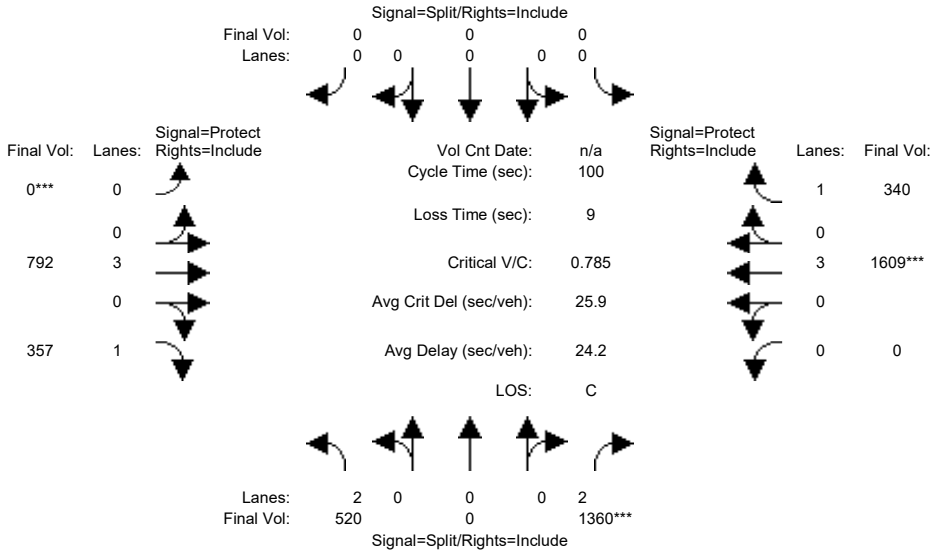
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	22	7	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	792	357	0	1609	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	792	357	0	1609	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	792	357	0	1609	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	792	357	0	1609	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	55.0	0.0	55.0	0.0	0.0	0.0	0.0	36.0	36.0	0.0	36.0	36.0
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.39	0.57	0.00	0.78	0.54
Delay/Veh:	12.2	0.0	20.2	0.0	0.0	0.0	0.0	23.9	27.0	0.0	30.6	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	20.2	0.0	0.0	0.0	0.0	23.9	27.0	0.0	30.6	26.4
LOS by Move:	B	A	C+	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	21	0	0	0	0	6	9	0	14	8

Note: Queue reported is the number of cars per lane.

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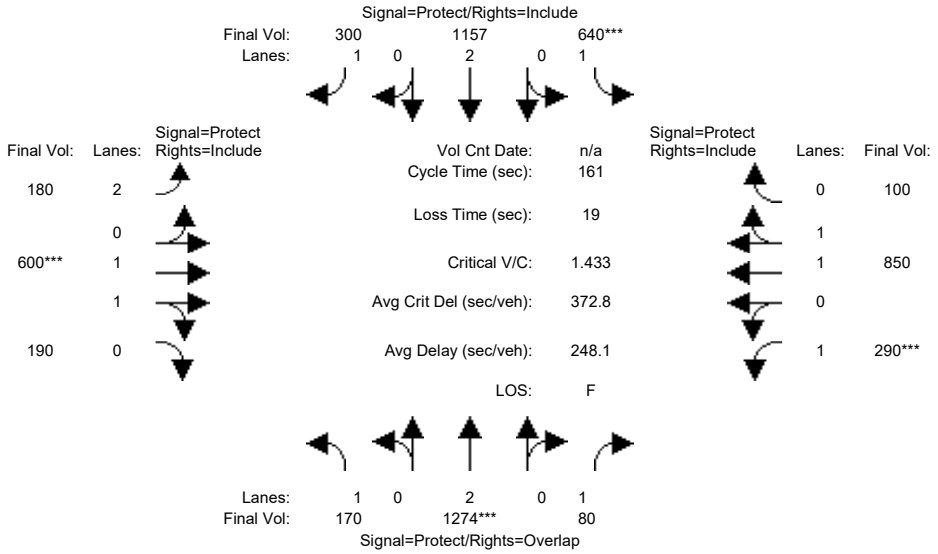
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1274	80	640	1157	300	180	600	190	290	850	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1274	80	640	1157	300	180	600	190	290	850	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2814	331
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.05	0.43	0.36	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.10	0.12	3.44	1.02	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	41	4	94	30	14	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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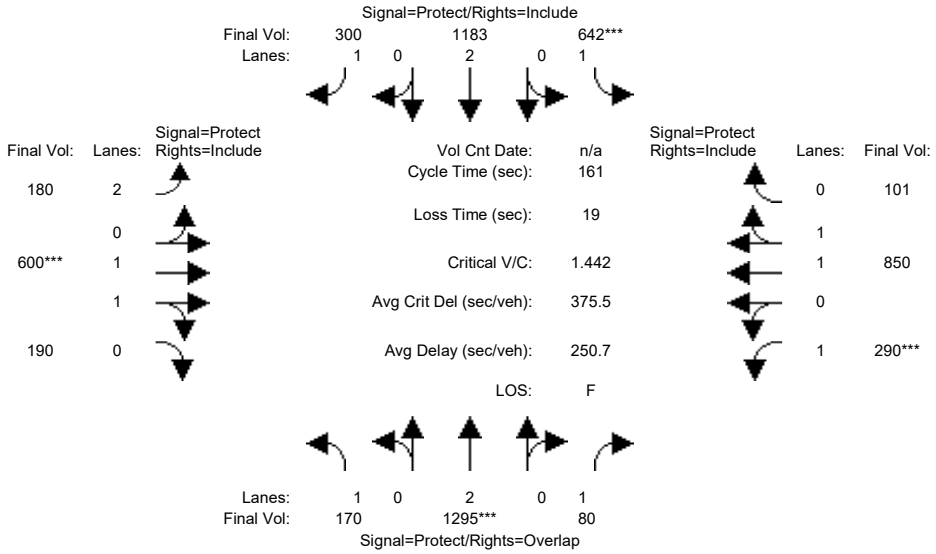
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	25	0	2	33	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1295	80	642	1183	300	180	600	190	290	850	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1295	80	642	1183	300	180	600	190	290	850	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1295	80	642	1183	300	180	600	190	290	850	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1295	80	642	1183	300	180	600	190	290	850	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2811	334
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.43	0.37	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.12	0.12	3.45	1.04	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	121	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	121	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	43	4	94	32	14	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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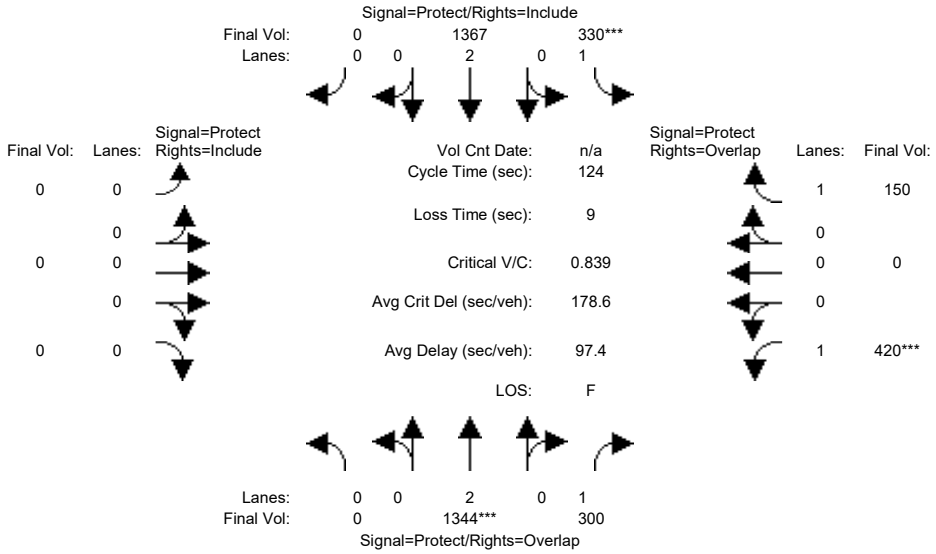
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1344	300	330	1367	0	0	0	0	420	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1344	300	330	1367	0	0	0	0	420	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.17	0.19	0.36	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.11	0.45	0.00	0.00	0.00	0.00	1.79	0.00	0.38
Delay/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	3	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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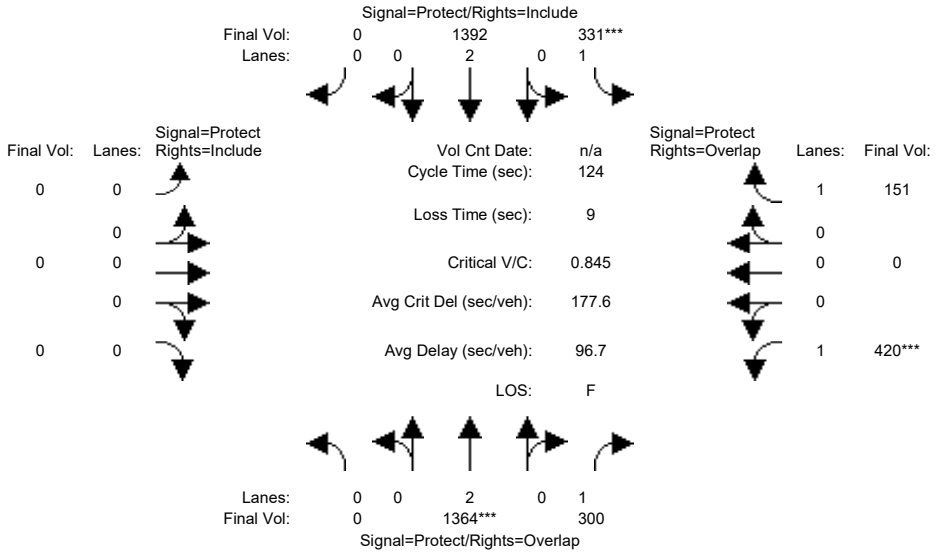
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	24	0	1	32	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1364	300	331	1392	0	0	0	0	420	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1364	300	331	1392	0	0	0	0	420	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1364	300	331	1392	0	0	0	0	420	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1364	300	331	1392	0	0	0	0	420	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.17	0.19	0.37	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.51	0.20	2.11	0.46	0.00	0.00	0.00	0.00	1.79	0.00	0.39
Delay/Veh:	0.0	2.1	0.1	582.4	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	0.1	582.4	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	4	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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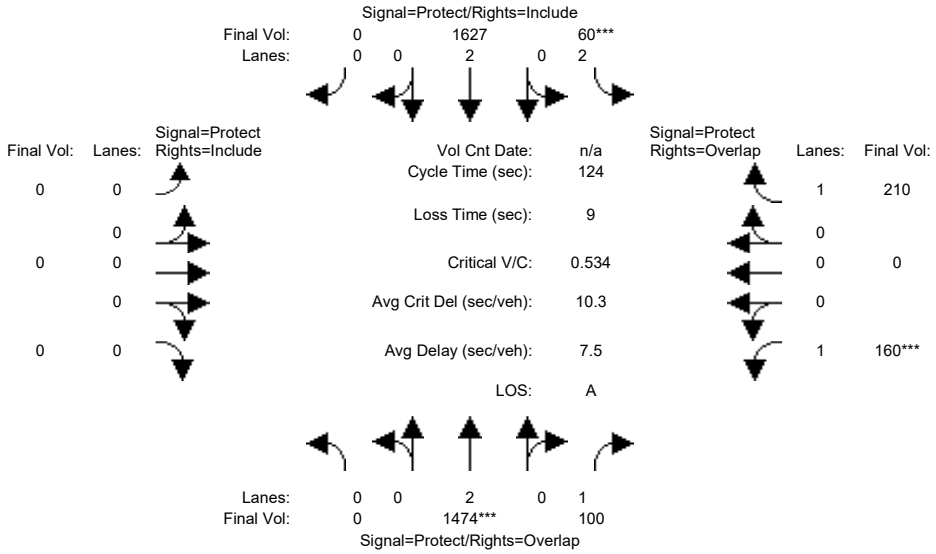
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1474	100	60	1627	0	0	0	0	160	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	100	60	1627	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.56	0.07	0.23	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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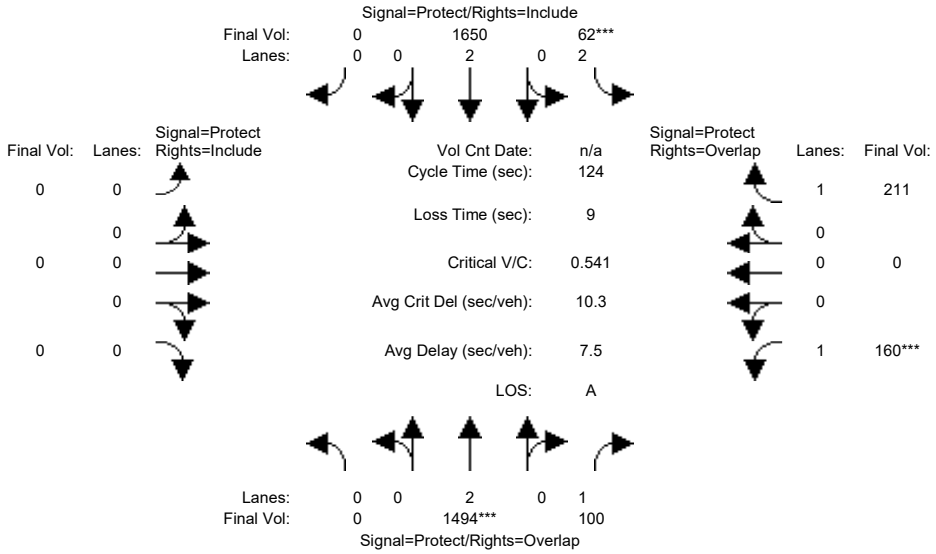
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	24	0	2	30	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1494	100	62	1650	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1494	100	62	1650	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1494	100	62	1650	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1494	100	62	1650	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.57	0.07	0.24	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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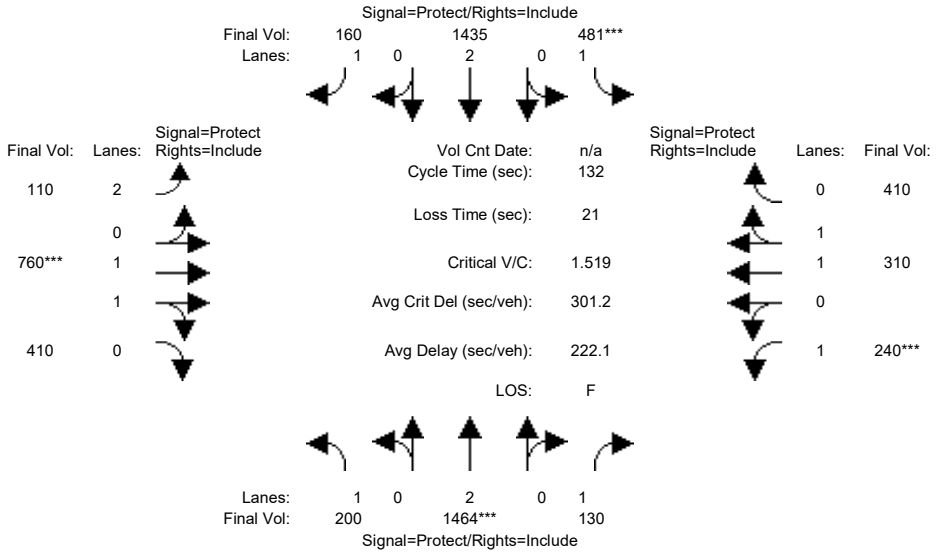
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	4	0	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1464	130	481	1435	160	110	760	410	240	310	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1464	130	481	1435	160	110	760	410	240	310	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.09	0.32	0.44	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.2	50.0	50.0	15.5	50.3	50.3	20.1	39.7	39.7	8.6	28.2	28.2
Volume/Cap:	1.17	1.20	0.23	2.75	1.17	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	51	6	64	46	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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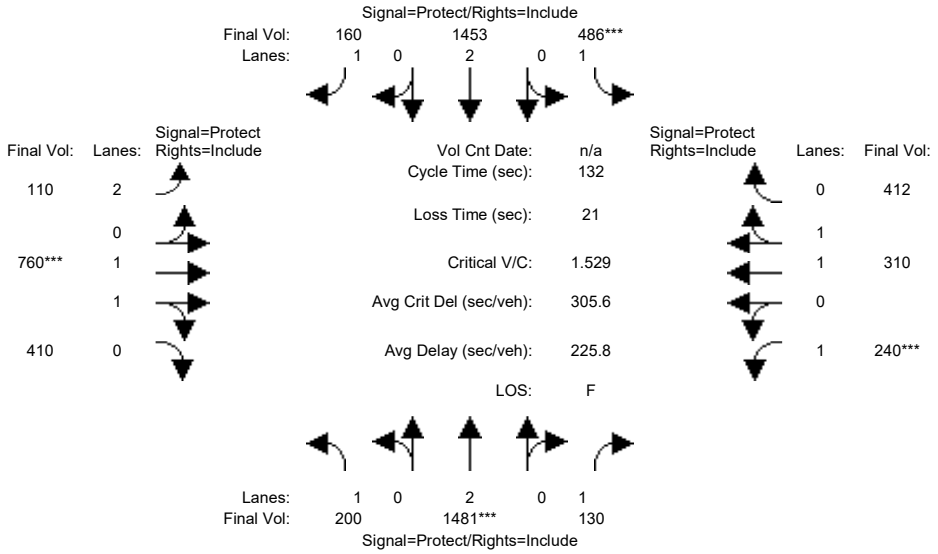
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	21	0	6	23	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1481	130	486	1453	160	110	760	410	240	310	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1481	130	486	1453	160	110	760	410	240	310	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1481	130	486	1453	160	110	760	410	240	310	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1481	130	486	1453	160	110	760	410	240	310	412
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.09	0.33	0.45	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.1	50.0	50.0	15.5	50.5	50.5	20.0	39.7	39.7	8.6	28.3	28.3
Volume/Cap:	1.18	1.21	0.23	2.78	1.18	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	192.1	150	32.5	883.0	135	33.0	57.8	170	169.7	762.1	71.0	204.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.1	150	32.5	883.0	135	33.0	57.8	170	169.7	762.1	71.0	204.7
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	52	6	65	48	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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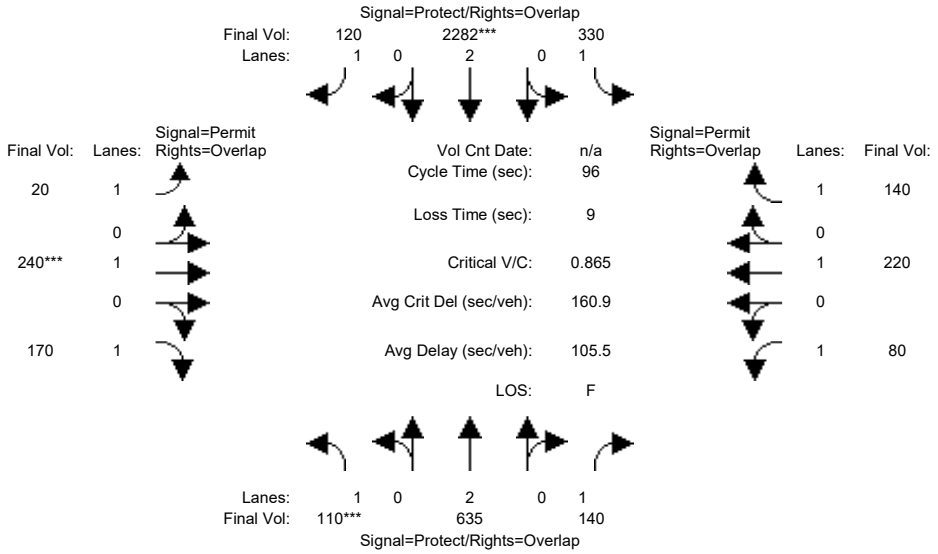
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	635	140	330	2282	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	635	140	330	2282	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	635	140	330	2282	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	635	140	330	2282	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.08	0.19	0.60	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.46	0.22	0.78	1.33	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	7	3	10	69	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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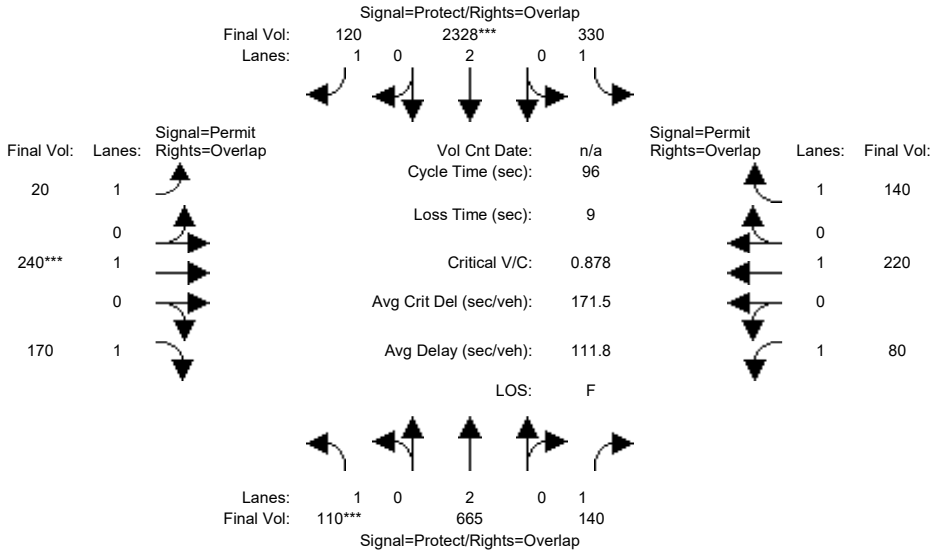
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	35	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	665	140	330	2328	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	665	140	330	2328	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	665	140	330	2328	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	665	140	330	2328	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.08	0.19	0.61	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.48	0.22	0.78	1.36	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.6	22.9	46.3	192	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.6	22.9	46.3	192	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	8	3	10	72	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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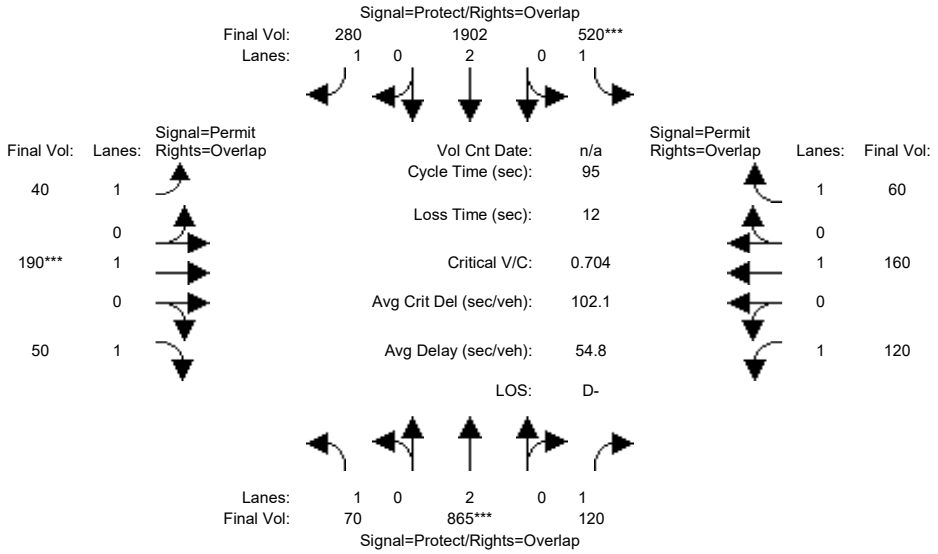
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	865	120	520	1902	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	865	120	520	1902	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	865	120	520	1902	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	865	120	520	1902	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.30	0.50	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.54	0.16	1.45	0.92	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	10	3	39	27	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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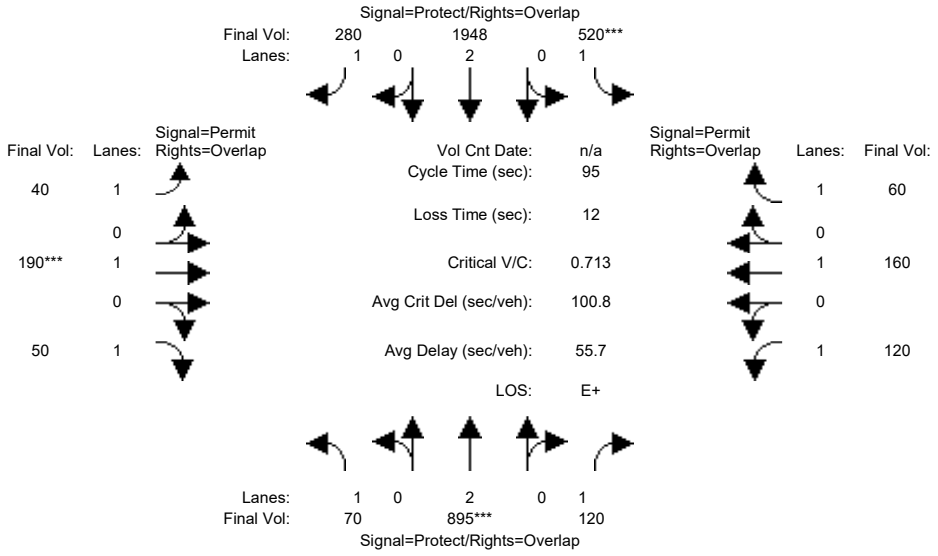
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	35	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	895	120	520	1948	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	895	120	520	1948	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	895	120	520	1948	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	895	120	520	1948	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.07	0.30	0.51	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.56	0.16	1.45	0.95	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.9	19.4	257.9	32.9	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.9	19.4	257.9	32.9	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C-	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	11	3	39	28	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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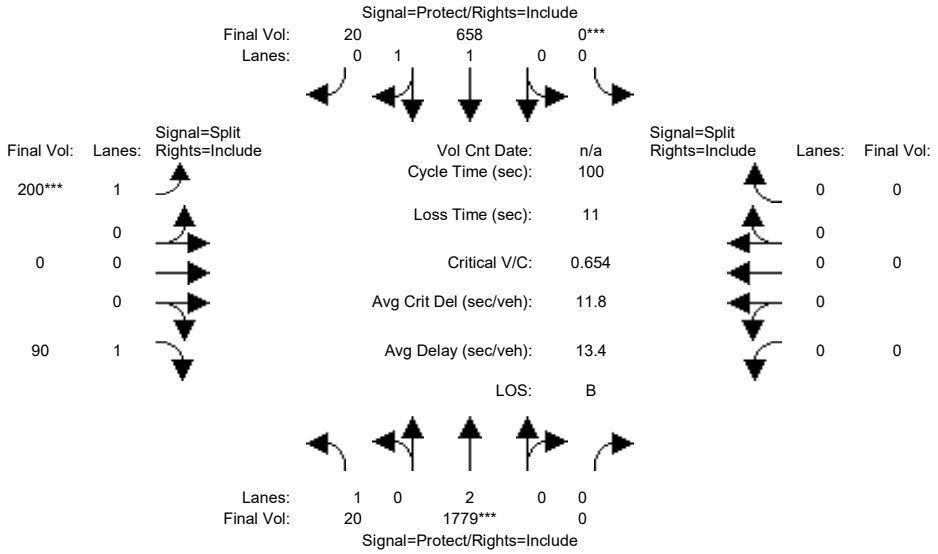
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1779	0	0	658	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1779	0	0	658	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1779	0	0	658	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1779	0	0	658	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3591	109	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.18	0.18	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	71.5	0.0	0.0	51.8	51.8	17.5	0.0	17.5	0.0	0.0	0.0
Volume/Cap:	0.06	0.65	0.00	0.00	0.35	0.35	0.65	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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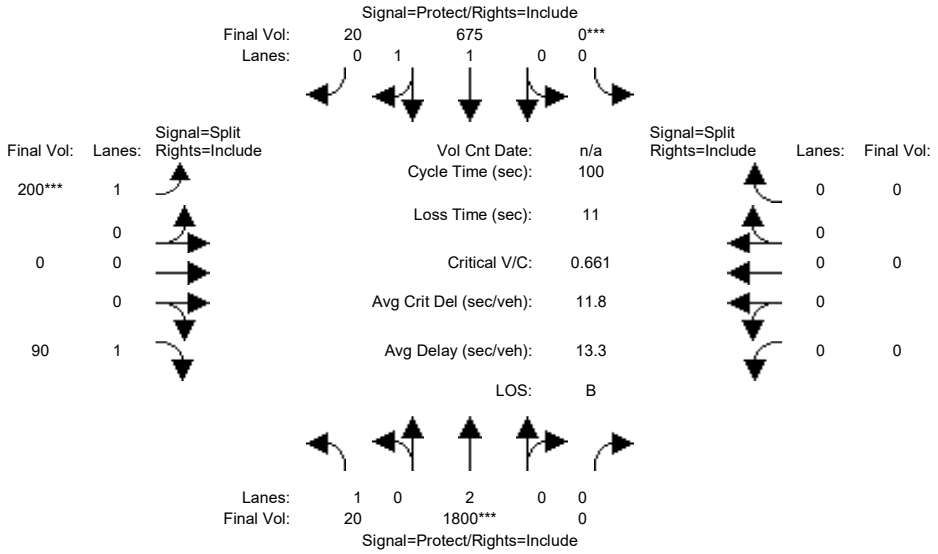
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	30	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1800	0	0	675	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1800	0	0	675	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1800	0	0	675	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1800	0	0	675	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3593	106	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.19	0.19	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.5	71.7	0.0	0.0	52.2	52.2	17.3	0.0	17.3	0.0	0.0	0.0
Volume/Cap:	0.06	0.66	0.00	0.00	0.36	0.36	0.66	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	32.9	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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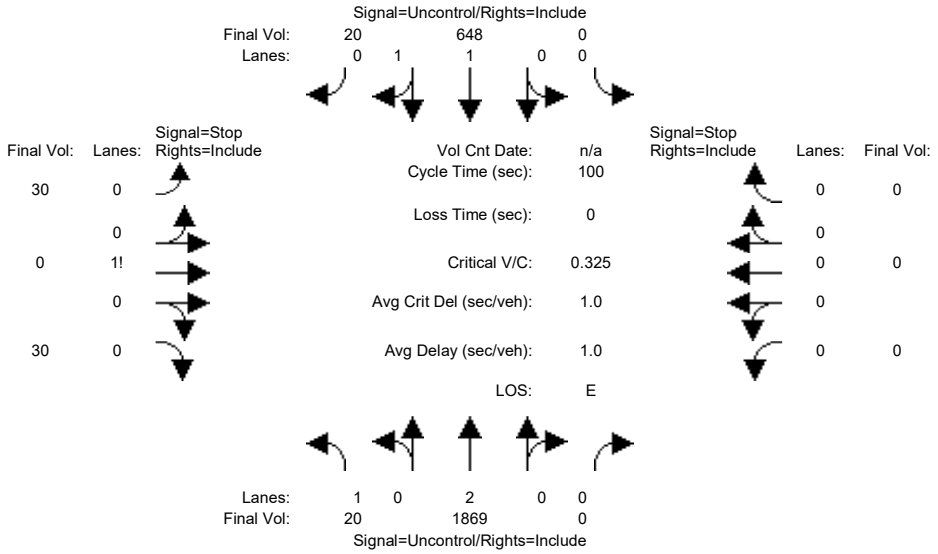
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1869	0	0	648	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1869	0	0	648	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1869	0	0	648	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	668	xxxx	xxxxx	xxxx	xxxx	xxxxx	1633	2567	334	xxxx	xxxx	xxxxx
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	94	26	668	xxxx	xxxx	xxxxx
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx	92	26	668	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	162	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			39.6			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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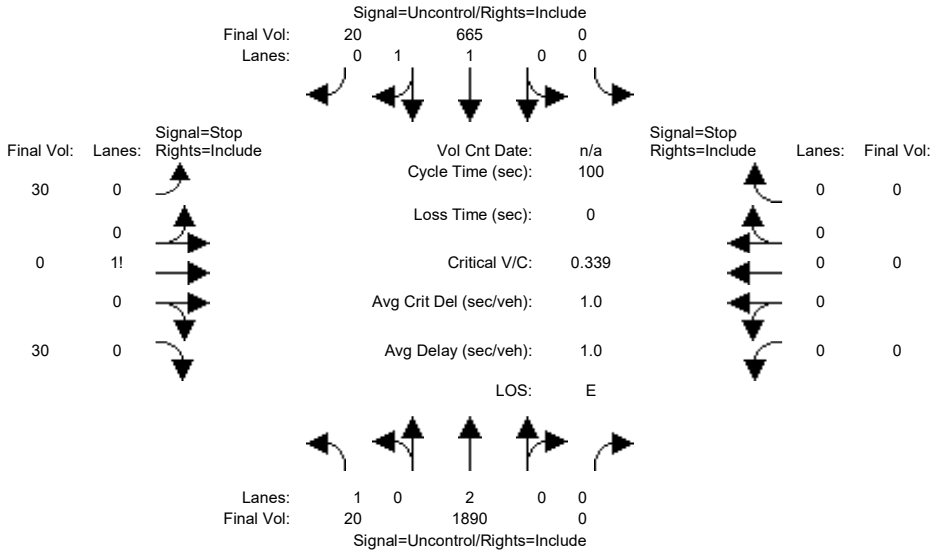
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	30	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1890	0	0	665	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1890	0	0	665	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1890	0	0	665	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	685	xxxx	xxxxx	xxxx	xxxx	xxxxx	1660	2605	343	xxxx	xxxx	xxxxx
Potent Cap.:	918	xxxx	xxxxx	xxxx	xxxx	xxxxx	90	25	659	xxxx	xxxx	xxxxx
Move Cap.:	918	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	24	659	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	156	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	41.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			41.7			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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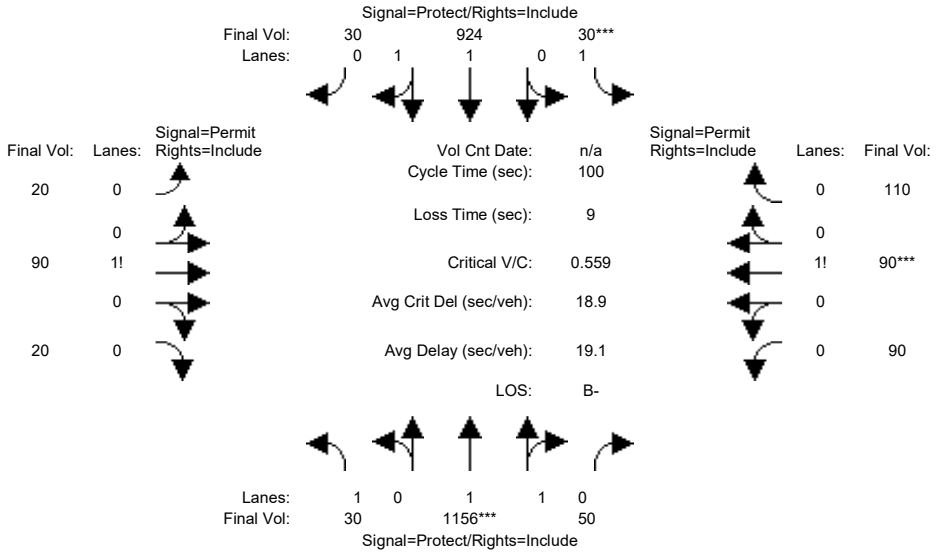
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1156	50	30	924	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1156	50	30	924	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1156	50	30	924	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1156	50	30	924	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3546	153	1750	3584	116	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	13.4	55.7	55.7	7.0	49.3	49.3	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.13	0.59	0.59	0.24	0.52	0.52	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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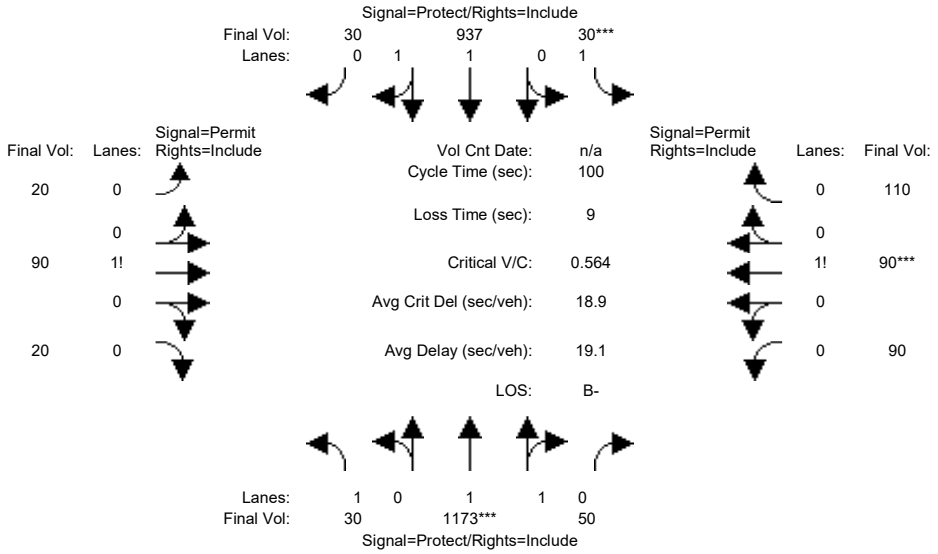
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	23	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1173	50	30	937	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1173	50	30	937	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1173	50	30	937	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1173	50	30	937	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3549	151	1750	3585	115	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****			****						****	
Green Time:	13.3	56.0	56.0	7.0	49.7	49.7	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.13	0.59	0.59	0.24	0.53	0.53	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	32.9
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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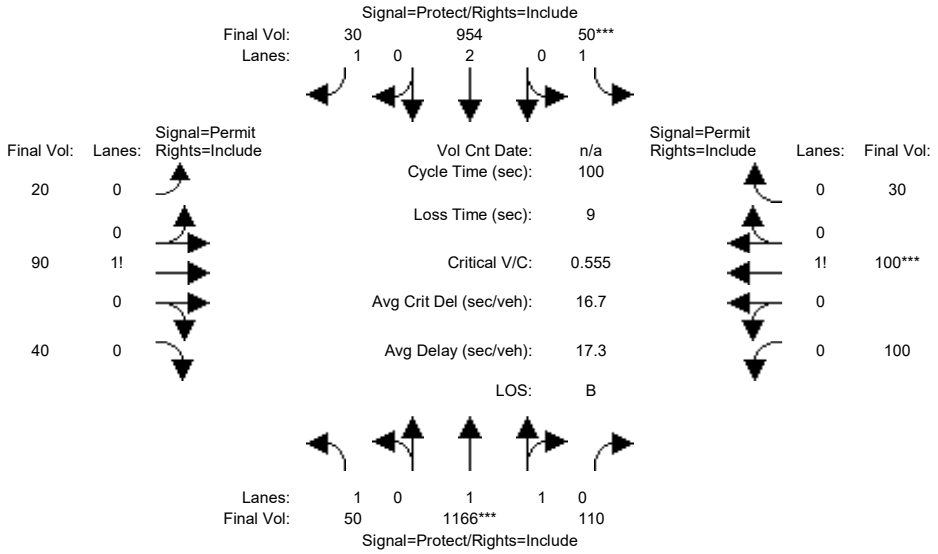
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1166	110	50	954	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1166	110	50	954	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1166	110	50	954	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1166	110	50	954	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3381	319	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.8	60.8	60.8	7.0	53.0	53.0	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.19	0.57	0.57	0.41	0.47	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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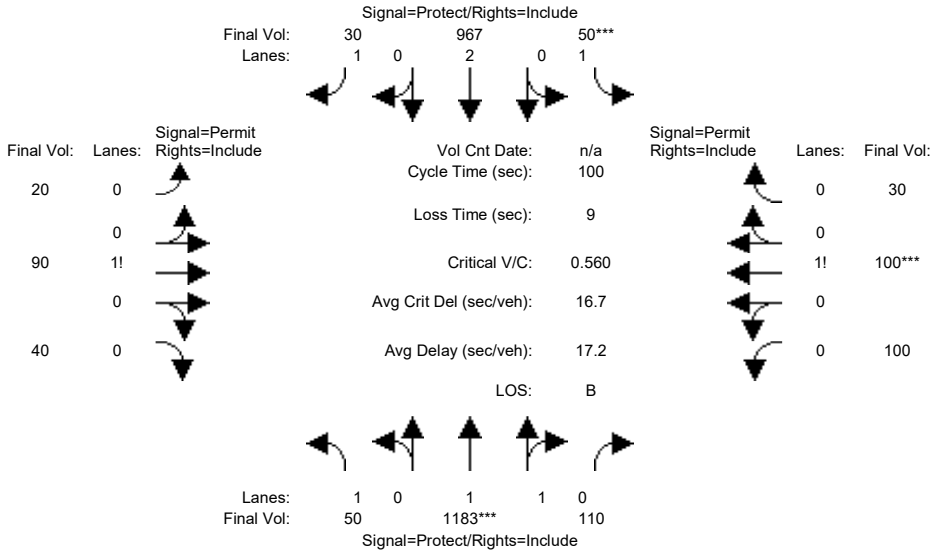
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	23	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1183	110	50	967	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1183	110	50	967	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1183	110	50	967	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1183	110	50	967	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3385	315	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.7	61.0	61.0	7.0	53.4	53.4	23.0	23.0	23.0	23.0	23.0	23.0
Volume/Cap:	0.19	0.57	0.57	0.41	0.48	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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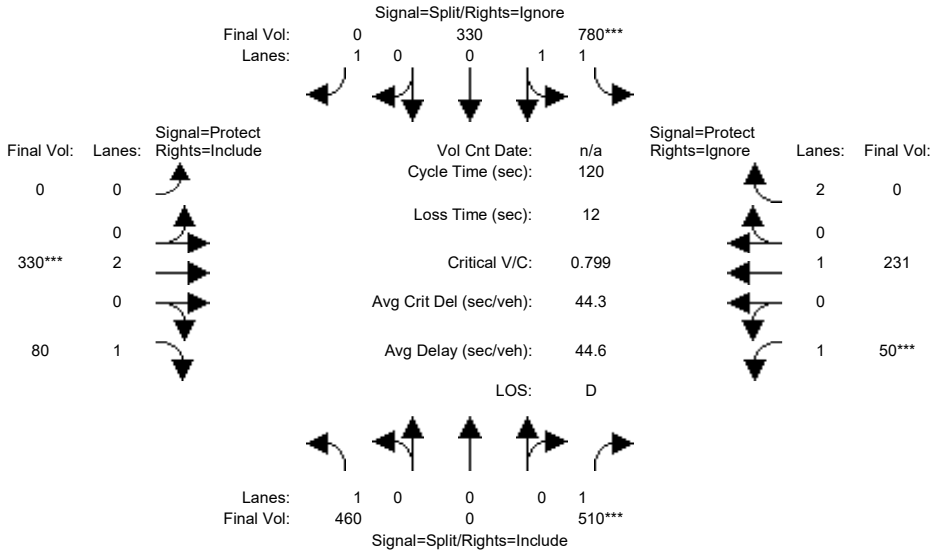
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	6	0	0	0	0	1	29
Initial Fut:	460	0	510	780	330	56	0	330	80	50	231	1189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	780	330	0	0	330	80	50	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	780	330	0	0	330	80	50	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	780	330	0	0	330	80	50	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2494	1055	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.31	0.31	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****	****				****		****		
Green Time:	42.6	0.0	42.6	45.7	45.7	0.0	0.0	12.7	12.7	7.0	19.7	0.0
Volume/Cap:	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.82	0.43	0.49	0.74	0.00
Delay/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	56.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	0.0	43.8	37.6	37.6	0.0	0.0	65.2	51.9	58.4	56.9	0.0
LOS by Move:	D+	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	20	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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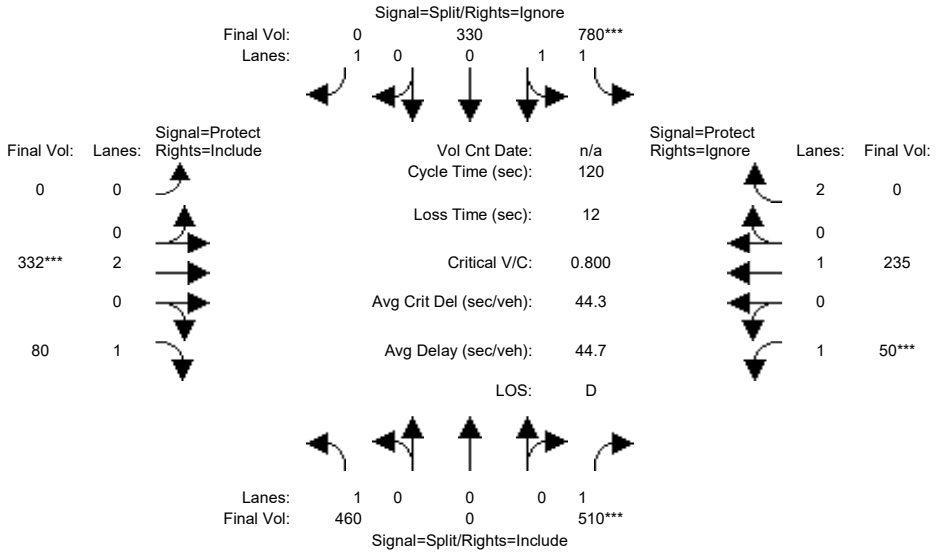
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	15	0	2	0	0	5	125
Initial Fut:	460	0	510	780	330	65	0	332	80	50	235	1285
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	780	330	0	0	332	80	50	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	780	330	0	0	332	80	50	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	780	330	0	0	332	80	50	235	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2494	1055	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.31	0.31	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****	****				****		****		
Green Time:	42.6	0.0	42.6	45.7	45.7	0.0	0.0	12.8	12.8	7.0	19.8	0.0
Volume/Cap:	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.82	0.43	0.49	0.75	0.00
Delay/Veh:	38.7	0.0	43.9	37.7	37.7	0.0	0.0	65.2	51.8	58.4	57.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	0.0	43.9	37.7	37.7	0.0	0.0	65.2	51.8	58.4	57.5	0.0
LOS by Move:	D+	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	21	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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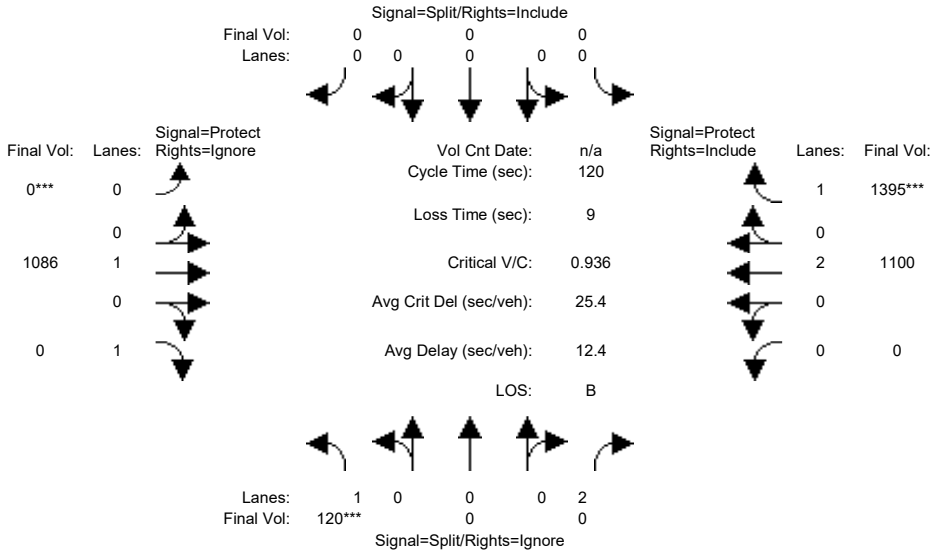
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	22	0	0	0	0	6	0	0	30	5
Initial Fut:	120	0	242	0	0	0	0	1086	430	0	1100	1395
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1086	0	0	1100	1395
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.29	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.34	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	15	0	0	5	49

Note: Queue reported is the number of cars per lane.

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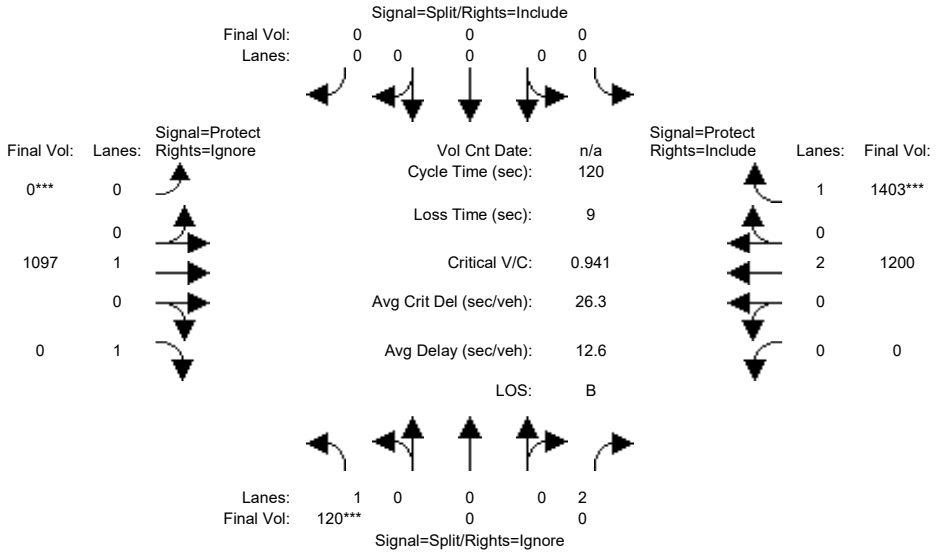
Stanford GUP EIR
SJ15-1585
2035 PM Half-Offset Alternative

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Half-Offset PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	106	0	0	0	0	17	0	0	130	13
Initial Fut:	120	0	326	0	0	0	0	1097	430	0	1200	1403
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1097	0	0	1200	1403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1097	0	0	1200	1403
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1097	0	0	1200	1403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.32	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.38	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	2.3	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	2.3	21.4
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	16	0	0	5	50

Note: Queue reported is the number of cars per lane.

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APPENDIX D:
SIGNAL WARRANTS

FEHR PEERS

Sheet No 1 of 2

Major Street	Page Mill Road
Minor Street	I-280 SB Ramps
Project	Stanford GUP EIR
Scenario	2018 Full Offset
Peak Hour	AM

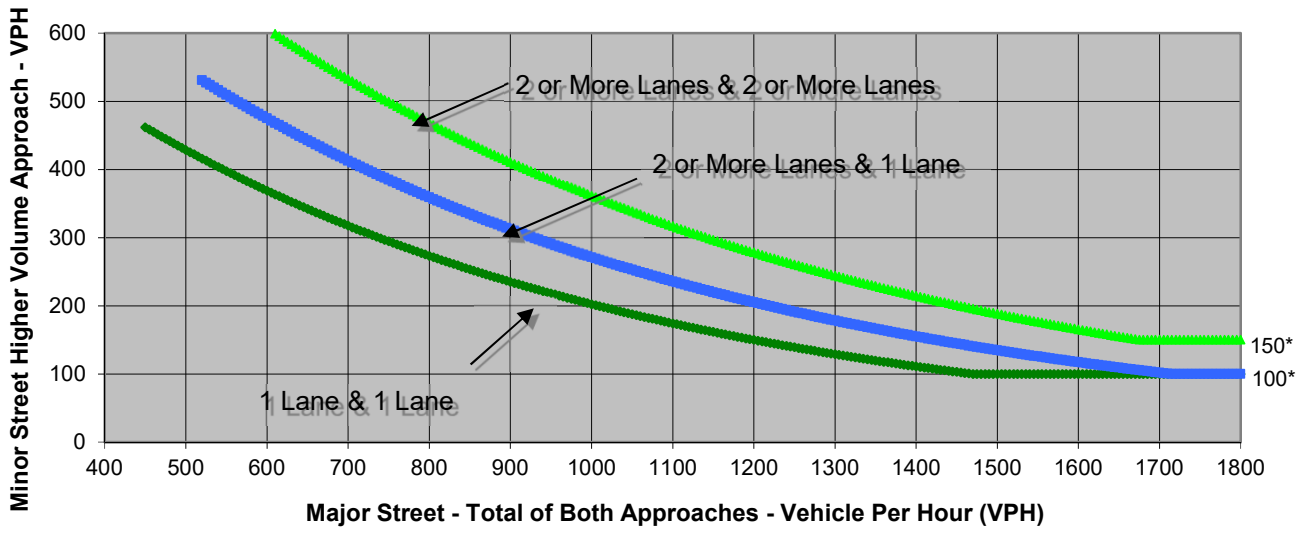
Turn Movement Volumes

	NB	SB	EB	WB
Left	70	806	0	50
Through	0	340	396	362
Right	190	0	180	0
Total	260	1,146	576	412

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Page Mill Road	I-280 SB Ramps	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**988**	**1,146**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No 2 of 2

Major Street	Page Mill Road
Minor Street	I-280 SB Ramps
Project	Stanford GUP EIR
Scenario	2018 Full Offset
Peak Hour	PM

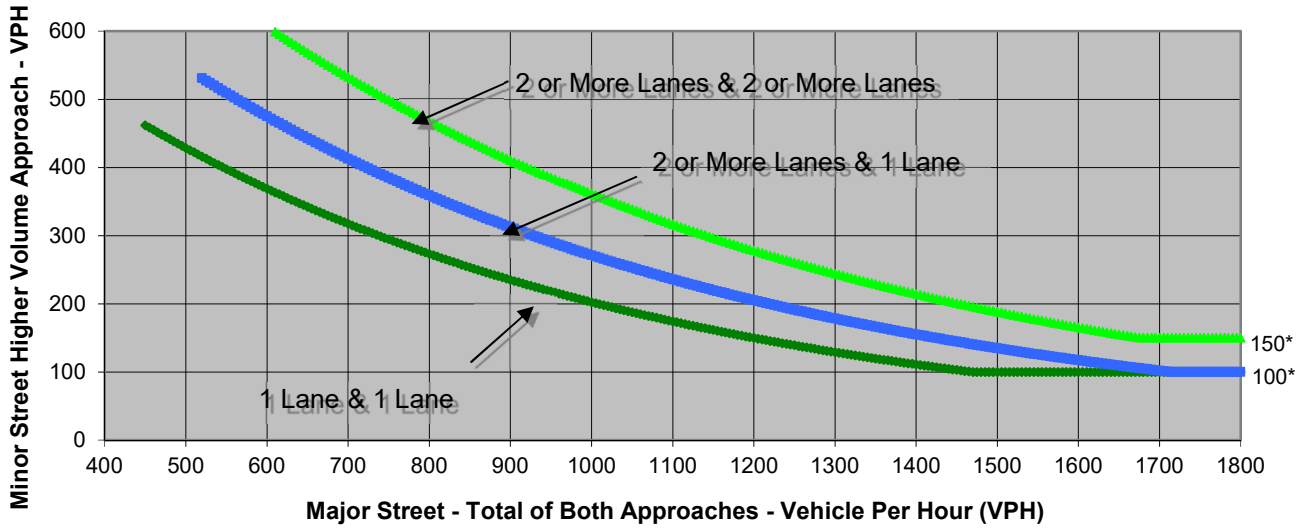
Turn Movement Volumes

	NB	SB	EB	WB
Left	170	543	0	50
Through	0	290	293	355
Right	450	0	80	0
Total	620	833	373	405

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Page Mill Road	I-280 SB Ramps	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**778**	**833**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No 1 of 2

Major Street	Page Mill Road
Minor Street	I-280 SB Ramps

Project	Stanford GUP EIR
Scenario	2018 Half Offset
Peak Hour	AM

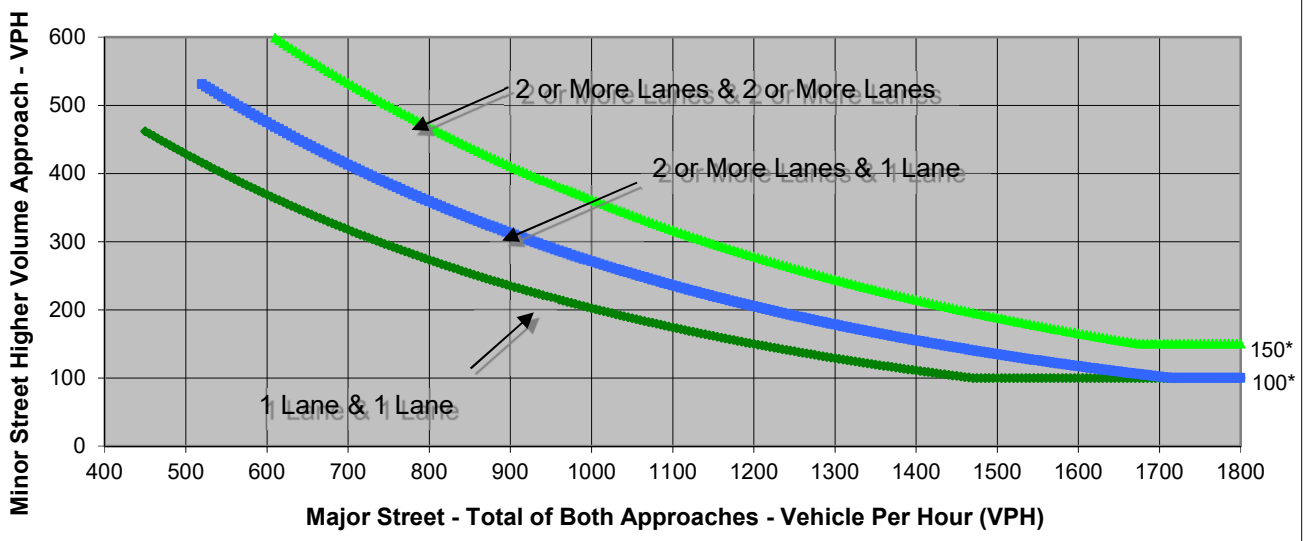
Turn Movement Volumes

	NB	SB	EB	WB
Left	70	804	0	50
Through	0	340	397	363
Right	190	0	180	0
Total	260	1,144	577	413

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Page Mill Road	I-280 SB Ramps	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**990**	**1,144**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No 2 of 2

Major Street	Page Mill Road
Minor Street	I-280 SB Ramps

Project	Stanford GUP EIR
Scenario	2018 Half Offset
Peak Hour	PM

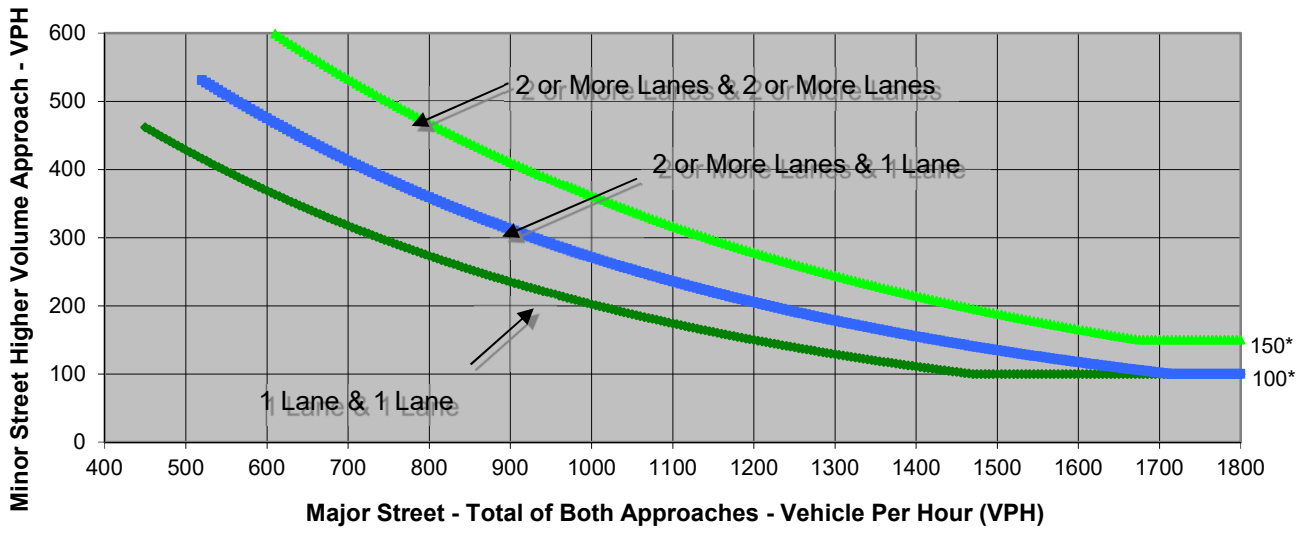
Turn Movement Volumes

	NB	SB	EB	WB
Left	170	539	0	50
Through	0	290	294	356
Right	450	0	80	0
Total	620	829	374	406

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Page Mill Road	I-280 SB Ramps	
Number of Approach Lanes	**2**	**2**	**YES**
Traffic Volume (VPH) *	**780**	**829**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No 1 of 2

Major Street	Stanford Avenue
Minor Street	Bowdoin Street

Project	Stanford GUP EIR
Scenario	2035 Full Offset
Peak Hour	AM

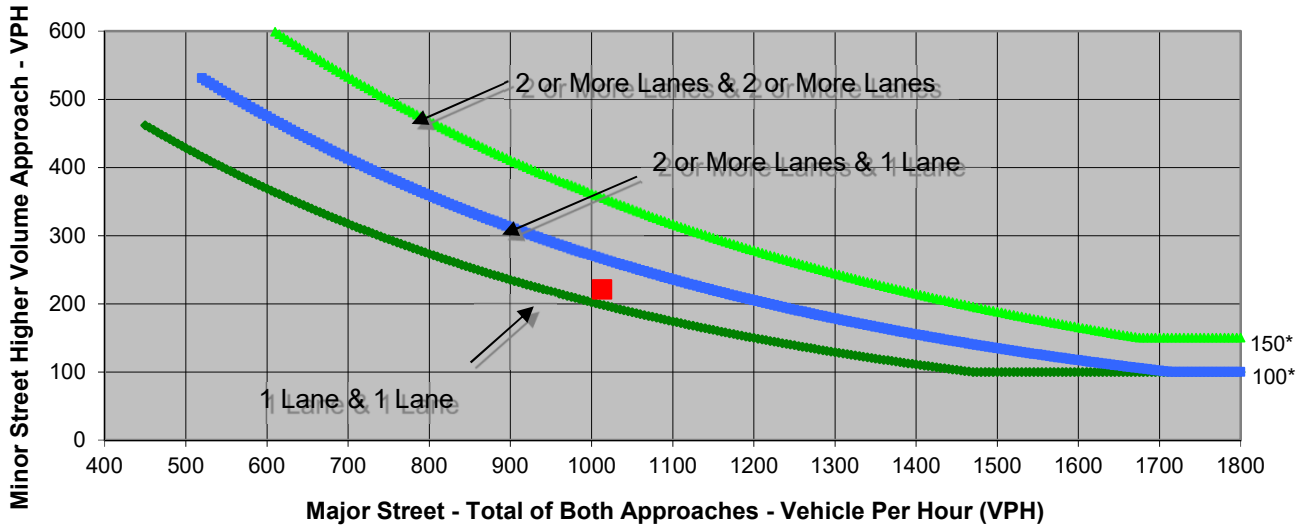
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	64	385	0
Through	0	0	247	222
Right	0	157	0	159
Total	0	221	632	381

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street Stanford Avenue	Minor Street Bowdoin Street	Warrant Met
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,013**	**221**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Sheet No 2 of 2

Major Street	Stanford Avenue
Minor Street	Bowdoin Street

Project	Stanford GUP EIR
Scenario	2035 Full Offset
Peak Hour	PM

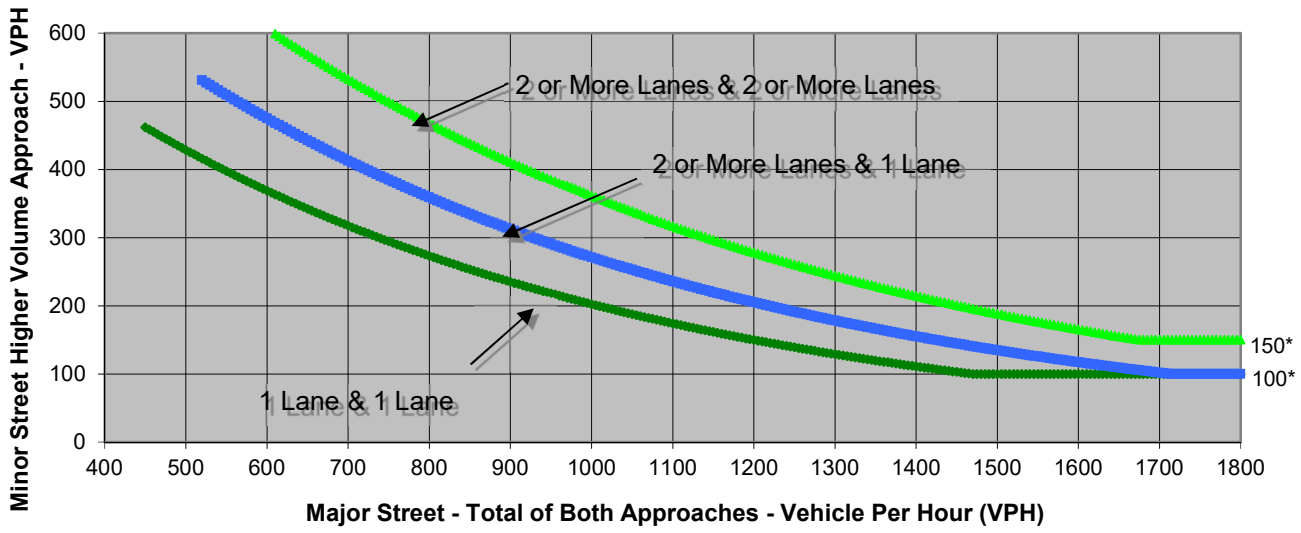
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	239	347	0
Through	0	0	313	212
Right	0	419	0	146
Total	0	658	660	358

Major Street Direction

	North/South
X	East/West

Figure 4C-3. Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Stanford Avenue	Bowdoin Street	
Number of Approach Lanes	**1**	**1**	**YES**
Traffic Volume (VPH) *	**1,018**	**658**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

APPENDIX E:
FUTURE FREEWAY ANALYSIS SPREADSHEET

2018 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to De Anza Boulevard	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	42	7	0.9%	1.0%	0.9%	0.4%	NO	NO
Saratoga Avenue to De Anza Boulevard	0.4	PM	2	-	2	1	4600	1650	0.95	0.43	0.96	0.44	NO	NO	48	8	1.1%	2.3%	1.0%	0.5%	NO	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	46	8	0.9%	1.0%	1.0%	0.5%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	PM	2	-	2	1	4600	1650	>1.0	0.43	>1.0	0.44	YES	NO	53	9	1.0%	2.3%	1.2%	0.5%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	1	4600	1650	>1.0	0.63	>1.0	0.63	YES	NO	51	9	1.0%	0.0%	1.1%	0.5%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	1	4600	1650	0.92	0.31	0.93	0.32	NO	NO	59	10	1.1%	3.2%	1.3%	0.6%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	1	6900	1650	0.85	0.57	0.86	0.57	NO	NO	55	6	1.2%	0.0%	0.8%	0.4%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	1	6900	1650	0.94	0.59	0.95	0.59	NO	NO	58	10	1.1%	0.0%	0.8%	0.6%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	AM	2	1	2	1	4600	1650	0.91	0.71	0.93	0.71	NO	NO	48	7	2.2%	0.0%	1.0%	0.4%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	52	9	0.9%	0.0%	1.1%	0.5%	**YES**	NO
De Anza Boulevard to Saratoga Avenue	0.94	AM	2	1	2	1	4600	1650	0.89	0.71	0.9	0.71	NO	NO	42	8	1.1%	0.0%	0.9%	0.5%	NO	NO
De Anza Boulevard to Saratoga Avenue	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	47	8	0	0.0%	1.0%	0.5%	**YES**	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	1	6900	1650	0.83	0.73	0.83	0.73	NO	NO	33	6	0.0%	0.0%	0.5%	0.4%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	1	6900	1650	0.82	0.36	0.82	0.36	NO	NO	33	6	0.0%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	1	6900	1650	0.81	0.73	0.81	0.73	NO	NO	33	6	0.0%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	1	6900	1650	0.81	0.36	0.81	0.36	NO	NO	33	6	0.0%	0.0%	0.5%	0.4%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	1	6900	1650	>1.0	0.53	>1.0	0.53	YES	NO	42	7	0.8%	0.0%	0.6%	0.4%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	1	6900	1650	>1.0	0.33	>1.0	0.33	YES	NO	44	5	0.8%	0.0%	0.6%	0.3%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.52	>1.0	0.52	YES	NO	42	7	0.0%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	1	0.34	>1.0	0.35	YES	NO	42	7	1.0%	2.9%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	0.91	0.52	0.92	0.52	NO	NO	42	7	1.1%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.34	>1.0	0.35	YES	NO	42	7	1.0%	2.9%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.39	>1.0	0.39	YES	NO	37	6	1.0%	0.0%	0.5%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	36	6	0	0.0%	0.5%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	0.93	0.39	0.93	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	1	6900	1650	0.98	0.56	0.98	0.56	NO	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	1	6900	1650	>1.0	0.66	>1.0	0.66	YES	NO	3	0	0.9%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	1	6900	1650	0.86	0.69	0.86	0.69	NO	NO	3	1	0.0%	0.0%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	1	6900	1650	>1.0	0.69	>1.0	0.69	YES	NO	7	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	1	6900	1650	0.98	0.83	0.98	0.83	NO	NO	10	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	1	6900	1650	>1.0	0.71	>1.0	0.72	YES	NO	16	3	0.9%	1.4%	0.2%	0.2%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	1	6900	1650	>1.0	0.83	>1.0	0.83	YES	NO	16	3	0.0%	0.0%	0.2%	0.2%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	1	6900	1650	0.98	0.41	0.98	0.41	NO	NO	13	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	8	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	1	6900	1650	0.92	0.48	0.92	0.48	NO	NO	5	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	3	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO

2018 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.42	>1.0	0.42	YES	NO	31	6	0.0%	0.0%	0.4%	0.2%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.24	>1.0	0.24	YES	NO	39	7	1.0%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	0.96	0.45	0.97	0.45	NO	NO	37	6	1.0%	0.0%	0.5%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	0.92	0.33	0.93	0.33	NO	NO	45	8	1.1%	0.0%	0.7%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.45	>1.0	0.45	YES	NO	37	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.33	>1.0	0.33	YES	NO	45	8	0.9%	0.0%	0.7%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	1	6900	1650	>1.0	0.44	>1.0	0.45	YES	NO	37	6	0.0%	2.3%	0.5%	0.4%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	1	6900	1650	>1.0	0.31	>1.0	0.31	YES	NO	45	8	0.7%	0.0%	0.7%	0.5%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	1	6900	1650	0.78	0.57	0.78	0.57	NO	NO	29	5	0.0%	0.0%	0.4%	0.3%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	1	6900	1650	0.88	0.56	0.89	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	1	6900	1650	0.85	0.57	0.85	0.57	NO	NO	29	5	0.0%	0.0%	0.4%	0.3%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	1	6900	1650	0.9	0.56	0.91	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.81	0.8	0.82	0.81	NO	NO	63	11	1.2%	1.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.76	0.52	0.77	0.52	NO	NO	73	11	1.3%	0.0%	1.1%	0.7%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	0.91	0.9	0.92	0.91	NO	NO	70	12	1.1%	1.1%	1.0%	0.7%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.86	0.57	0.87	0.58	NO	NO	85	8	1.2%	1.8%	1.2%	0.5%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.76	0.64	0.77	0.65	NO	NO	77	14	1.3%	1.6%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.75	0.51	0.76	0.52	NO	NO	93	10	1.3%	2.0%	1.3%	0.6%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	0.94	0.68	0.96	0.7	NO	NO	128	23	2.1%	2.9%	1.9%	1.4%	NO	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	0.88	0.44	0.91	0.45	NO	NO	152	20	3.4%	2.3%	2.2%	1.2%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	0.84	0.56	0.86	0.57	NO	NO	128	23	2.4%	1.8%	1.9%	1.4%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.81	0.25	0.83	0.27	NO	NO	146	26	2.5%	8.0%	2.1%	1.6%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	3	-	6900	-	0.98	-	1	-	YES	-	137	0	2.0%	-	2.0%	-	**YES**	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	3	-	6900	-	0.89	-	0.91	-	NO	-	167	0	2.2%	-	2.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	133	0	1.4%	-	1.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	PM	4	-	4	-	9200	-	0.73	-	0.75	-	NO	-	166	0	2.7%	-	1.8%	-	NO	-
La Barranca Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	133	0	1.4%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.73	-	0.75	-	NO	-	166	0	2.7%	-	1.8%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.64	-	0.64	-	NO	-	53	0	0.0%	-	0.6%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	69	0	1.2%	-	0.8%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.59	-	0.59	-	NO	-	23	0	0.0%	-	0.3%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	35	0	0.0%	-	0.4%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.64	-	0.65	-	NO	-	68	0	1.6%	-	0.7%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.89	-	0.9	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.61	-	0.62	-	NO	-	68	0	1.6%	-	0.7%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	96	0	1.2%	-	1.0%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.62	-	0.63	-	NO	-	61	0	1.6%	-	0.7%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.85	-	0.86	-	NO	-	86	0	1.2%	-	0.9%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.66	-	0.66	-	NO	-	61	0	0.0%	-	0.7%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.9	-	0.91	-	NO	-	86	0	1.1%	-	0.9%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	55	0	1.4%	-	0.6%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	0.97	-	0.98	-	NO	-	77	0	1.0%	-	0.8%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.49	-	0.49	-	NO	-	55	0	0.0%	-	0.4%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.65	-	0.65	-	NO	-	77	0	0.0%	-	0.6%	-	NO	-

2018 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.65	-	0.66	-	NO	-	77	0	1.5%	-	0.6%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.55	-	0.56	-	NO	-	66	0	1.8%	-	0.5%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	0.98	-	0.98	-	NO	-	77	0	0.0%	-	0.8%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.83	-	0.84	-	NO	-	66	0	1.2%	-	0.7%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	85	0	1.2%	-	0.9%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	73	0	1.4%	-	0.8%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.86	-	0.87	-	NO	-	85	0	1.2%	-	0.9%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	73	0	1.4%	-	0.8%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	AM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	94	0	1.2%	-	1.0%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	PM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	81	0	1.4%	-	0.9%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.88	-	0.89	-	NO	-	94	0	1.1%	-	1.0%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.74	-	0.74	-	NO	-	81	0	0.0%	-	0.9%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.77	-	0.77	-	NO	-	31	0	0.0%	-	0.3%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.65	-	0.65	-	NO	-	31	0	0.0%	-	0.3%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	63	0	0.0%	-	0.7%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.68	-	0.69	-	NO	-	65	0	1.5%	-	0.7%	-	NO	-
Page Mill Road to La Barranca Road	0.27	AM	4	-	4	-	9200	-	0.71	-	0.72	-	NO	-	148	0	1.4%	-	1.6%	-	NO	-
Page Mill Road to La Barranca Road	0.27	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	157	0	1.4%	-	1.7%	-	NO	-
La Barranca Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.71	-	0.72	-	NO	-	148	0	1.4%	-	1.6%	-	NO	-
La Barranca Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	157	0	1.4%	-	1.7%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	3	-	6900	-	0.84	-	0.86	-	NO	-	149	0	2.4%	-	2.2%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	3	-	6900	-	0.98	-	>1.0	-	YES	-	160	0	3.1%	-	2.3%	-	**YES**	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.76	0.33	0.77	0.34	NO	NO	129	23	1.3%	3.0%	1.9%	1.4%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	0.87	0.32	0.9	0.34	NO	NO	145	26	3.4%	6.3%	2.1%	1.6%	NO	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	0.83	0.45	0.85	0.46	NO	NO	132	20	2.4%	2.2%	1.9%	1.2%	NO	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	0.96	0.47	0.98	0.48	NO	NO	145	26	2.1%	2.1%	2.1%	1.6%	NO	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.72	0.4	0.73	0.41	NO	NO	81	10	1.4%	2.5%	1.2%	0.6%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	0.81	0.36	0.82	0.37	NO	NO	88	15	1.2%	2.8%	1.3%	0.9%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.79	0.64	0.8	0.65	NO	NO	74	8	1.3%	1.6%	1.1%	0.5%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.9	0.53	0.91	0.54	NO	NO	79	14	1.1%	1.9%	1.1%	0.8%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.66	0.64	0.67	0.65	NO	NO	63	11	1.5%	1.6%	0.9%	0.7%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	0.79	0.43	0.8	0.43	NO	NO	71	13	1.3%	0.0%	1.0%	0.8%	NO	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted dicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA *2014 Conformance and Monitoring Report* . Exsiting lanes within San Mateo County are from 2015 and a presented in the *C/CAG Level of Service and Performance Measure Monitoring Report 2015* .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumsed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capcity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contirbutes more than one percent of capacity on a freeweay segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

2018 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to De Anza Boulevard	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	42	7	0.9%	1.0%	0.9%	0.4%	NO	NO
Saratoga Avenue to De Anza Boulevard	0.4	PM	2	-	2	1	4600	1650	0.95	0.43	0.95	0.44	NO	NO	38	7	0.0%	2.3%	0.8%	0.4%	NO	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	AM	2	-	2	1	4600	1650	>1.0	>1.0	>1.0	>1.0	YES	YES	46	8	0.9%	1.0%	1.0%	0.5%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	PM	2	-	2	1	4600	1650	>1.0	0.43	>1.0	0.44	YES	NO	42	8	1.0%	2.3%	0.9%	0.5%	NO	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	1	4600	1650	>1.0	0.63	>1.0	0.63	YES	NO	51	9	1.0%	0.0%	1.1%	0.5%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	1	4600	1650	0.92	0.31	0.93	0.32	NO	NO	48	8	1.1%	3.2%	1.0%	0.5%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	1	6900	1650	0.85	0.57	0.86	0.57	NO	NO	42	4	1.2%	0.0%	0.6%	0.2%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	1	6900	1650	0.94	0.59	0.95	0.59	NO	NO	54	10	1.1%	0.0%	0.8%	0.6%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	AM	2	1	2	1	4600	1650	0.91	0.71	0.92	0.71	NO	NO	36	5	1.1%	0.0%	0.8%	0.3%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	49	9	0.9%	0.0%	1.1%	0.5%	**YES**	NO
De Anza Boulevard to Saratoga Avenue	0.94	AM	2	1	2	1	4600	1650	0.89	0.71	0.89	0.71	NO	NO	31	6	0.0%	0.0%	0.7%	0.4%	NO	NO
De Anza Boulevard to Saratoga Avenue	0.94	PM	2	1	2	1	4600	1650	>1.0	0.51	>1.0	0.51	YES	NO	44	8	0	0.0%	1.0%	0.5%	**YES**	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	1	6900	1650	0.83	0.73	0.83	0.73	NO	NO	35	6	0.0%	0.0%	0.5%	0.4%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	1	6900	1650	0.82	0.36	0.82	0.36	NO	NO	29	5	0.0%	0.0%	0.4%	0.3%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	1	6900	1650	0.81	0.73	0.81	0.73	NO	NO	35	6	0.0%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	1	6900	1650	0.81	0.36	0.81	0.36	NO	NO	29	5	0.0%	0.0%	0.4%	0.3%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	1	6900	1650	>1.0	0.53	>1.0	0.53	YES	NO	43	8	0.8%	0.0%	0.6%	0.5%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	1	6900	1650	>1.0	0.33	>1.0	0.33	YES	NO	37	5	0.8%	0.0%	0.5%	0.3%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.52	>1.0	0.52	YES	NO	43	8	0.0%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	1	0.34	>1.0	0.35	YES	NO	36	6	1.0%	2.9%	0.5%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	0.91	0.52	0.92	0.52	NO	NO	43	8	1.1%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.34	>1.0	0.35	YES	NO	36	6	1.0%	2.9%	0.5%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.39	>1.0	0.39	YES	NO	39	7	1.0%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	31	6	0	0.0%	0.4%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	0.93	0.39	0.93	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.36	>1.0	0.36	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	1	6900	1650	0.98	0.56	0.98	0.56	NO	NO	1	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	1	6900	1650	>1.0	0.66	>1.0	0.66	YES	NO	3	1	0.9%	0.0%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	1	6900	1650	0.86	0.69	0.86	0.69	NO	NO	3	1	0.0%	0.0%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	1	6900	1650	>1.0	0.69	>1.0	0.69	YES	NO	8	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	1	6900	1650	0.98	0.83	0.98	0.83	NO	NO	9	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	1	6900	1650	>1.0	0.71	>1.0	0.72	YES	NO	18	3	0.9%	1.4%	0.3%	0.2%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	1	6900	1650	>1.0	0.83	>1.0	0.83	YES	NO	19	3	0.0%	0.0%	0.3%	0.2%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	1	6900	1650	0.98	0.41	0.98	0.41	NO	NO	12	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	8	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	1	6900	1650	0.92	0.48	0.92	0.48	NO	NO	4	1	0.0%	0.0%	0.1%	0.1%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	3	1	0.0%	0.0%	0.0%	0.1%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	1	6900	1650	>1.0	0.9	>1.0	0.9	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	1	6900	1650	0.97	0.39	0.97	0.39	NO	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO

2018 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.42	>1.0	0.42	YES	NO	25	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.24	>1.0	0.24	YES	NO	39	7	1.0%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	0.96	0.45	0.96	0.45	NO	NO	28	5	0.0%	0.0%	0.4%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	0.92	0.33	0.93	0.33	NO	NO	44	8	1.1%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.45	>1.0	0.45	YES	NO	28	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.33	>1.0	0.33	YES	NO	44	8	0.9%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	1	6900	1650	>1.0	0.44	>1.0	0.45	YES	NO	28	5	0.0%	2.3%	0.4%	0.3%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	1	6900	1650	>1.0	0.31	>1.0	0.31	YES	NO	44	8	0.0%	0.0%	0.6%	0.5%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	1	6900	1650	0.78	0.57	0.78	0.57	NO	NO	22	4	0.0%	0.0%	0.3%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	1	6900	1650	0.88	0.56	0.89	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	1	6900	1650	0.85	0.57	0.85	0.57	NO	NO	22	4	0.0%	0.0%	0.3%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	1	6900	1650	0.9	0.56	0.91	0.56	NO	NO	36	6	1.1%	0.0%	0.5%	0.4%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.81	0.8	0.82	0.81	NO	NO	62	11	1.2%	1.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.76	0.52	0.77	0.52	NO	NO	59	9	1.3%	0.0%	0.9%	0.5%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	0.91	0.9	0.92	0.91	NO	NO	69	12	1.1%	1.1%	1.0%	0.7%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.86	0.57	0.87	0.57	NO	NO	68	7	1.2%	0.0%	1.0%	0.4%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.76	0.64	0.77	0.65	NO	NO	76	14	1.3%	1.6%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.75	0.51	0.76	0.52	NO	NO	75	8	1.3%	2.0%	1.1%	0.5%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	0.94	0.68	0.96	0.7	NO	NO	127	23	2.1%	2.9%	1.8%	1.4%	NO	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	0.88	0.44	0.9	0.45	NO	NO	123	16	2.3%	2.3%	1.8%	1.0%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	0.84	0.56	0.86	0.57	NO	NO	127	23	2.4%	1.8%	1.8%	1.4%	NO	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.81	0.25	0.83	0.27	NO	NO	118	21	2.5%	8.0%	1.7%	1.3%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	3	-	6900	-	0.98	-	1	-	YES	-	131	0	2.0%	-	1.9%	-	**YES**	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	3	-	6900	-	0.89	-	0.91	-	NO	-	131	0	2.2%	-	1.9%	-	NO	-
El Monte Road to La Barranca Road	1.1	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	126	0	1.4%	-	1.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	PM	4	-	4	-	9200	-	0.73	-	0.75	-	NO	-	129	0	2.7%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	126	0	1.4%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.73	-	0.75	-	NO	-	129	0	2.7%	-	1.4%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.64	-	0.64	-	NO	-	44	0	0.0%	-	0.5%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	52	0	1.2%	-	0.6%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.59	-	0.59	-	NO	-	14	0	0.0%	-	0.2%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	23	0	0.0%	-	0.3%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.64	-	0.65	-	NO	-	57	0	1.6%	-	0.6%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.89	-	0.9	-	NO	-	102	0	1.1%	-	1.1%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.61	-	0.62	-	NO	-	57	0	1.6%	-	0.6%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	102	0	1.2%	-	1.1%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.62	-	0.63	-	NO	-	51	0	1.6%	-	0.6%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.85	-	0.86	-	NO	-	92	0	1.2%	-	1.0%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.66	-	0.66	-	NO	-	51	0	0.0%	-	0.6%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.9	-	0.91	-	NO	-	92	0	1.1%	-	1.0%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	46	0	1.4%	-	0.5%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	0.97	-	0.98	-	NO	-	83	0	1.0%	-	0.9%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.49	-	0.49	-	NO	-	46	0	0.0%	-	0.3%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.65	-	0.65	-	NO	-	83	0	0.0%	-	0.6%	-	NO	-

2018 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment	Segment Length	Peak Hour[1]	Existing		Background (2018) No Project						Background (2018) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.65	-	0.66	-	NO	-	86	0	1.5%	-	0.6%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.55	-	0.56	-	NO	-	60	0	1.8%	-	0.4%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	0.98	-	0.98	-	NO	-	86	0	0.0%	-	0.9%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.83	-	0.83	-	NO	-	60	0	0.0%	-	0.7%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	95	0	2.4%	-	1.0%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	67	0	1.4%	-	0.7%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.86	-	0.87	-	NO	-	95	0	1.2%	-	1.0%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	67	0	1.4%	-	0.7%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	AM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	106	0	1.2%	-	1.2%	-	NO	-
Farm Hill Boulevard to Woodside Road *	0.51	PM	4	-	4	-	9200	-	0.73	-	0.74	-	NO	-	74	0	1.4%	-	0.8%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.88	-	0.89	-	NO	-	106	0	1.1%	-	1.2%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.74	-	0.74	-	NO	-	74	0	0.0%	-	0.8%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.77	-	0.77	-	NO	-	20	0	0.0%	-	0.2%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.65	-	0.65	-	NO	-	21	0	0.0%	-	0.2%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.8	-	0.8	-	NO	-	45	0	0.0%	-	0.5%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.68	-	0.69	-	NO	-	53	0	1.5%	-	0.6%	-	NO	-
Page Mill Road to La Barranca Road	0.27	AM	4	-	4	-	9200	-	0.71	-	0.72	-	NO	-	107	0	1.4%	-	1.2%	-	NO	-
Page Mill Road to La Barranca Road	0.27	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	139	0	1.4%	-	1.5%	-	NO	-
La Barranca Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.71	-	0.72	-	NO	-	107	0	1.4%	-	1.2%	-	NO	-
La Barranca Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.74	-	0.75	-	NO	-	139	0	1.4%	-	1.5%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	3	-	6900	-	0.84	-	0.85	-	NO	-	109	0	1.2%	-	1.6%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	3	-	6900	-	0.98	-	1	-	YES	-	143	0	2.0%	-	2.1%	-	**YES**	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.76	0.33	0.77	0.34	NO	NO	97	17	1.3%	3.0%	1.4%	1.0%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	0.87	0.32	0.89	0.34	NO	NO	135	24	2.3%	6.3%	2.0%	1.5%	NO	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	0.83	0.45	0.84	0.46	NO	NO	99	15	1.2%	2.2%	1.4%	0.9%	NO	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	0.96	0.47	0.98	0.48	NO	NO	135	24	2.1%	2.1%	2.0%	1.5%	NO	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.72	0.4	0.72	0.41	NO	NO	60	8	0.0%	2.5%	0.9%	0.5%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	0.81	0.36	0.82	0.37	NO	NO	81	14	1.2%	2.8%	1.2%	0.8%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.79	0.64	0.8	0.64	NO	NO	55	6	1.3%	0.0%	0.8%	0.4%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.9	0.53	0.91	0.54	NO	NO	73	13	1.1%	1.9%	1.1%	0.8%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.66	0.64	0.66	0.64	NO	NO	47	8	0.0%	0.0%	0.7%	0.5%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	0.79	0.43	0.8	0.43	NO	NO	65	12	1.3%	0.0%	0.9%	0.7%	NO	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted dicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA *2014 Conformance and Monitoring Report* . Exsiting lanes within San Mateo County are from 2015 and a presented in the *C/CAG Level of Service and Performance Measure Monitoring Report 2015* .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumsed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capcity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contirbutes more than one percent of capacity on a freeweay segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

2035 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to De Anza Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	42	7	0.0%	25%	0.9%	0.2%	NO	NO
Saratoga Avenue to De Anza Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	48	8	1.0%	0%	1.0%	0.2%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	46	8	0.8%	25%	1.0%	0.2%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	53	9	0.9%	0%	1.2%	0.3%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.04	YES	NO	51	9	1.9%	0%	1.1%	0.3%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	2	4600	3300	0.97	0.03	0.98	0.03	NO	NO	59	10	1.0%	0%	1.3%	0.3%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	2	6900	3300	0.93	0.03	0.94	0.03	NO	NO	55	6	1.1%	0.0%	0.8%	0.2%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	2	6900	3300	>1.0	0.04	>1.0	0.04	YES	NO	58	10	1.0%	0.0%	0.8%	0.3%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	AM	2	1	2	2	4600	3300	>1.0	0.02	>1.0	0.02	YES	NO	48	7	1.0%	0.0%	1.0%	0.2%	**YES**	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	52	9	0.9%	0.0%	1.1%	0.3%	**YES**	NO
De Anza Boulevard to Saratoga Avenue	0.94	AM	2	1	2	2	4600	3300	1	0.02	>1.0	0.02	YES	NO	42	8	1.0%	0.0%	0.9%	0.2%	NO	NO
De Anza Boulevard to Saratoga Avenue	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	47	8	0.9%	0.0%	1.0%	0.2%	**YES**	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	2	6900	3300	1	0.13	>1.0	0.13	YES	NO	33	6	1.0%	0.0%	0.5%	0.2%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	2	6900	3300	0.89	0.04	0.89	0.04	NO	NO	33	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.13	YES	NO	33	6	1.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	2	6900	3300	0.88	0.04	0.89	0.04	NO	NO	33	6	1.1%	0.0%	0.5%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	42	7	0.7%	0.0%	0.6%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	44	5	0.8%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	42	7	0.8%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	42	7	0.0%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	42	7	1.0%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	42	7	0.9%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	37	6	0.9%	12.5%	0.5%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	36	6	0.0%	0.0%	0.5%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	3	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	2	6900	3300	0.99	0.08	0.99	0.08	NO	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	7	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	10	2	0.0%	12.5%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	16	3	0.0%	0.0%	0.2%	0.1%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	16	3	0.0%	0.0%	0.2%	0.1%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	2	6900	3300	>1.0	0.06	>1.0	0.06	YES	NO	13	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	8	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	5	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	3	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO

2035 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	31	6	0.0%	0.0%	0.4%	0.2%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	39	7	0.9%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	37	6	0.9%	0.0%	0.5%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	45	8	0.9%	8.3%	0.7%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	37	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	45	8	0.0%	8.3%	0.7%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	37	6	0.0%	0.0%	0.5%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	45	8	0.6%	0.0%	0.7%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	2	6900	3300	0.9	0.05	0.9	0.05	NO	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	2	6900	3300	>1.0	0.14	>1.0	0.14	YES	NO	36	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	2	6900	3300	0.91	0.05	0.91	0.05	NO	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.14	YES	NO	36	6	0.9%	7.7%	0.5%	0.2%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.93	0.16	0.93	0.17	NO	NO	63	11	0.0%	6.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	73	11	1.0%	9.1%	1.1%	0.7%	**YES**	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	>1.0	0.15	>1.0	0.16	YES	NO	70	12	1.0%	6.7%	1.0%	0.7%	**YES**	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.91	0.11	0.93	0.11	NO	NO	85	8	2.2%	0.0%	1.2%	0.5%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.88	0.11	0.9	0.12	NO	NO	77	14	2.3%	9.1%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.96	0.08	0.97	0.08	NO	NO	93	10	1.0%	0.0%	1.3%	0.6%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	>1.0	0.1	>1.0	0.12	YES	NO	128	23	1.7%	20.0%	1.9%	1.4%	**YES**	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	>1.0	0.05	>1.0	0.06	YES	NO	152	20	1.7%	20.0%	2.2%	1.2%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.09	YES	NO	128	23	1.9%	12.5%	1.9%	1.4%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.89	0.04	0.91	0.05	NO	NO	146	26	2.2%	25.0%	2.1%	1.6%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	4	-	9200	-	0.82	-	0.84	-	NO	-	137	0	2.4%	-	1.5%	-	NO	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	4	-	9200	-	0.7	-	0.72	-	NO	-	167	0	2.9%	-	1.8%	-	NO	-
El Monte Road to La Barranca Road	1.1	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	133	0	1.2%	-	1.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	166	0	1.3%	-	1.8%	-	NO	-
La Barranca Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	133	0	1.2%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	166	0	1.3%	-	1.8%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.78	-	0.78	-	NO	-	53	0	0.0%	-	0.6%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.91	-	0.92	-	NO	-	69	0	1.1%	-	0.8%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.75	-	0.76	-	NO	-	23	0	1.3%	-	0.3%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	35	0	0.0%	-	0.4%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.79	-	0.8	-	NO	-	68	0	1.3%	-	0.7%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	96	0	1.0%	-	1.0%	-	**YES**	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	68	0	0.0%	-	0.7%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.75	-	0.76	-	NO	-	61	0	1.3%	-	0.7%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	86	0	1.1%	-	0.9%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.81	-	0.82	-	NO	-	61	0	1.2%	-	0.7%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	86	0	1.1%	-	0.9%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.89	-	0.89	-	NO	-	55	0	0.0%	-	0.6%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	77	0	0.0%	-	0.8%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.59	-	0.6	-	NO	-	55	0	1.7%	-	0.4%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.69	-	0.7	-	NO	-	77	0	1.4%	-	0.6%	-	NO	-

2035 Freeway Analysis for the Stanford 2018 General Use Permit Full Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.71	-	0.72	-	NO	-	77	0	1.4%	-	0.6%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.65	-	0.65	-	NO	-	66	0	0.0%	-	0.5%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	77	0	0.9%	-	0.8%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.97	-	0.98	-	NO	-	66	0	1.0%	-	0.7%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.93	-	0.94	-	NO	-	85	0	1.1%	-	0.9%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	73	0	0.0%	-	0.8%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.94	-	0.95	-	NO	-	85	0	1.1%	-	0.9%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	73	0	0.0%	-	0.8%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	AM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	94	0	1.1%	-	1.0%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	81	0	1.2%	-	0.9%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	94	0	1.0%	-	1.0%	-	**YES**	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.86	-	0.87	-	NO	-	81	0	1.2%	-	0.9%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	31	0	0.0%	-	0.3%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.79	-	0.79	-	NO	-	31	0	0.0%	-	0.3%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.89	-	0.9	-	NO	-	63	0	1.1%	-	0.7%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.81	-	0.81	-	NO	-	65	0	0.0%	-	0.7%	-	NO	-
Page Mill Road to La Barranca Road	0.27	AM	4	-	4	-	9200	-	0.78	-	0.8	-	NO	-	148	0	2.6%	-	1.6%	-	NO	-
Page Mill Road to La Barranca Road	0.27	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	157	0	2.4%	-	1.7%	-	NO	-
La Barranca Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.78	-	0.8	-	NO	-	148	0	2.6%	-	1.6%	-	NO	-
La Barranca Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	157	0	2.4%	-	1.7%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	4	-	9200	-	0.68	-	0.7	-	NO	-	149	0	2.9%	-	1.6%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	4	-	9200	-	0.86	-	0.88	-	NO	-	160	0	2.3%	-	1.7%	-	NO	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.88	0.03	0.89	0.04	NO	NO	129	23	1.1%	0.0%	1.9%	1.4%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	>1.0	0.07	>1.0	0.08	YES	NO	145	26	1.8%	28.6%	2.1%	1.6%	**YES**	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	1	0.04	>1.0	0.05	YES	NO	132	20	2.0%	0.0%	1.9%	1.2%	**YES**	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.1	YES	NO	145	26	1.5%	11.1%	2.1%	1.6%	**YES**	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.8	0.05	0.81	0.05	NO	NO	81	10	1.3%	0.0%	1.2%	0.6%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	>1.0	0.06	>1.0	0.07	YES	NO	88	15	1.9%	0.0%	1.3%	0.9%	**YES**	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.91	0.08	0.92	0.08	NO	NO	74	8	1.1%	0.0%	1.1%	0.5%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	79	14	1.0%	9.1%	1.1%	0.8%	**YES**	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.82	0.07	0.83	0.07	NO	NO	63	11	1.2%	0.0%	0.9%	0.7%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	>1.0	0.11	>1.0	0.12	YES	NO	71	13	0.9%	9.1%	1.0%	0.8%	**YES**	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted indicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA *2014 Conformance and Monitoring Report* . Exsiting lanes within San Mateo County are from 2015 and a presented in the *C/CAG Level of Service and Performance Measure Monitoring Report 2015* .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumsed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capcity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contirbutes more than one percent of capacity on a freeweay segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

2035 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to De Anza Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	42	7	0.0%	25%	0.9%	0.2%	NO	NO
Saratoga Avenue to De Anza Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	38	7	1.0%	0%	0.8%	0.2%	NO	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	46	8	0.8%	25%	1.0%	0.2%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	42	8	0.9%	0%	0.9%	0.2%	NO	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.04	YES	NO	51	9	1.9%	0%	1.1%	0.3%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	2	4600	3300	0.97	0.03	0.98	0.03	NO	NO	48	8	1.0%	0%	1.0%	0.2%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	2	6900	3300	0.93	0.03	0.93	0.03	NO	NO	42	4	0.0%	0.0%	0.6%	0.1%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	2	6900	3300	>1.0	0.04	>1.0	0.04	YES	NO	54	10	1.0%	0.0%	0.8%	0.3%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	AM	2	1	2	2	4600	3300	>1.0	0.02	>1.0	0.02	YES	NO	36	5	1.0%	0.0%	0.8%	0.2%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	49	9	0.9%	0.0%	1.1%	0.3%	**YES**	NO
De Anza Boulevard to Saratoga Avenue	0.94	AM	2	1	2	2	4600	3300	1	0.02	1	0.02	YES	NO	31	6	0.0%	0.0%	0.7%	0.2%	NO	NO
De Anza Boulevard to Saratoga Avenue	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	44	8	0.9%	0.0%	1.0%	0.2%	**YES**	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	2	6900	3300	1	0.13	>1.0	0.13	YES	NO	35	6	1.0%	0.0%	0.5%	0.2%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	2	6900	3300	0.89	0.04	0.89	0.04	NO	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.13	YES	NO	35	6	1.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	2	6900	3300	0.88	0.04	0.89	0.04	NO	NO	29	5	1.1%	0.0%	0.4%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	43	8	0.7%	0.0%	0.6%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	37	5	0.8%	0.0%	0.5%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	43	8	0.8%	0.0%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	36	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	43	8	1.0%	0.0%	0.6%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	36	6	0.9%	0.0%	0.5%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	39	7	0.9%	12.5%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	31	6	0.0%	0.0%	0.4%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	1	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	2	6900	3300	0.99	0.08	0.99	0.08	NO	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	8	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	9	2	0.0%	12.5%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	18	3	0.8%	0.0%	0.3%	0.1%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	19	3	0.0%	0.0%	0.3%	0.1%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	2	6900	3300	>1.0	0.06	>1.0	0.06	YES	NO	12	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	8	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	4	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO

2035 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	25	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	39	7	0.9%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	28	5	0.0%	0.0%	0.4%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	44	8	0.9%	8.3%	0.6%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	28	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	44	8	0.0%	8.3%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	28	5	0.0%	0.0%	0.4%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	44	8	0.6%	0.0%	0.6%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	2	6900	3300	0.9	0.05	0.9	0.05	NO	NO	22	4	0.0%	0.0%	0.3%	0.1%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	2	6900	3300	>1.0	0.14	>1.0	0.14	YES	NO	36	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	2	6900	3300	0.91	0.05	0.91	0.05	NO	NO	22	4	0.0%	0.0%	0.3%	0.1%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.14	YES	NO	36	6	0.9%	7.7%	0.5%	0.2%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.93	0.16	0.93	0.17	NO	NO	62	11	0.0%	6.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	59	9	1.0%	9.1%	0.9%	0.5%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	>1.0	0.15	>1.0	0.16	YES	NO	69	12	1.0%	6.7%	1.0%	0.7%	**YES**	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.91	0.11	0.92	0.11	NO	NO	68	7	1.1%	0.0%	1.0%	0.4%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.88	0.11	0.9	0.12	NO	NO	76	14	2.3%	9.1%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.96	0.08	0.97	0.08	NO	NO	75	8	1.0%	0.0%	1.1%	0.5%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	>1.0	0.1	>1.0	0.12	YES	NO	127	23	1.7%	20.0%	1.8%	1.4%	**YES**	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	>1.0	0.05	>1.0	0.06	YES	NO	123	16	1.7%	20.0%	1.8%	1.0%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.09	YES	NO	127	23	1.9%	12.5%	1.8%	1.4%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.89	0.04	0.91	0.05	NO	NO	118	21	2.2%	25.0%	1.7%	1.3%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	4	-	9200	-	0.82	-	0.84	-	NO	-	131	0	2.4%	-	1.4%	-	NO	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	4	-	9200	-	0.7	-	0.71	-	NO	-	131	0	1.4%	-	1.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	126	0	1.2%	-	1.4%	-	NO	-
El Monte Road to La Barranca Road	1.1	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	129	0	1.3%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	126	0	1.2%	-	1.4%	-	NO	-
La Barranca Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	129	0	1.3%	-	1.4%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.78	-	0.78	-	NO	-	44	0	0.0%	-	0.5%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.91	-	0.92	-	NO	-	52	0	1.1%	-	0.6%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.75	-	0.76	-	NO	-	14	0	1.3%	-	0.2%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	23	0	0.0%	-	0.3%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.79	-	0.79	-	NO	-	57	0	0.0%	-	0.6%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	102	0	1.0%	-	1.1%	-	**YES**	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	57	0	0.0%	-	0.6%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	102	0	1.1%	-	1.1%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.75	-	0.76	-	NO	-	51	0	1.3%	-	0.6%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	92	0	1.1%	-	1.0%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.81	-	0.81	-	NO	-	51	0	0.0%	-	0.6%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	92	0	1.1%	-	1.0%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.89	-	0.89	-	NO	-	46	0	0.0%	-	0.5%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	83	0	Ell	-	0.9%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.59	-	0.6	-	NO	-	46	0	1.7%	-	0.3%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.69	-	0.7	-	NO	-	83	0	1.4%	-	0.6%	-	NO	-

2035 Freeway Analysis for the Stanford 2018 General Use Permit Half Offset Housing Alternative

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Half Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.71	-	0.72	-	NO	-	86	0	1.4%	-	0.6%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.65	-	0.65	-	NO	-	60	0	0.0%	-	0.4%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	86	0	0.9%	-	0.9%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.97	-	0.98	-	NO	-	60	0	1.0%	-	0.7%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.93	-	0.94	-	NO	-	95	0	1.1%	-	1.0%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	67	0	0.0%	-	0.7%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.94	-	0.95	-	NO	-	95	0	1.1%	-	1.0%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	67	0	0.0%	-	0.7%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	AM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	106	0	1.1%	-	1.2%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	74	0	1.2%	-	0.8%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	106	0	1.0%	-	1.2%	-	**YES**	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.86	-	0.86	-	NO	-	74	0	0.0%	-	0.8%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	20	0	0.0%	-	0.2%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.79	-	0.79	-	NO	-	21	0	0.0%	-	0.2%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.89	-	0.89	-	NO	-	45	0	0.0%	-	0.5%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.81	-	0.81	-	NO	-	53	0	0.0%	-	0.6%	-	NO	-
Page Mill Road to La Barranca Road	0.27	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	107	0	1.3%	-	1.2%	-	NO	-
Page Mill Road to La Barranca Road	0.27	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	139	0	2.4%	-	1.5%	-	NO	-
La Barranca Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	107	0	1.3%	-	1.2%	-	NO	-
La Barranca Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	139	0	2.4%	-	1.5%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	4	-	9200	-	0.68	-	0.69	-	NO	-	109	0	1.5%	-	1.2%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	4	-	9200	-	0.86	-	0.88	-	NO	-	143	0	2.3%	-	1.6%	-	NO	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.88	0.03	0.89	0.04	NO	NO	97	17	1.1%	0.0%	1.4%	1.0%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	>1.0	0.07	>1.0	0.08	YES	NO	135	24	1.8%	28.6%	2.0%	1.5%	**YES**	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	1	0.04	>1.0	0.05	YES	NO	99	15	1.0%	0.0%	1.4%	0.9%	**YES**	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.1	YES	NO	135	24	1.5%	11.1%	2.0%	1.5%	**YES**	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.8	0.05	0.81	0.05	NO	NO	60	8	1.3%	0.0%	0.9%	0.5%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	>1.0	0.06	>1.0	0.07	YES	NO	81	14	1.9%	0.0%	1.2%	0.8%	**YES**	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.91	0.08	0.92	0.08	NO	NO	55	6	1.1%	0.0%	0.8%	0.4%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	73	13	1.0%	9.1%	1.1%	0.8%	**YES**	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.82	0.07	0.83	0.07	NO	NO	47	8	1.2%	0.0%	0.7%	0.5%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	>1.0	0.11	>1.0	0.12	YES	NO	65	12	0.9%	9.1%	0.9%	0.7%	NO	NO

Notes:
Bold text indicates unacceptable operations (V/C ratio>1)
Bold and highlighted indicates a significant impact.
1. AM = morning peak hour, PM= evening peak hour
2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA *2014 Conformance and Monitoring Report* . Exsiting lanes within San Mateo County are from 2015 and a presented in the *C/CAG Level of Service and Performance Measure Monitoring Report 2015* .
3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.
4. Freeway capacity is assumsed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.
5. V/C= volume-to-capcity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.
6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contirbutes more than one percent of capacity on a freeweay segment already operating at a V/C ratio>1, then the Project is considered to have an impact.
*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

APPENDIX F:
TRANSIT DELAY ANALYSIS

Table F1 - Transit Delay Calculations for Full-Offset Project

Transit Route	Direction	Scenario	Delay	Int 1	Mvt 1	Int 2	Mvt 2	Int 3	Mvt 3	Int 4	Mvt 4	Int 5	Mvt 5	Int 6	Mvt 6	Int 7	Mvt 7	Int 8	Mvt 8	Int 9	Mvt 9	Int 10	Mvt 10	Int 11	Mvt 11	Int 12	Mvt 12	Int 13	Mvt 13	Int 14	Mvt 14	Int 15	Mvt 15
VTA Route 22	EB	2018 AM	356.7	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 with Full-Offset AM	362.7	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 PM	362.4	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 with Full-Offset PM	390.6	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	WB	2018 AM	307.4	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 with Full-Offset AM	320.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 PM	341.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 with Full-Offset PM	351.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 35	SB	2018 AM	323.5	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 with Full-Offset AM	328.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 PM	354.2	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 with Full-Offset PM	359.1	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	NB	2018 AM	323.2	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 with Full-Offset AM	319.7	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 PM	314	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 with Full-Offset PM	319.1	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 89	NB	2018 AM	275.9	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 with Full-Offset AM	278	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 PM	238.2	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 with Full-Offset PM	260.3	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	SB	2018 AM	251.6	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 with Full-Offset AM	253.1	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 PM	239.7	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 with Full-Offset PM	240.7	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 102	NB	2018 AM	110.9	20	EBR	19	NBR	29	EBT	15	EBR	14	NBR																				
VTA Route 102	NB	2018 with Full-Offset AM	114.8	20	EBR	19	NBR	29	EBT	15	EBR	14	NBR																				
VTA Route 102	SB	2018 PM	307.7	20	NBL	19	WBL	29	WBT	15	NBL	14	WBT																				
VTA Route 102	SB	2018 with Full-Offset PM	332	20	NBL	19	WBL	29	WBT	15	NBL	14	WBT																				
VTA Route 104	EB	2018 PM	364.8	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	EB	2018 with Full-Offset PM	436.1	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	WB	2018 AM	334.2	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 104	WB	2018 with Full-Offset AM	384.7	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 522	EB	2018 AM	390.6	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 with Full-Offset AM	395.4	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 PM	386.4	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 with Full-Offset PM	418	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	WB	2018 AM	307.4	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 with Full-Offset AM	320.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 PM	341.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 with Full-Offset PM	351.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
SamTrans Route 281	EB	2018 AM	427.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 with Full-Offset AM	432.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 PM	464.9	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 with Full-Offset PM	470.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	WB	2018 AM	363	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 with Full-Offset AM	360.5	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 PM	340.6	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 with Full-Offset PM	342.6	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route ECR	NB	2018 AM	196.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 with Full-Offset AM	192.5	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 PM	221.3	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 with Full-Offset PM	220.5	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	SB	2018 AM	235.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 with Full-Offset AM	239.5	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 PM	314.7	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 with Full-Offset PM	317.4	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
AC Transit Dumbarton	EB	2018 AM	348.7	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 with Full-Offset AM	342.7	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 PM	464.8	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 with Full-Offset PM	462.1	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	WB	2018 AM	419.2	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 with Full-Offset AM	432.4	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 PM	501.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 with Full-Offset PM	515.5	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	EB	2018 AM	512.3	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 with Full-Offset AM	531	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 PM	654.3	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 with Full-Offset PM	745.3	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	WB	2018 AM	582.1	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2018 with Full-Offset AM	647.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2018 PM	623.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT

AC Transit Dumbarton 1	WB	2018 with Full-Offset PM	673	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC U Line	EB	2018 PM	417.4	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	EB	2018 with Full-Offset PM	442.3	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	WB	2018 AM	290.4	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
AC U Line	WB	2018 with Full-Offset AM	309	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
Embarcadero Shuttle	EB	2018 AM	233.9	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 with Full-Offset AM	238	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 PM	250.3	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 with Full-Offset PM	256.9	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	WB	2018 AM	219.4	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 with Full-Offset AM	223.4	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 PM	228.7	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 with Full-Offset PM	229.9	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Crosstown Shuttle	EB	2018 AM	102.4	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 with Full-Offset AM	104.1	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 PM	109	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 with Full-Offset PM	110.9	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	WB	2018 AM	139.4	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 with Full-Offset AM	140.7	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 PM	131.4	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 with Full-Offset PM	131.9	55	WBL	21	NBT	69	SBR																								
VTA Route 22	EB	2035 AM	367.4	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Full-Offset AM	391	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 PM	402.3	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Full-Offset PM	474.7	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Full-Offset AM	420.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Full-Offset PM	435.2	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 35	SB	2035 AM	381.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Full-Offset AM	395.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 PM	590.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Full-Offset PM	617.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	NB	2035 AM	570.5	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Full-Offset AM	583	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 PM	527.6	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Full-Offset PM	546.2	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 89	NB	2035 AM	320.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Full-Offset AM	323.8	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 PM	272.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Full-Offset PM	287	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	SB	2035 AM	331.8	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Full-Offset AM	333	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Full-Offset PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 102	NB	2035 AM	115.3	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	NB	2035 with Full-Offset AM	119.2	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	SB	2035 PM	211.1	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 102	SB	2035 with Full-Offset PM	271.5	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 104	EB	2035 PM	458.1	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	EB	2035 with Full-Offset PM	522.4	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	WB	2035 AM	458.2	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 104	WB	2035 with Full-Offset AM	540.5	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 522	EB	2035 AM	399	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Full-Offset AM	416.7	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 PM	442.8	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Full-Offset PM	510.8	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Full-Offset AM	420.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Full-Offset PM	435.2	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
SamTrans Route 281	EB	2035 AM	462	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Full-Offset AM	473.8	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 PM	513.4	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Full-Offset PM	528.9	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	WB	2035 AM	408.1	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Full-Offset AM	408.9	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 PM	395.3	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Full-Offset PM	393.7	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route ECR	NB	2035 AM	263.1	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Full-Offset AM	263.3	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 PM	379.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Full-Offset PM	389.7	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										

SamTrans Route ECR	SB	2035 AM	284.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Full-Offset AM	290.3	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 PM	359.4	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Full-Offset PM	368.7	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
AC Transit Dumbarton	EB	2035 AM	373.2	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Full-Offset AM	365.3	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 PM	571.4	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Full-Offset PM	575.6	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	WB	2035 AM	490.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Full-Offset AM	539.5	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 PM	488.8	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Full-Offset PM	515.1	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	EB	2035 AM	527.7	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Full-Offset AM	572.1	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 PM	763	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Full-Offset PM	849.6	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	WB	2035 AM	655.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Full-Offset AM	763.7	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 PM	559.3	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Full-Offset PM	638.6	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC U Line	EB	2035 PM	565.5	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	EB	2035 with Full-Offset PM	614.9	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	WB	2035 AM	345.5	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
AC U Line	WB	2035 with Full-Offset AM	396.9	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
Embarcadero Shuttle	EB	2035 AM	306.7	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Full-Offset AM	318.9	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 PM	288.1	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Full-Offset PM	307.4	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	WB	2035 AM	293.6	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Full-Offset AM	297.9	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 PM	287.2	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Full-Offset PM	287.3	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Crosstown Shuttle	EB	2035 AM	110.8	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Full-Offset AM	112.3	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 PM	315.1	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Full-Offset PM	324.9	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	WB	2035 AM	391.3	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Full-Offset AM	421	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 PM	206.9	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Full-Offset PM	216.9	55	WBL	21	NBT	69	SBR																								

Table F2 - Transit Delay Calculations for Half-Offset Project

Transit Route	Direction	Scenario	Delay	Int 1	Mvt 1	Int 2	Mvt 2	Int 3	Mvt 3	Int 4	Mvt 4	Int 5	Mvt 5	Int 6	Mvt 6	Int 7	Mvt 7	Int 8	Mvt 8	Int 9	Mvt 9	Int 10	Mvt 10	Int 11	Mvt 11	Int 12	Mvt 12	Int 13	Mvt 13	Int 14	Mvt 14	Int 15	Mvt 15
VTA Route 22	EB	2018 AM	356.7	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 with Half-Offset AM	360.3	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 PM	362.4	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2018 with Half-Offset PM	380.3	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	WB	2018 AM	307.4	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 with Half-Offset AM	319.5	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 PM	341.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2018 with Half-Offset PM	347.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 35	SB	2018 AM	323.5	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 with Half-Offset AM	327.7	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 PM	354.2	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2018 with Half-Offset PM	358.8	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	NB	2018 AM	323.2	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 with Half-Offset AM	319.4	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 PM	314	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2018 with Half-Offset PM	318.2	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 89	NB	2018 AM	275.9	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 with Half-Offset AM	277.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 PM	238.2	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2018 with Half-Offset PM	236.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	SB	2018 AM	251.6	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 with Half-Offset AM	252.9	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 PM	239.7	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2018 with Half-Offset PM	240.5	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 102	NB	2018 AM	110.9	20	EBR	19	NBR	29	EBT	15	EBR	14	NBR																				
VTA Route 102	NB	2018 with Half-Offset AM	113.7	20	EBR	19	NBR	29	EBT	15	EBR	14	NBR																				
VTA Route 102	SB	2018 PM	307.7	20	NBL	19	WBL	29	WBT	15	NBL	14	WBT																				
VTA Route 102	SB	2018 with Half-Offset PM	320.7	20	NBL	19	WBL	29	WBT	15	NBL	14	WBT																				
VTA Route 104	EB	2018 PM	364.8	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	EB	2018 with Half-Offset PM	367.6	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	WB	2018 AM	334.2	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 104	WB	2018 with Half-Offset AM	364.1	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 522	EB	2018 AM	390.6	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 with Half-Offset AM	393.6	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 PM	386.4	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2018 with Half-Offset PM	407	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	WB	2018 AM	307.4	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 with Half-Offset AM	319.5	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 PM	341.3	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2018 with Half-Offset PM	347.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
SamTrans Route 281	EB	2018 AM	427.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 with Half-Offset AM	432.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 PM	464.9	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2018 with Half-Offset PM	470.4	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	WB	2018 AM	363	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 with Half-Offset AM	360.6	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 PM	340.6	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2018 with Half-Offset PM	342.3	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route ECR	NB	2018 AM	196.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 with Half-Offset AM	192.5	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 PM	221.3	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2018 with Half-Offset PM	220.5	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	SB	2018 AM	235.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 with Half-Offset AM	238.4	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 PM	314.7	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2018 with Half-Offset PM	316.5	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
AC Transit Dumbarton	EB	2018 AM	348.7	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 with Half-Offset AM	348.6	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 PM	464.8	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2018 with Half-Offset PM	468.2	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	WB	2018 AM	419.2	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 with Half-Offset AM	423.4	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 PM	501.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2018 with Half-Offset PM	505.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	EB	2018 AM	512.3	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 with Half-Offset AM	514.6	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 PM	654.3	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2018 with Half-Offset PM	664.4	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	WB	2018 AM	582.1	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2018 with Half-Offset AM	618.5	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2018 PM	623.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT

AC Transit Dumbarton 1	WB	2018 with Half-Offset PM	649.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC U Line	EB	2018 PM	417.4	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	EB	2018 with Half-Offset PM	436.3	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	WB	2018 AM	290.4	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
AC U Line	WB	2018 with Half-Offset AM	293.9	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
Embarcadero Shuttle	EB	2018 AM	233.9	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 with Half-Offset AM	236.9	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 PM	250.3	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2018 with Half-Offset PM	256.5	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	WB	2018 AM	219.4	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 with Half-Offset AM	222.7	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 PM	228.7	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2018 with Half-Offset PM	229.7	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Crosstown Shuttle	EB	2018 AM	102.4	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 with Half-Offset AM	103.5	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 PM	109	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2018 with Half-Offset PM	110.5	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	WB	2018 AM	139.4	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 with Half-Offset AM	139.7	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 PM	131.4	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2018 with Half-Offset PM	131.7	55	WBL	21	NBT	69	SBR																								
VTA Route 22	EB	2035 AM	367.4	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Half-Offset AM	383.7	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 PM	402.3	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Half-Offset PM	451.1	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Half-Offset AM	417.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Half-Offset PM	427.1	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 35	SB	2035 AM	381.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Half-Offset AM	395.5	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 PM	590.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Half-Offset PM	615.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	NB	2035 AM	570.5	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Half-Offset AM	584.8	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 PM	527.6	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Half-Offset PM	544.3	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 89	NB	2035 AM	320.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Half-Offset AM	323.3	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 PM	272.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Half-Offset PM	286.4	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	SB	2035 AM	331.8	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Half-Offset AM	332.8	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Half-Offset PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 102	NB	2035 AM	115.3	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	NB	2035 with Half-Offset AM	117.9	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	SB	2035 PM	211.1	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 102	SB	2035 with Half-Offset PM	248.3	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 104	EB	2035 PM	458.1	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	EB	2035 with Half-Offset PM	511.8	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	WB	2035 AM	458.2	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 104	WB	2035 with Half-Offset AM	510.4	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 522	EB	2035 AM	399	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Half-Offset AM	410.7	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 PM	442.8	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Half-Offset PM	488.8	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Half-Offset AM	417.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Half-Offset PM	427.1	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
SamTrans Route 281	EB	2035 AM	462	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Half-Offset AM	471.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 PM	513.4	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Half-Offset PM	526.9	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	WB	2035 AM	408.1	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Half-Offset AM	409.1	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 PM	395.3	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Half-Offset PM	394	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route ECR	NB	2035 AM	263.1	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Half-Offset AM	262.6	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 PM	379.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Half-Offset PM	389.2	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										

SamTrans Route ECR	SB	2035 AM	284.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Half-Offset AM	289.2	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 PM	359.4	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Half-Offset PM	366.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
AC Transit Dumbarton	EB	2035 AM	373.2	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Half-Offset AM	374.5	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 PM	571.4	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Half-Offset PM	581.6	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	WB	2035 AM	490.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Half-Offset AM	516.6	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 PM	488.8	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Half-Offset PM	500.7	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	EB	2035 AM	527.7	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Half-Offset AM	531.7	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 PM	763	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Half-Offset PM	822.2	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	WB	2035 AM	655.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Half-Offset AM	712	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 PM	559.3	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Half-Offset PM	602.9	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC U Line	EB	2035 PM	565.5	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	EB	2035 with Half-Offset PM	606.1	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	WB	2035 AM	345.5	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
AC U Line	WB	2035 with Half-Offset AM	362.3	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
Embarcadero Shuttle	EB	2035 AM	306.7	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Half-Offset AM	316.3	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 PM	288.1	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Half-Offset PM	305.4	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	WB	2035 AM	293.6	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Half-Offset AM	299.9	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 PM	287.2	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Half-Offset PM	290.1	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Crosstown Shuttle	EB	2035 AM	110.8	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Half-Offset AM	112.1	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 PM	315.1	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Half-Offset PM	324	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	WB	2035 AM	391.3	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Half-Offset AM	420.6	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 PM	206.9	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Half-Offset PM	214.9	55	WBL	21	NBT	69	SBR																								

APPENDIX G:
MITIGATED STUDY
INTERSECTION LOS
CALCULATIONS

Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2018 Full MIT AM				2018 Full MIT PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	D	45.3	0.895	47.7	B	17.9	0.546	17.7
#13	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D+	37.2	0.691	33.1	D	42.3	0.754	42.1
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	E	70.3	0.621	93.7	E+	59.2	0.602	69.3
#30	Foothill Expressway / Arastradero Road (SCC)	E	60.3	0.302	57.7	E	67.9	0.349	70.7
#58	Alma Street / Charleston Road	E+	55.2	0.765	56.4	E+	55.4	0.794	62.5

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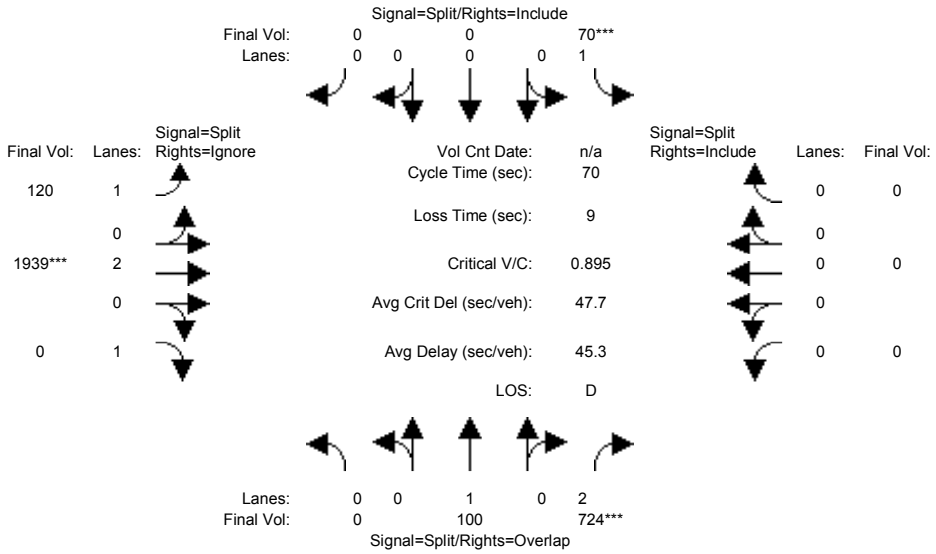
Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	14	0	0	0	0	139	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	724	70	0	0	120	1939	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	724	70	0	0	120	1939	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	724	70	0	0	120	1939	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	724	70	0	0	120	1939	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.23	0.04	0.00	0.00	0.07	0.51	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	15.8	15.8	10.0	0.0	0.0	35.2	35.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	1.02	0.28	0.00	0.00	0.14	1.02	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	64.8	27.4	0.0	0.0	9.4	42.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	64.8	27.4	0.0	0.0	9.4	42.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	E	C	A	A	A	D	A	A	A	A
HCM2kAvgQ:	0	2	16	1	0	0	2	31	0	0	0	0

Note: Queue reported is the number of cars per lane.

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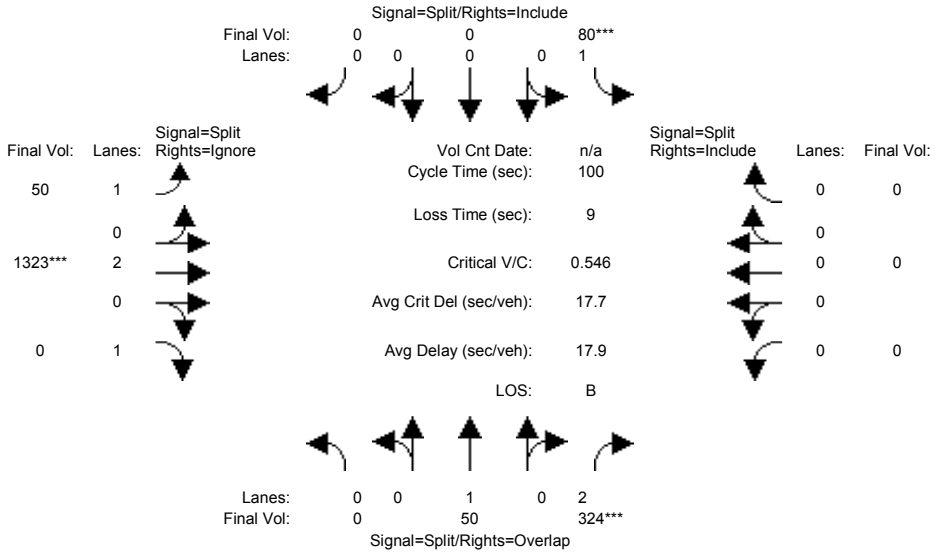
Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	24	0	0	0	0	103	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	324	80	0	0	50	1323	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	324	80	0	0	50	1323	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	324	80	0	0	50	1323	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	324	80	0	0	50	1323	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.10	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	18.5	18.5	10.0	0.0	0.0	62.5	62.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.56	0.46	0.00	0.00	0.05	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.3	38.2	44.3	0.0	0.0	7.2	11.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.3	38.2	44.3	0.0	0.0	7.2	11.1	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	D+	D	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	0	1	6	2	0	0	1	12	0	0	0	0

Note: Queue reported is the number of cars per lane.

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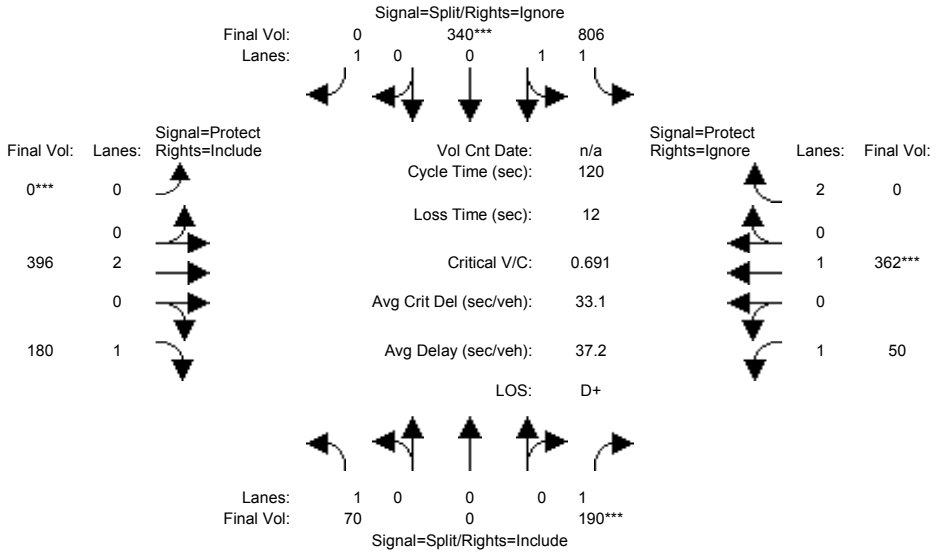
Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT AM

Intersection #13: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	6	0	0	0	6	0	0	2	107
Initial Fut:	70	0	190	806	340	50	0	396	180	50	362	697
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	806	340	0	0	396	180	50	362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	806	340	0	0	396	180	50	362	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	806	340	0	0	396	180	50	362	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2497	1053	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.10	0.10	0.03	0.19	0.00
Crit Moves:			****		****		****				****	
Green Time:	18.9	0.0	18.9	56.1	56.1	0.0	0.0	21.2	21.2	11.9	33.1	0.0
Volume/Cap:	0.25	0.00	0.69	0.69	0.69	0.00	0.00	0.59	0.58	0.29	0.69	0.00
Delay/Veh:	44.9	0.0	55.1	26.4	26.4	0.0	0.0	46.8	48.1	51.1	42.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	0.0	55.1	26.4	26.4	0.0	0.0	46.8	48.1	51.1	42.8	0.0
LOS by Move:	D	A	E+	C	C	A	A	D	D	D-	D	A
HCM2kAvgQ:	3	0	8	18	18	0	0	7	7	2	13	0

Note: Queue reported is the number of cars per lane.

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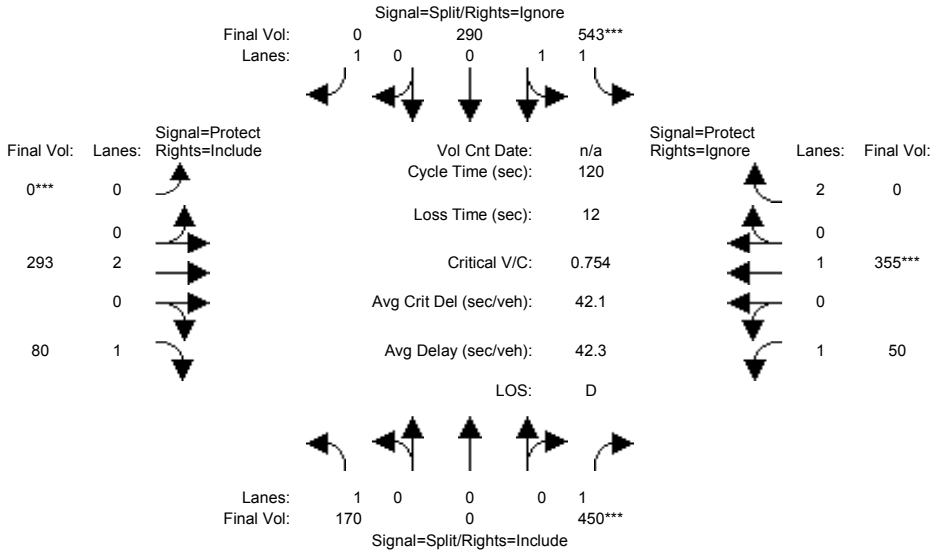
Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT PM

Intersection #13: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	13	0	0	0	3	0	0	5	134
Initial Fut:	170	0	450	543	290	100	0	293	80	50	355	1054
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	543	290	0	0	293	80	50	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	543	290	0	0	293	80	50	355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	543	290	0	0	293	80	50	355	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.31	0.69	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2314	1236	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.26	0.23	0.23	0.00	0.00	0.08	0.05	0.03	0.19	0.00
Crit Moves:			****	****			****				****	
Green Time:	40.9	0.0	40.9	37.3	37.3	0.0	0.0	17.5	17.5	12.2	29.7	0.0
Volume/Cap:	0.28	0.00	0.75	0.75	0.75	0.00	0.00	0.53	0.31	0.28	0.75	0.00
Delay/Veh:	29.1	0.0	40.5	40.2	40.2	0.0	0.0	48.4	46.6	50.7	48.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	40.5	40.2	40.2	0.0	0.0	48.4	46.6	50.7	48.6	0.0
LOS by Move:	C	A	D	D	D	A	A	D	D	D	D	A
HCM2kAvgQ:	5	0	17	16	16	0	0	6	3	2	14	0

Note: Queue reported is the number of cars per lane.

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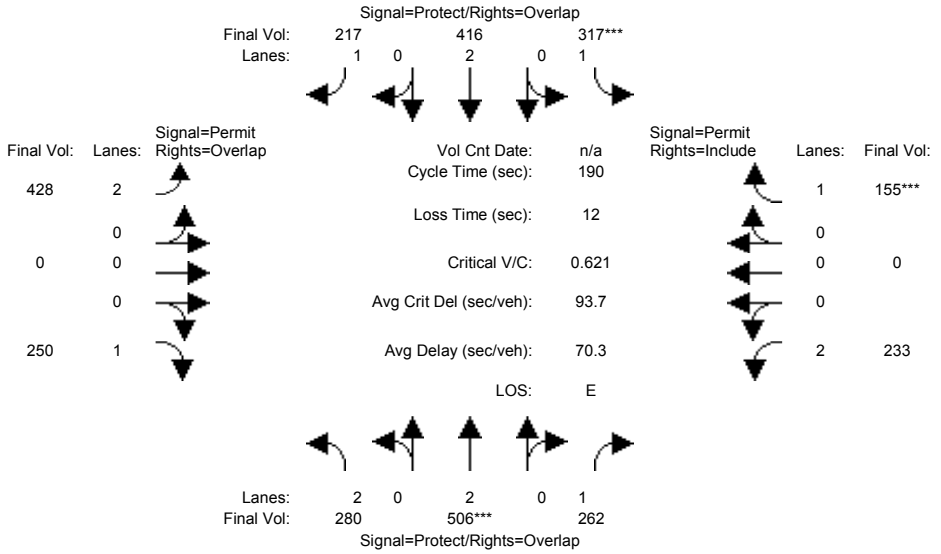
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	86	2	47	76	67	68	63	0	3	52	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	506	262	317	416	217	428	1833	250	233	862	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	506	262	317	416	217	428	0	250	233	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	506	262	317	416	217	428	0	250	233	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	506	262	317	416	217	428	0	250	233	0	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.93	1.00	0.95	0.93	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3547	0	1800	3544	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.15	0.36	0.22	0.12	0.12	0.00	0.14	0.07	0.00	0.09
Crit Moves:		****		****								****
Green Time:	28.2	34.0	34.0	59.0	64.8	64.8	85.0	0.0	113.2	85.0	0.0	85.0
Volume/Cap:	0.60	0.74	0.84	1.17	0.64	0.36	0.27	0.00	0.23	0.15	0.00	0.19
Delay/Veh:	77.8	78.3	92.9	172.9	55.0	47.5	39.0	0.0	25.0	47.8	0.0	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	78.3	92.9	172.9	55.0	47.5	39.0	0.0	25.0	47.8	0.0	48.9
LOS by Move:	E-	E-	F	F	D-	D	D	A	C	D	A	D
HCM2kAvgQ:	9	13	16	27	11	12	9	0	9	6	0	8

Note: Queue reported is the number of cars per lane.

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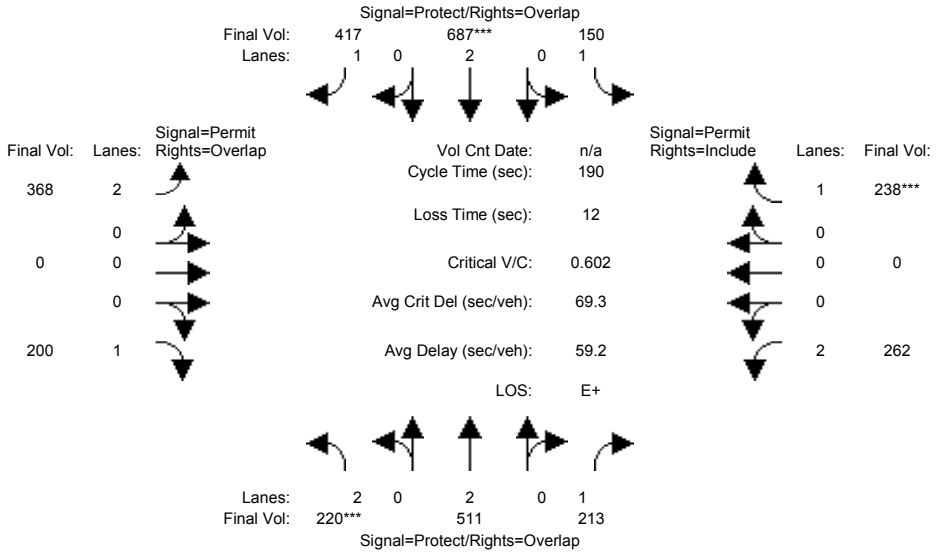
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	91	3	50	97	87	88	56	0	2	63	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	511	213	150	687	417	368	966	200	262	1443	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	511	213	150	687	417	368	0	200	262	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	511	213	150	687	417	368	0	200	262	0	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	511	213	150	687	417	368	0	200	262	0	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.93	1.00	0.95	0.93	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3549	0	1800	3536	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.17	0.36	0.24	0.10	0.00	0.11	0.07	0.00	0.13
Crit Moves:	****				****							****
Green Time:	20.0	47.5	47.5	45.5	73.0	73.0	85.0	0.0	105.0	85.0	0.0	85.0
Volume/Cap:	0.66	0.54	0.49	0.72	0.94	0.62	0.23	0.00	0.20	0.17	0.00	0.30
Delay/Veh:	86.8	62.4	61.7	77.5	76.7	49.1	38.3	0.0	28.1	48.3	0.0	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	62.4	61.7	77.5	76.7	49.1	38.3	0.0	28.1	48.3	0.0	51.6
LOS by Move:	F	E	E	E-	E-	D	D+	A	C	D	A	D-
HCM2kAvgQ:	7	12	11	9	21	24	8	0	8	7	0	12

Note: Queue reported is the number of cars per lane.

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Stanford GUP
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2000 HCM Operations (Future Volume Alternative)
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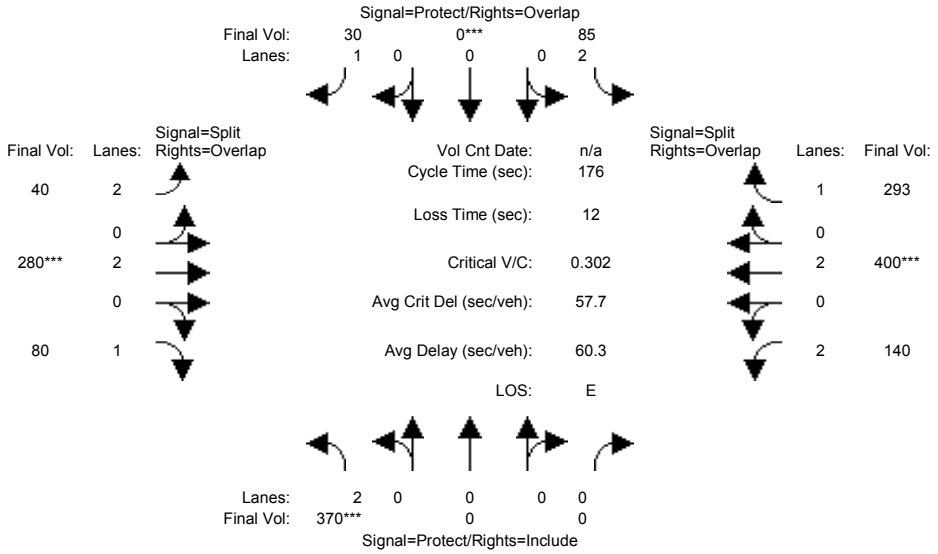
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	64	0	5	37	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1354	0	85	147	30	40	280	80	140	400	293
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	0	0	85	0	30	40	280	80	140	400	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	0	85	0	30	40	280	80	140	400	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	0	0	85	0	30	40	280	80	140	400	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3555	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.02	0.00	0.02	0.01	0.07	0.05	0.04	0.11	0.17
Crit Moves:	****				****			****			****	
Green Time:	38.4	0.0	0.0	20.6	0.0	63.7	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.48	0.00	0.00	0.20	0.00	0.05	0.05	0.30	0.10	0.22	0.52	0.52
Delay/Veh:	64.6	0.0	0.0	75.3	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	0.0	0.0	75.3	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.3
LOS by Move:	E	A	A	E-	A	D+	D-	E+	C	E	E	D-
HCM2kAvgQ:	9	0	0	2	0	1	1	6	3	4	10	14

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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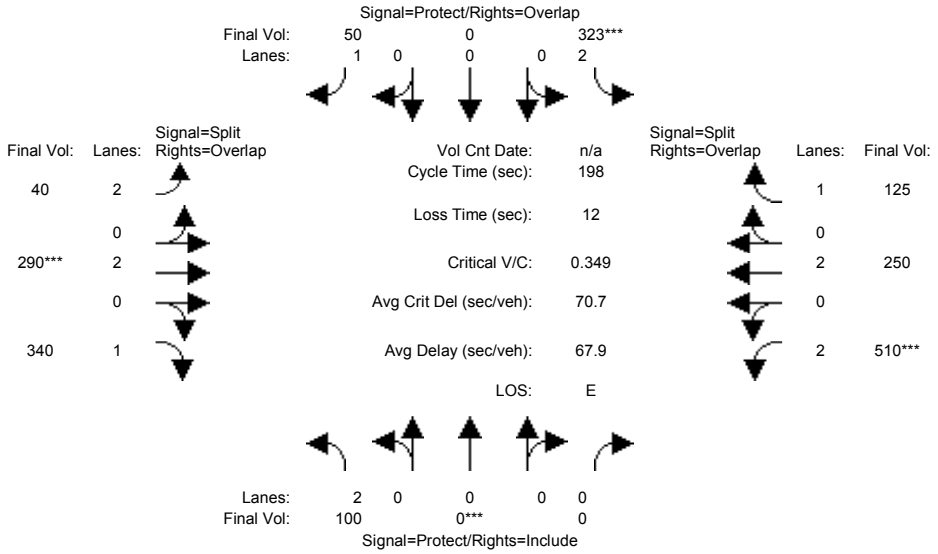
Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	47	0	3	63	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	377	0	323	1353	50	40	290	340	510	250	125
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	0	323	0	50	40	290	340	510	250	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	0	323	0	50	40	290	340	510	250	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	0	323	0	50	40	290	340	510	250	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3562	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.09	0.00	0.03	0.01	0.08	0.19	0.16	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	20.6	0.0	0.0	42.2	0.0	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.27	0.00	0.00	0.43	0.00	0.04	0.04	0.26	0.49	0.83	0.34	0.18
Delay/Veh:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	40.0
LOS by Move:	F	A	A	E	A	B	D-	E+	D	F	E	D
HCM2kAvgQ:	3	0	0	9	0	1	1	7	17	19	7	5

Note: Queue reported is the number of cars per lane.

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Stanford GUP
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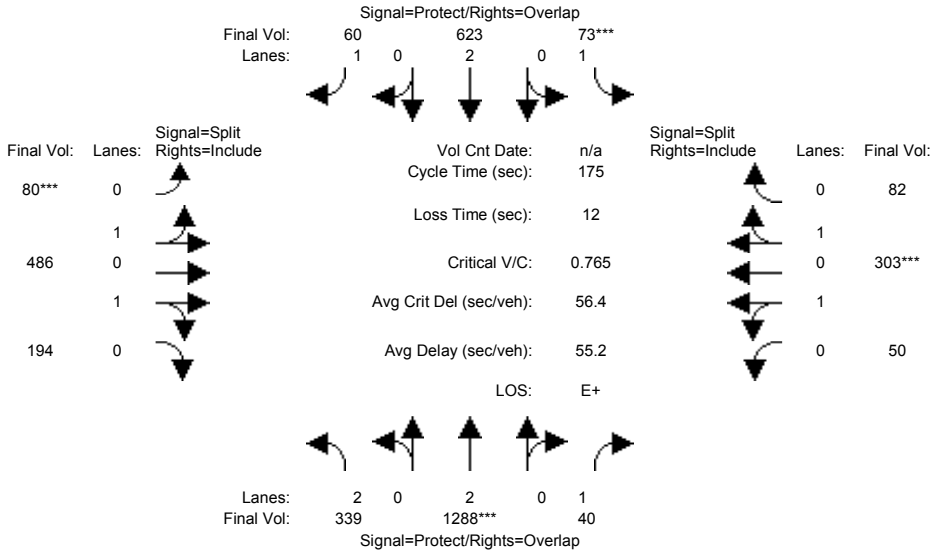
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	19	18	0	3	13	0	0	16	14	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1288	40	73	623	60	80	486	194	50	303	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1288	40	73	623	60	80	486	194	50	303	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1288	40	73	623	60	80	486	194	50	303	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1288	40	73	623	60	80	486	194	50	303	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.39	0.38
Final Sat.:	3150	3800	1750	1750	3800	1750	379	2302	919	414	2508	679
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.02	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	34.5	77.5	105.2	9.5	52.6	100.9	48.3	48.3	48.3	27.6	27.6	27.6
Volume/Cap:	0.55	0.77	0.04	0.77	0.55	0.06	0.77	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	64.2	43.2	14.3	111.8	51.8	16.3	61.8	61.8	61.8	76.7	76.7	76.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	43.2	14.3	111.8	51.8	16.3	61.8	61.8	61.8	76.7	76.7	76.7
LOS by Move:	E	D	B	F	D-	B	E	E	E	E-	E-	E-
HCM2kAvgQ:	9	27	1	6	14	1	20	20	20	12	12	12

Note: Queue reported is the number of cars per lane.

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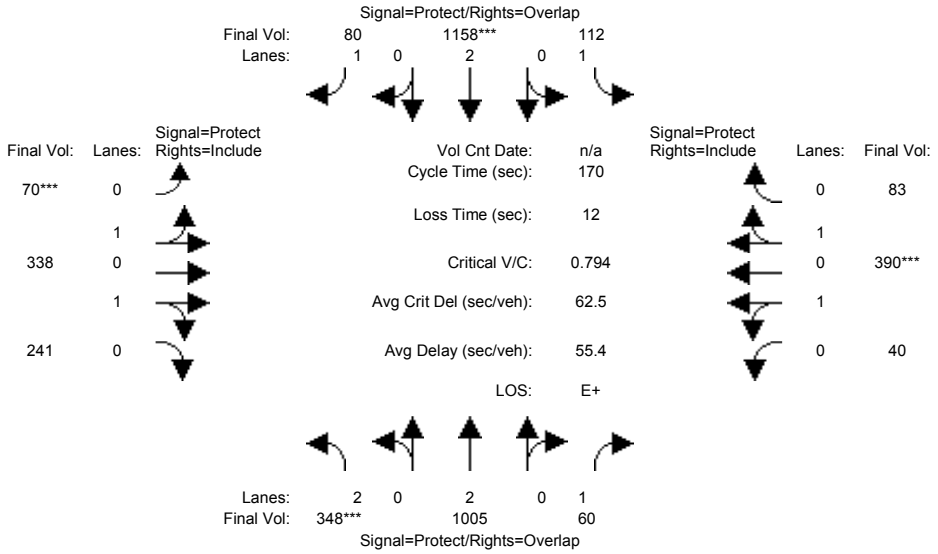
Stanford GUP
SJ15-1585
2018 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Full MIT PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	18	15	0	2	18	0	0	18	21	0	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	1005	60	112	1158	80	70	338	241	40	390	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1005	60	112	1158	80	70	338	241	40	390	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1005	60	112	1158	80	70	338	241	40	390	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1005	60	112	1158	80	70	338	241	40	390	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.22	1.04	0.74	0.16	1.52	0.32
Final Sat.:	3150	3800	1750	1750	3800	1750	388	1875	1337	281	2737	582
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.03	0.06	0.30	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	23.7	71.6	102.1	17.3	65.2	103.8	38.6	38.6	38.6	30.5	30.5	30.5
Volume/Cap:	0.79	0.63	0.06	0.63	0.79	0.07	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.5	39.5	14.1	80.2	49.5	13.5	67.3	67.3	67.3	73.5	73.5	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	39.5	14.1	80.2	49.5	13.5	67.3	67.3	67.3	73.5	73.5	73.5
LOS by Move:	F	D	B	F	D	B	E	E	E	E	E	E
HCM2kAvgQ:	10	19	1	7	28	2	17	17	17	13	13	13

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2018 Half MIT AM				2018 Half MIT PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	D	46.0	0.898	48.5	B	17.6	0.542	17.5
#13	I-280 SB Ramps / Page Mill Rd (2035) (SCC)	D+	37.2	0.691	33.2	D	42.3	0.753	42.1
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	100.4	1.094	130.8	F	98.6	0.843	138.6
#30	Foothill Expressway / Arastradero Road (SCC)	E	60.3	0.302	57.8	E	67.9	0.348	70.7
#58	Alma Street / Charleston Road	D-	54.8	0.760	55.9	D-	55.0	0.789	62.1

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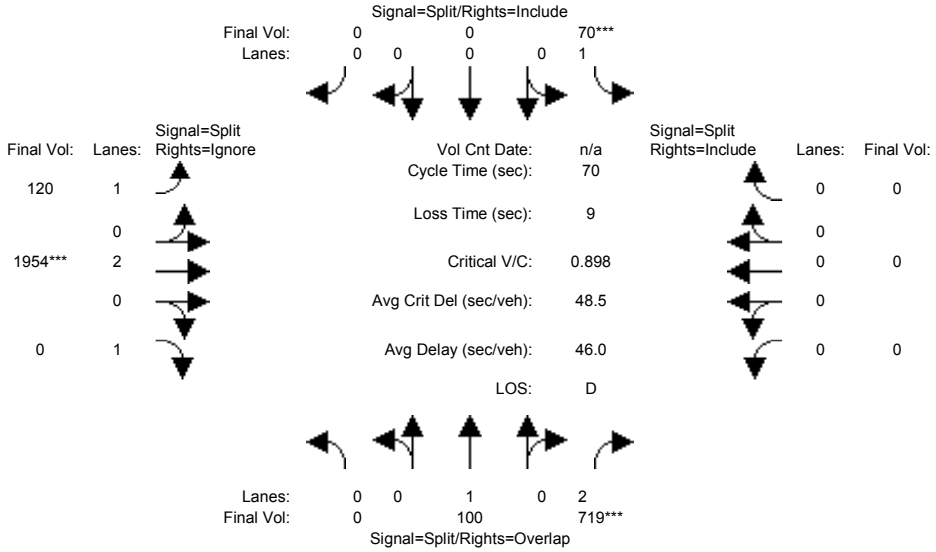
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	710	70	0	0	120	1800	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	710	70	0	0	120	1800	60	0	0	0
Added Vol:	0	0	9	0	0	0	0	154	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	719	70	0	0	120	1954	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	719	70	0	0	120	1954	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	719	70	0	0	120	1954	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	719	70	0	0	120	1954	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.23	0.04	0.00	0.00	0.07	0.51	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	15.7	15.7	10.0	0.0	0.0	35.3	35.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	1.02	0.28	0.00	0.00	0.14	1.02	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	65.9	27.4	0.0	0.0	9.3	42.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	65.9	27.4	0.0	0.0	9.3	42.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C+	E	C	A	A	A	D	A	A	A	A
HCM2kAvgQ:	0	2	16	1	0	0	2	31	0	0	0	0

Note: Queue reported is the number of cars per lane.

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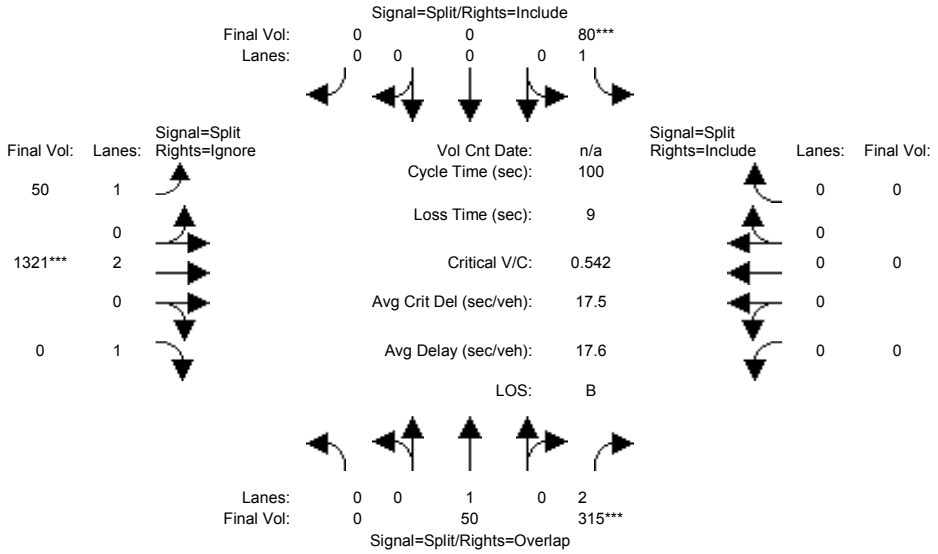
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	300	80	0	0	50	1220	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	300	80	0	0	50	1220	70	0	0	0
Added Vol:	0	0	15	0	0	0	0	101	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	315	80	0	0	50	1321	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	315	80	0	0	50	1321	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	315	80	0	0	50	1321	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	315	80	0	0	50	1321	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.10	0.05	0.00	0.00	0.03	0.35	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	18.1	18.1	10.0	0.0	0.0	62.9	62.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.55	0.46	0.00	0.00	0.05	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.6	38.4	44.3	0.0	0.0	7.1	10.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	38.4	44.3	0.0	0.0	7.1	10.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	D+	D	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	0	1	6	2	0	0	1	12	0	0	0	0

Note: Queue reported is the number of cars per lane.

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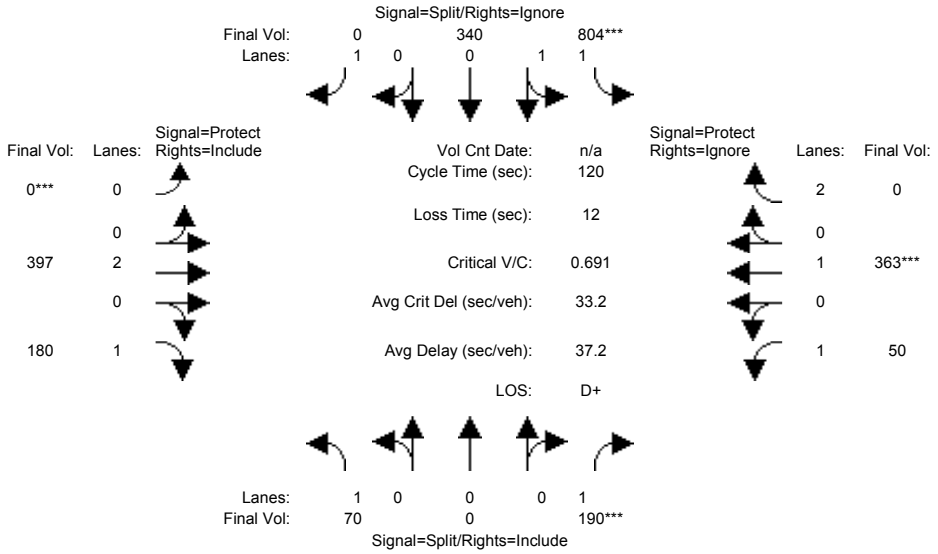
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT AM

Intersection #13: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	190	800	340	50	0	390	180	50	360	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	190	800	340	50	0	390	180	50	360	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	4	0	0	0	7	0	0	3	82
Initial Fut:	70	0	190	804	340	50	0	397	180	50	363	672
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	0	190	804	340	0	0	397	180	50	363	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	190	804	340	0	0	397	180	50	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	0	190	804	340	0	0	397	180	50	363	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.41	0.59	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2495	1055	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.32	0.32	0.00	0.00	0.10	0.10	0.03	0.19	0.00
Crit Moves:			****	****			****				****	
Green Time:	18.9	0.0	18.9	56.0	56.0	0.0	0.0	21.3	21.3	11.9	33.2	0.0
Volume/Cap:	0.25	0.00	0.69	0.69	0.69	0.00	0.00	0.59	0.58	0.29	0.69	0.00
Delay/Veh:	44.9	0.0	55.1	26.5	26.5	0.0	0.0	46.7	48.0	51.1	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	0.0	55.1	26.5	26.5	0.0	0.0	46.7	48.0	51.1	42.7	0.0
LOS by Move:	D	A	E+	C	C	A	A	D	D	D-	D	A
HCM2kAvgQ:	3	0	8	18	18	0	0	7	7	2	13	0

Note: Queue reported is the number of cars per lane.

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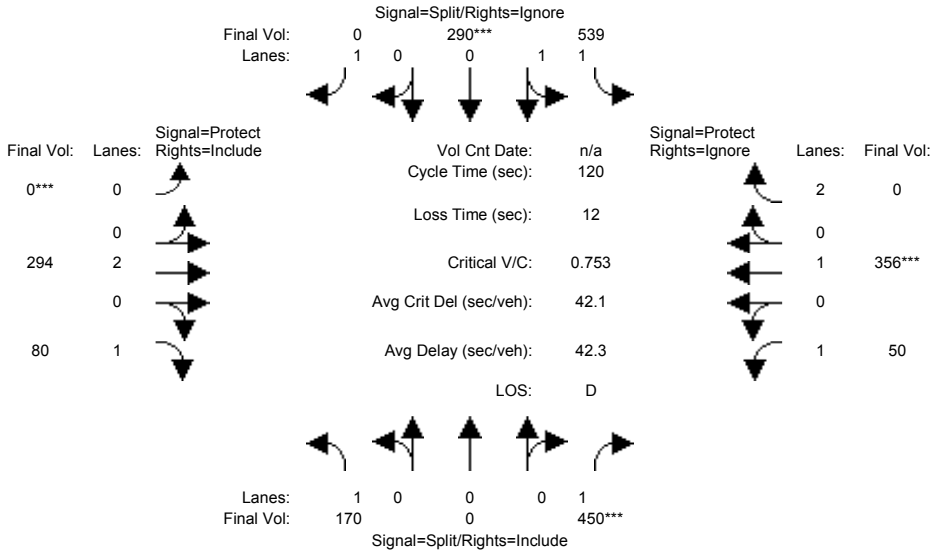
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT PM

Intersection #13: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	450	530	290	100	0	290	80	50	350	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	450	530	290	100	0	290	80	50	350	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	9	0	0	0	4	0	0	6	124
Initial Fut:	170	0	450	539	290	100	0	294	80	50	356	1044
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	0	450	539	290	0	0	294	80	50	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	450	539	290	0	0	294	80	50	356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	170	0	450	539	290	0	0	294	80	50	356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.31	0.69	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2308	1242	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.26	0.23	0.23	0.00	0.00	0.08	0.05	0.03	0.19	0.00
Crit Moves:			****		****		****				****	
Green Time:	41.0	0.0	41.0	37.2	37.2	0.0	0.0	17.6	17.6	12.3	29.8	0.0
Volume/Cap:	0.28	0.00	0.75	0.75	0.75	0.00	0.00	0.53	0.31	0.28	0.75	0.00
Delay/Veh:	29.1	0.0	40.4	40.3	40.3	0.0	0.0	48.4	46.5	50.6	48.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	40.4	40.3	40.3	0.0	0.0	48.4	46.5	50.6	48.4	0.0
LOS by Move:	C	A	D	D	D	A	A	D	D	D	D	A
HCM2kAvgQ:	5	0	17	16	16	0	0	6	3	2	14	0

Note: Queue reported is the number of cars per lane.

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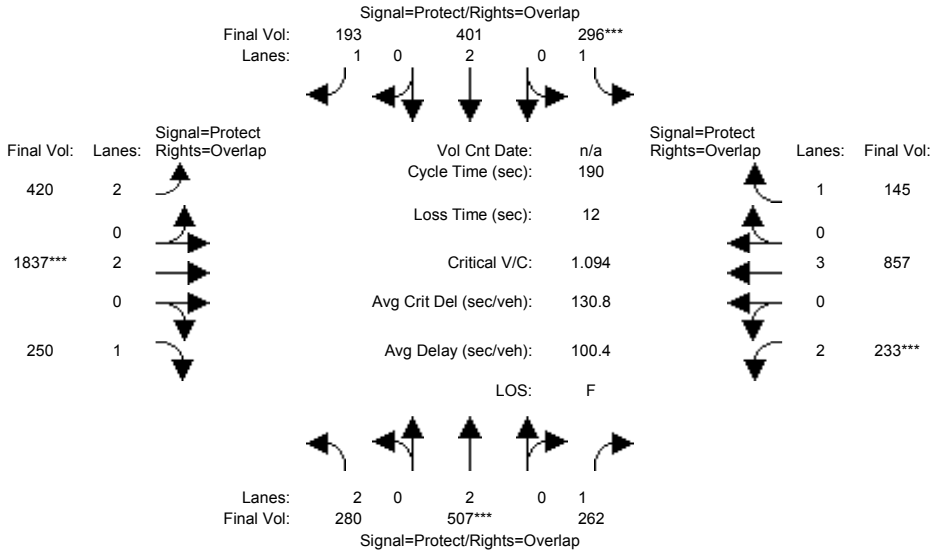
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name: Junipero Serra Boulevard - Foothi | Page Mill Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	420	260	270	340	150	360	1770	250	230	810	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	420	260	270	340	150	360	1770	250	230	810	120
Added Vol:	0	87	2	26	61	43	60	67	0	3	47	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	507	262	296	401	193	420	1837	250	233	857	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	507	262	296	401	193	420	1837	250	233	857	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	507	262	296	401	193	420	1837	250	233	857	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	507	262	296	401	193	420	1837	250	233	857	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.15	0.34	0.21	0.11	0.13	0.48	0.14	0.07	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	18.8	32.0	50.8	30.1	43.3	78.6	35.4	97.8	116.6	18.8	81.3	111.4
Volume/Cap:	0.90	0.79	0.56	2.14	0.93	0.27	0.72	0.94	0.23	0.75	0.35	0.14
Delay/Veh:	116.8	87.3	65.3	619.3	102	39.2	81.5	67.4	25.1	104.6	58.4	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	87.3	65.3	619.3	102	39.2	81.5	67.4	25.1	104.6	58.4	36.7
LOS by Move:	F	F	E	F	F	D	F	E	C	F	E+	D+
HCM2kAvgQ:	11	15	14	40	13	11	14	55	10	9	15	7

Note: Queue reported is the number of cars per lane.

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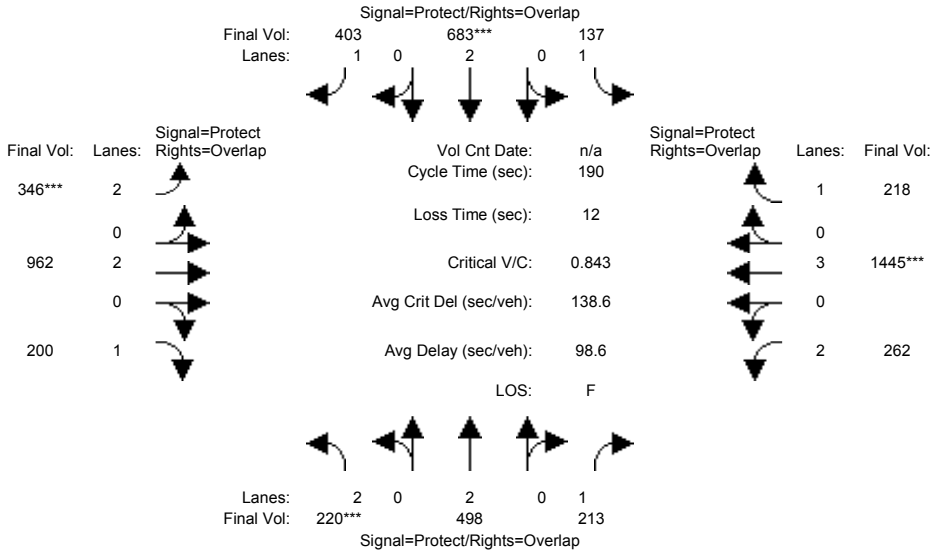
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	420	210	100	590	330	280	910	200	260	1380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	210	100	590	330	280	910	200	260	1380	180
Added Vol:	0	78	3	37	93	73	66	52	0	2	65	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	498	213	137	683	403	346	962	200	262	1445	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	498	213	137	683	403	346	962	200	262	1445	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	498	213	137	683	403	346	962	200	262	1445	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	498	213	137	683	403	346	962	200	262	1445	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.16	0.36	0.23	0.11	0.25	0.11	0.08	0.25	0.12
Crit Moves:	****				****		****				****	
Green Time:	18.8	32.6	51.3	30.4	44.2	80.0	35.7	97.0	115.8	18.7	80.0	110.3
Volume/Cap:	0.71	0.76	0.45	0.98	1.54	0.55	0.58	0.50	0.19	0.85	0.60	0.21
Delay/Veh:	95.3	85.0	62.0	154.1	334	44.9	76.4	40.8	24.7	115.1	67.8	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	85.0	62.0	154.1	334	44.9	76.4	40.8	24.7	115.1	67.8	39.1
LOS by Move:	F	F	E	F	F	D	E-	D	C	F	E	D
HCM2kAvgQ:	8	15	11	10	35	24	12	22	8	10	27	11

Note: Queue reported is the number of cars per lane.

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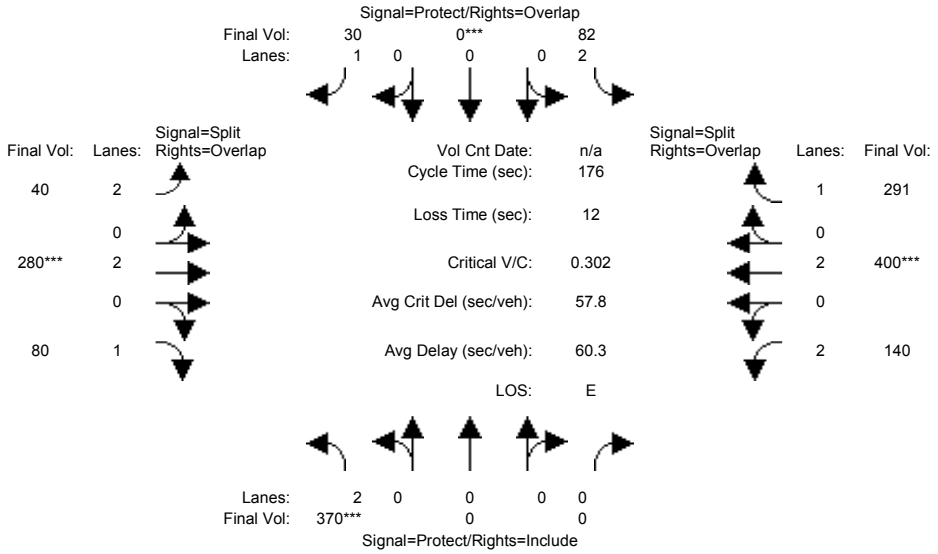
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1290	0	80	110	30	40	280	80	140	400	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1290	0	80	110	30	40	280	80	140	400	290
Added Vol:	0	72	0	2	35	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1362	0	82	145	30	40	280	80	140	400	291
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	0	0	82	0	30	40	280	80	140	400	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	0	82	0	30	40	280	80	140	400	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	0	0	82	0	30	40	280	80	140	400	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3554	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.02	0.00	0.02	0.01	0.07	0.05	0.04	0.11	0.17
Crit Moves:	****				****			****			****	
Green Time:	38.4	0.0	0.0	20.6	0.0	63.7	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	0.48	0.00	0.00	0.20	0.00	0.05	0.05	0.30	0.10	0.22	0.52	0.52
Delay/Veh:	64.6	0.0	0.0	75.2	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	0.0	0.0	75.2	0.0	39.0	54.3	58.1	28.5	62.8	67.5	53.2
LOS by Move:	E	A	A	E-	A	D+	D-	E+	C	E	E	D-
HCM2kAvgQ:	10	0	0	2	0	1	1	6	3	4	10	14

Note: Queue reported is the number of cars per lane.

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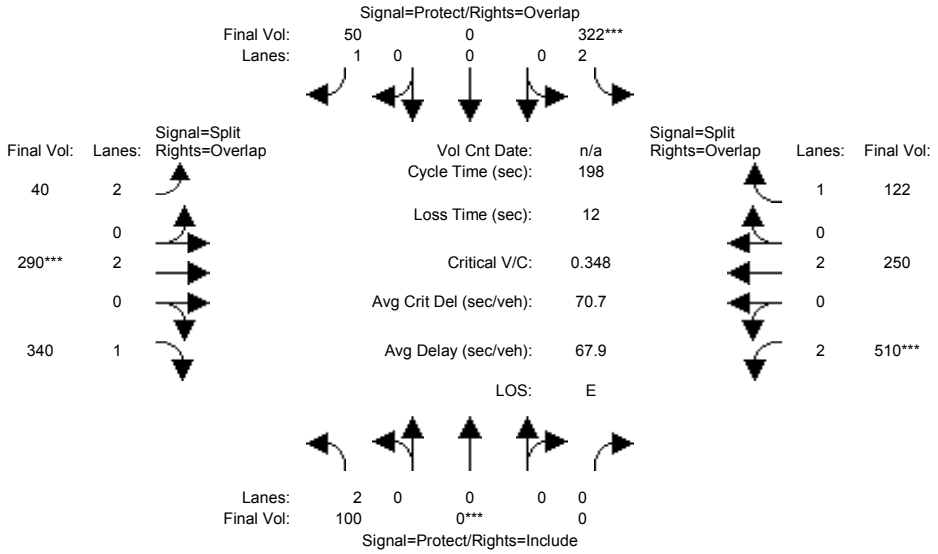
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	330	0	320	1290	50	40	290	340	510	250	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	330	0	320	1290	50	40	290	340	510	250	120
Added Vol:	0	46	0	2	67	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	376	0	322	1357	50	40	290	340	510	250	122
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	0	322	0	50	40	290	340	510	250	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	0	322	0	50	40	290	340	510	250	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	0	322	0	50	40	290	340	510	250	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3561	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.09	0.00	0.03	0.01	0.08	0.19	0.16	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	20.6	0.0	0.0	42.2	0.0	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.27	0.00	0.00	0.42	0.00	0.04	0.04	0.26	0.49	0.83	0.34	0.17
Delay/Veh:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	0.0	0.0	72.1	0.0	13.7	53.3	57.1	48.0	91.3	73.6	39.9
LOS by Move:	F	A	A	E	A	B	D-	E+	D	F	E	D
HCM2kAvgQ:	3	0	0	9	0	1	1	7	17	19	7	5

Note: Queue reported is the number of cars per lane.

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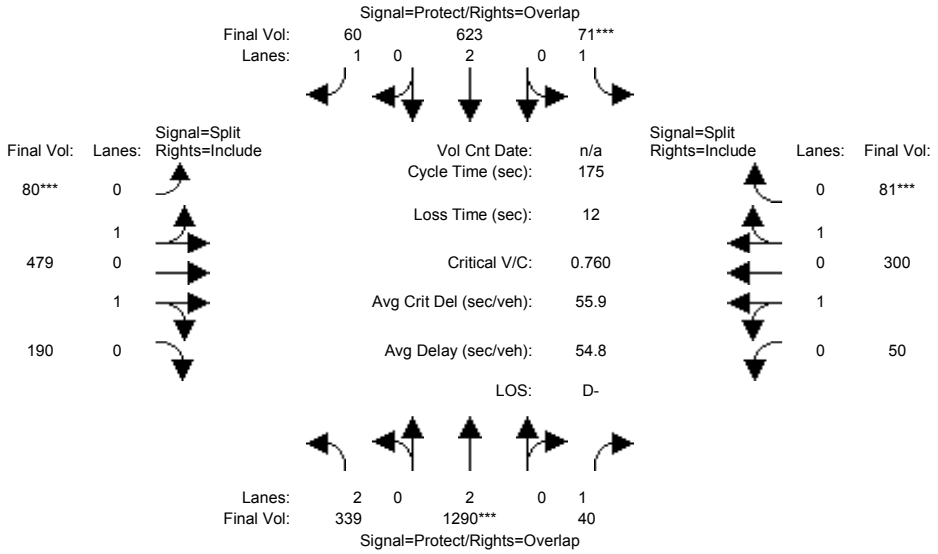
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1270	40	70	610	60	80	470	180	50	290	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1270	40	70	610	60	80	470	180	50	290	80
Added Vol:	19	20	0	1	13	0	0	9	10	0	10	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1290	40	71	623	60	80	479	190	50	300	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1290	40	71	623	60	80	479	190	50	300	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1290	40	71	623	60	80	479	190	50	300	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1290	40	71	623	60	80	479	190	50	300	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.21	1.28	0.51	0.23	1.39	0.38
Final Sat.:	3150	3800	1750	1750	3800	1750	385	2302	913	418	2506	677
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.02	0.04	0.16	0.03	0.21	0.21	0.21	0.12	0.12	0.12
Crit Moves:		****		****			****					****
Green Time:	34.7	78.2	105.7	9.3	52.8	100.7	47.9	47.9	47.9	27.6	27.6	27.6
Volume/Cap:	0.54	0.76	0.04	0.76	0.54	0.06	0.76	0.76	0.76	0.76	0.76	0.76
Delay/Veh:	64.0	42.6	14.0	111.5	51.5	16.3	61.8	61.8	61.8	76.5	76.5	76.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	42.6	14.0	111.5	51.5	16.3	61.8	61.8	61.8	76.5	76.5	76.5
LOS by Move:	E	D	B	F	D-	B	E	E	E	E-	E-	E-
HCM2kAvgQ:	10	29	1	6	14	1	19	19	19	12	12	12

Note: Queue reported is the number of cars per lane.

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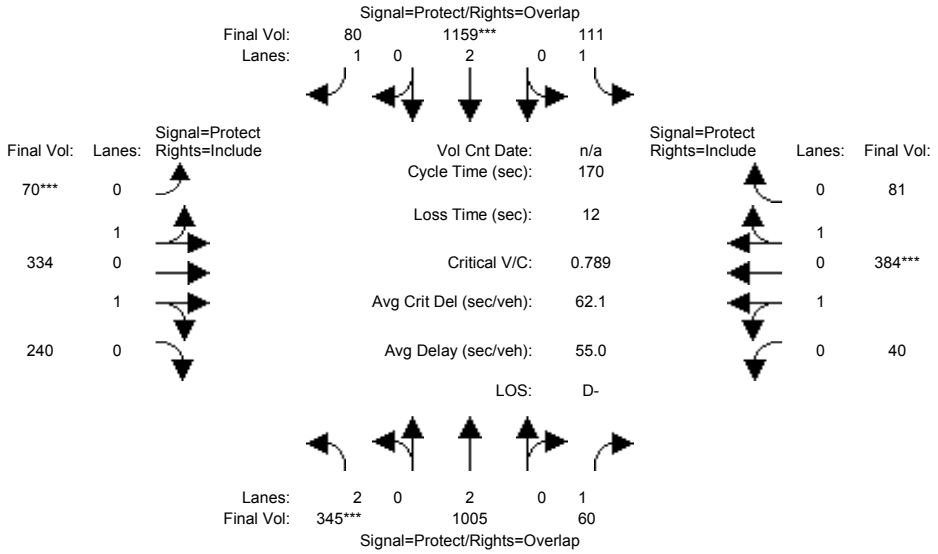
Stanford GUP TIA
SJ15-1585
2018 with Half-Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2018 Half MIT PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	990	60	110	1140	80	70	320	220	40	370	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	990	60	110	1140	80	70	320	220	40	370	80
Added Vol:	15	15	0	1	19	0	0	14	20	0	14	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	1005	60	111	1159	80	70	334	240	40	384	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1005	60	111	1159	80	70	334	240	40	384	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1005	60	111	1159	80	70	334	240	40	384	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	1005	60	111	1159	80	70	334	240	40	384	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.22	1.04	0.74	0.16	1.52	0.32
Final Sat.:	3150	3800	1750	1750	3800	1750	391	1867	1342	285	2737	577
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.03	0.06	0.31	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	23.6	72.0	102.2	17.3	65.7	104.2	38.5	38.5	38.5	30.2	30.2	30.2
Volume/Cap:	0.79	0.62	0.06	0.62	0.79	0.07	0.79	0.79	0.79	0.79	0.79	0.79
Delay/Veh:	80.2	39.2	14.0	80.0	49.0	13.4	67.1	67.1	67.1	73.4	73.4	73.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	39.2	14.0	80.0	49.0	13.4	67.1	67.1	67.1	73.4	73.4	73.4
LOS by Move:	F	D	B	F	D	B	E	E	E	E	E	E
HCM2kAvgQ:	11	20	1	7	27	2	17	17	17	13	13	13

Note: Queue reported is the number of cars per lane.

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Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 Full MIT AM				2035 Full MIT PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	E	66.4	0.957	70.2	B	16.3	0.492	13.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	116.8	0.848	198.2	F	89.3	0.772	131.6
#19	Hanover St / Page Mill Rd (SC CMP)	E-	75.0	0.645	77.4	E+	59.7	0.788	67.3
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	68.6	0.969	82.3	F	83.0	1.035	104.1
#30	Foothill Expressway / Arastradero Road (SCC)	D	41.9	0.584	32.6	E	70.7	0.482	82.6
#31	Foothill Expressway / San Antonio Road (SC CMP)	D	42.0	0.951	56.7	D	46.3	0.983	67.0
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	74.2	0.868	83.6	F	113.0	1.053	165.0
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	122.4	1.127	180.0	F	147.9	0.891	220.9
#34	Bowdoin Street / Stanford Avenue	A	9.5	0.472	10.5	B	17.7	0.649	19.2
#37	El Camino Real / Encinal Avenue (MP)	D+	35.6	0.894	50.8	E	67.0	1.002	90.3
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	52.4	0.915	64.8	D-	52.3	0.826	58.6
#41	El Camino Real / Ravenswood Avenue (MP)	D	46.7	0.880	52.5	E+	59.7	0.917	64.3
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	54.1	0.849	59.7	E-	78.3	1.061	96.3
#56	Alma Street / Hamilton Avenue	B+	10.2	0.766	11.7	D	41.2	1.090	81.1
#58	Alma Street / Charleston Road	F	123.3	1.134	133.1	F	125.7	1.167	151.2
#59	Middlefield Road / Marsh Road	D	41.8	0.969	54.3	E	68.5	1.043	93.9
#69	Middlefield Road / Charleston Road	E+	56.6	0.870	63.0	E	62.5	0.922	66.4
#89	Central Expy / Moffett Blvd (SC CMP)	F	91.9	1.221	143.2	F	129.3	1.384	211.0

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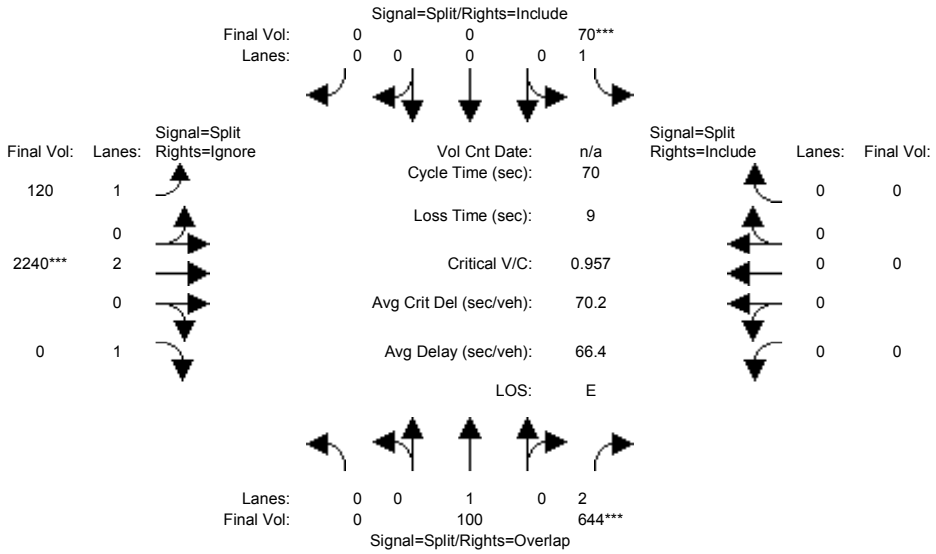
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	14	0	0	0	0	130	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	644	70	0	0	120	2240	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	644	70	0	0	120	2240	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	644	70	0	0	120	2240	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	644	70	0	0	120	2240	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.20	0.04	0.00	0.00	0.07	0.59	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	13.1	13.1	10.0	0.0	0.0	37.9	37.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	1.09	0.28	0.00	0.00	0.13	1.09	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.8	92.2	27.4	0.0	0.0	8.0	65.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	92.2	27.4	0.0	0.0	8.0	65.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C	F	C	A	A	A	E	A	A	A	A
HCM2kAvgQ:	0	2	17	1	0	0	1	41	0	0	0	0

Note: Queue reported is the number of cars per lane.

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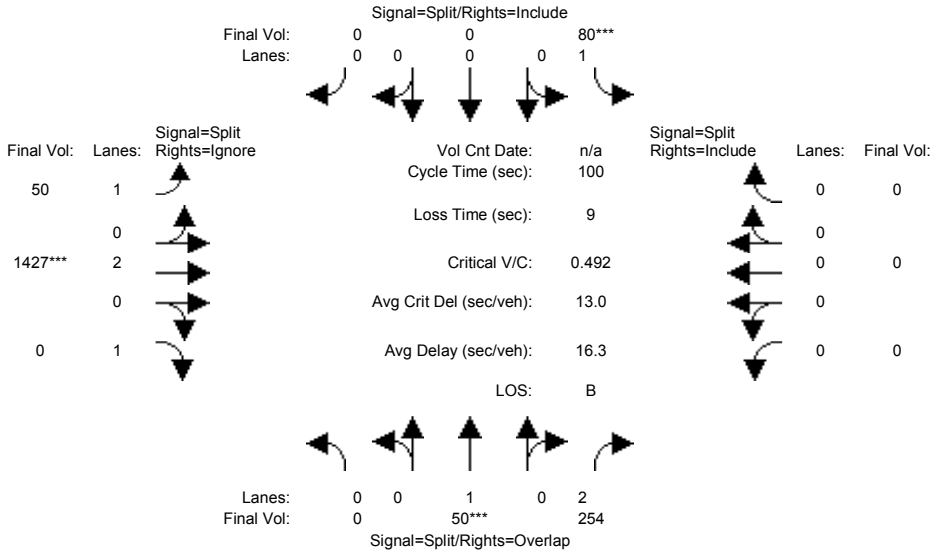
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	24	0	0	0	0	77	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	254	80	0	0	50	1427	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	254	80	0	0	50	1427	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	254	80	0	0	50	1427	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	254	80	0	0	50	1427	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.05	0.00	0.00	0.03	0.38	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	16.4	16.4	10.0	0.0	0.0	64.6	64.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.49	0.46	0.00	0.00	0.04	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.1	38.8	44.3	0.0	0.0	6.5	10.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.1	38.8	44.3	0.0	0.0	6.5	10.4	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	D+	D	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	0	1	5	2	0	0	1	13	0	0	0	0

Note: Queue reported is the number of cars per lane.

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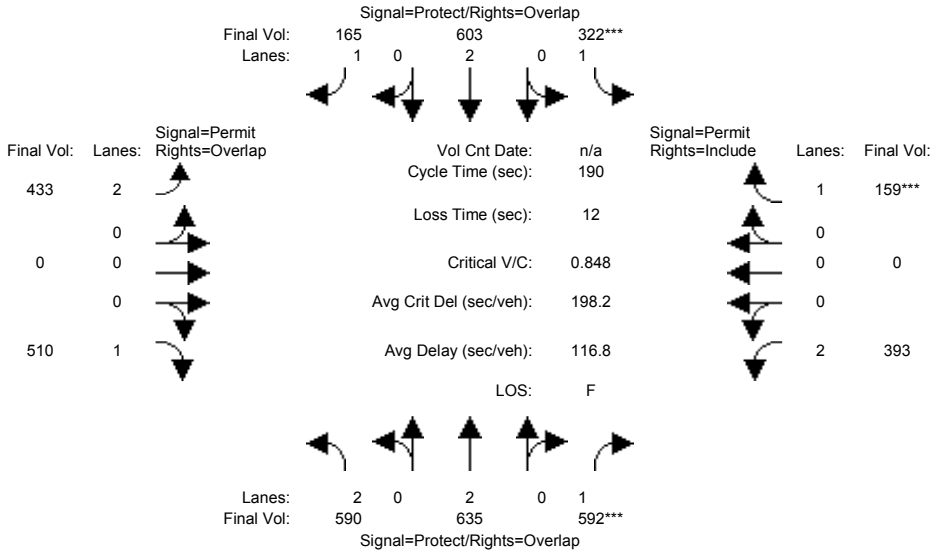
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	85	2	52	73	75	73	59	0	3	46	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	635	592	322	603	165	433	1799	510	393	696	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	635	592	322	603	165	433	0	510	393	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	635	592	322	603	165	433	0	510	393	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	635	592	322	603	165	433	0	510	393	0	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.93	1.00	0.95	0.94	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3527	0	1800	3553	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.37	0.32	0.09	0.12	0.00	0.28	0.11	0.00	0.09
Crit Moves:			****	****								****
Green Time:	34.5	44.5	44.5	48.5	58.5	58.5	85.0	0.0	119.5	85.0	0.0	85.0
Volume/Cap:	1.03	0.71	1.44	1.44	1.03	0.31	0.27	0.00	0.45	0.25	0.00	0.20
Delay/Veh:	123.6	69.6	285.4	293.6	111	50.6	39.1	0.0	26.7	50.3	0.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.6	69.6	285.4	293.6	111	50.6	39.1	0.0	26.7	50.3	0.0	49.0
LOS by Move:	F	E	F	F	F	D	D	A	C	D	A	D
HCM2kAvgQ:	21	16	59	33	20	9	10	0	21	10	0	8

Note: Queue reported is the number of cars per lane.

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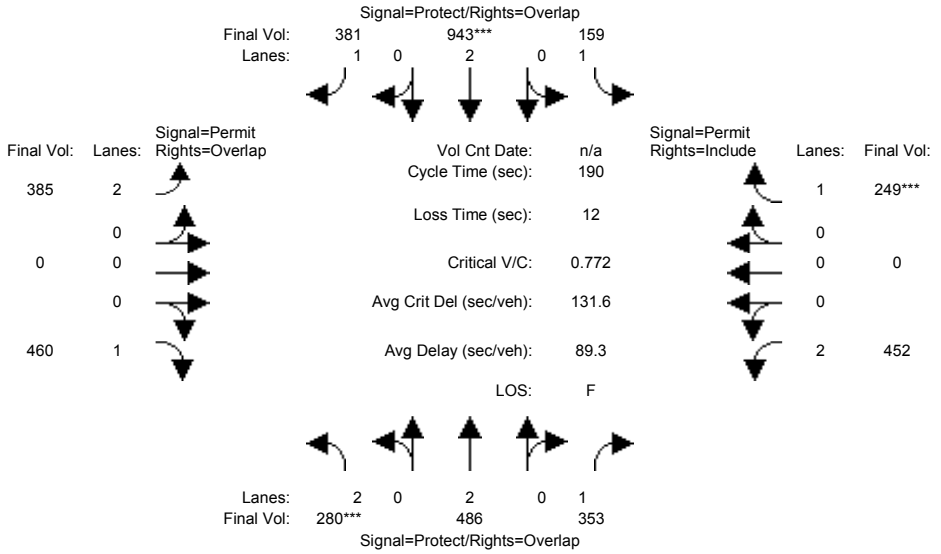
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	86	3	59	93	101	105	45	0	2	53	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	486	353	159	943	381	385	935	460	452	1413	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	486	353	159	943	381	385	0	460	452	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	486	353	159	943	381	385	0	460	452	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	486	353	159	943	381	385	0	460	452	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.93	1.00	0.95	0.93	1.00	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3527	0	1800	3548	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.20	0.18	0.50	0.22	0.11	0.00	0.26	0.13	0.00	0.14
Crit Moves:	****				****							****
Green Time:	20.0	48.9	48.9	44.1	73.0	73.0	85.0	0.0	105.0	85.0	0.0	85.0
Volume/Cap:	0.84	0.50	0.78	0.78	1.29	0.57	0.24	0.00	0.46	0.28	0.00	0.31
Delay/Veh:	101.1	60.5	74.3	86.3	200	47.2	38.5	0.0	33.7	51.3	0.0	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	60.5	74.3	86.3	200	47.2	38.5	0.0	33.7	51.3	0.0	51.9
LOS by Move:	F	E	E	F	F	D	D+	A	C-	D-	A	D-
HCM2kAvgQ:	10	12	21	10	39	21	9	0	20	12	0	13

Note: Queue reported is the number of cars per lane.

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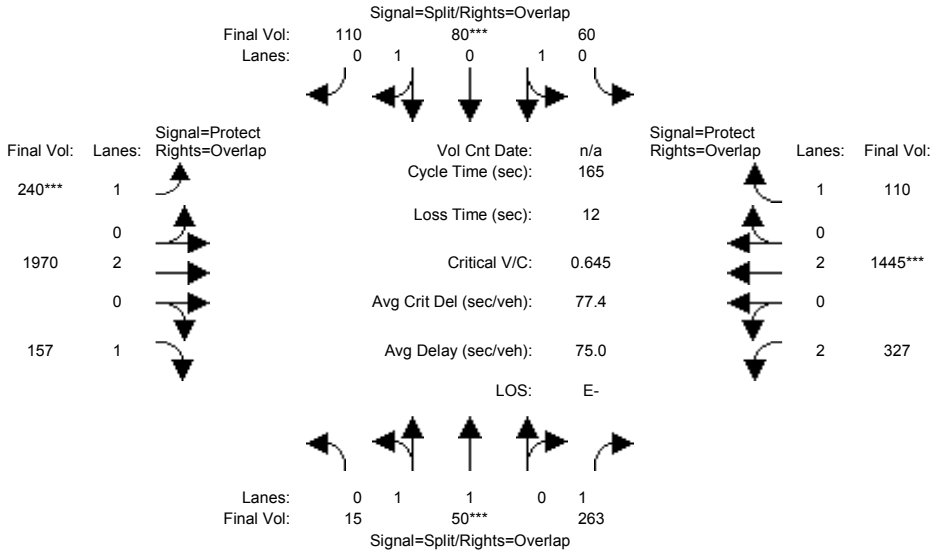
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	5	0	33	0	0	0	0	90	7	57	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	50	263	60	80	110	240	1970	157	327	1445	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	50	263	60	80	110	240	1970	157	327	1445	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	50	263	60	80	110	240	1970	157	327	1445	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	50	263	60	80	110	240	1970	157	327	1445	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.47	1.53	1.00	0.48	0.64	0.88	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	854	2846	1750	864	1152	1584	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.15	0.07	0.07	0.07	0.14	0.52	0.09	0.10	0.38	0.06
Crit Moves:		****			****		****				****	
Green Time:	22.3	22.3	43.8	25.8	25.8	42.1	16.3	85.1	107.4	21.5	90.2	116.0
Volume/Cap:	0.13	0.13	0.57	0.44	0.44	0.27	1.39	1.01	0.14	0.80	0.70	0.09
Delay/Veh:	73.2	73.2	62.6	74.0	74.0	57.4	291.7	80.2	19.4	91.5	42.5	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	73.2	62.6	74.0	74.0	57.4	291.7	80.2	19.4	91.5	42.5	15.1
LOS by Move:	E	E	E	E	E	E+	F	F	B-	F	D	B
HCM2kAvgQ:	2	2	14	7	7	6	24	62	6	11	33	4

Note: Queue reported is the number of cars per lane.

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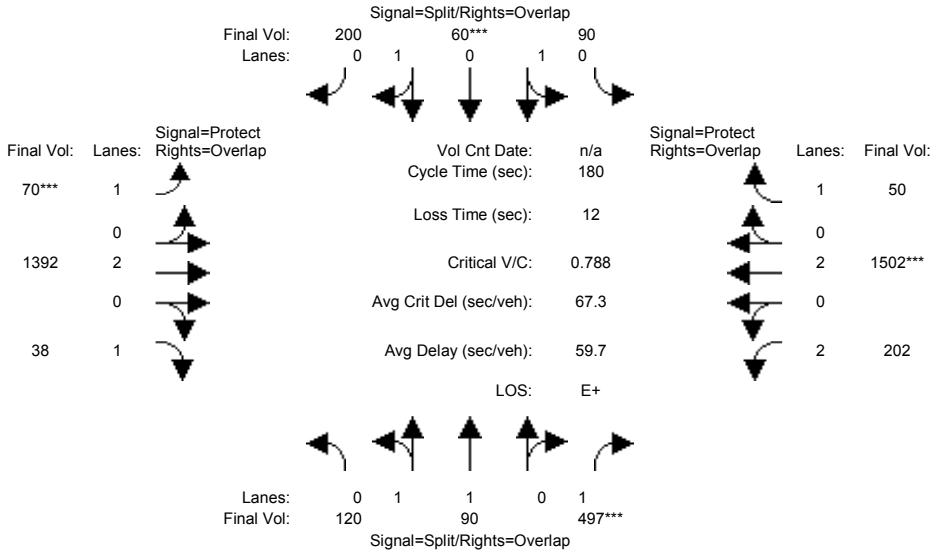
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	10	0	67	0	0	0	0	92	8	52	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	90	497	90	60	200	70	1392	38	202	1502	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	90	497	90	60	200	70	1392	38	202	1502	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	90	497	90	60	200	70	1392	38	202	1502	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	90	497	90	60	200	70	1392	38	202	1502	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.28	0.08	0.08	0.11	0.04	0.37	0.02	0.06	0.40	0.03
Crit Moves:			****		****		****				****	
Green Time:	24.4	24.4	48.0	28.1	28.1	45.9	17.8	92.6	117.0	23.6	98.4	126.6
Volume/Cap:	0.51	0.35	1.06	0.53	0.53	0.44	0.40	0.71	0.03	0.49	0.72	0.04
Delay/Veh:	78.1	75.7	130.4	75.4	75.4	60.3	82.7	46.2	18.1	78.3	43.8	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	75.7	130.4	75.4	75.4	60.3	82.7	46.2	18.1	78.3	43.8	14.5
LOS by Move:	E-	E-	F	E-	E-	E	F	D	B-	E-	D	B
HCM2kAvgQ:	7	5	39	9	9	10	4	34	1	6	35	2

Note: Queue reported is the number of cars per lane.

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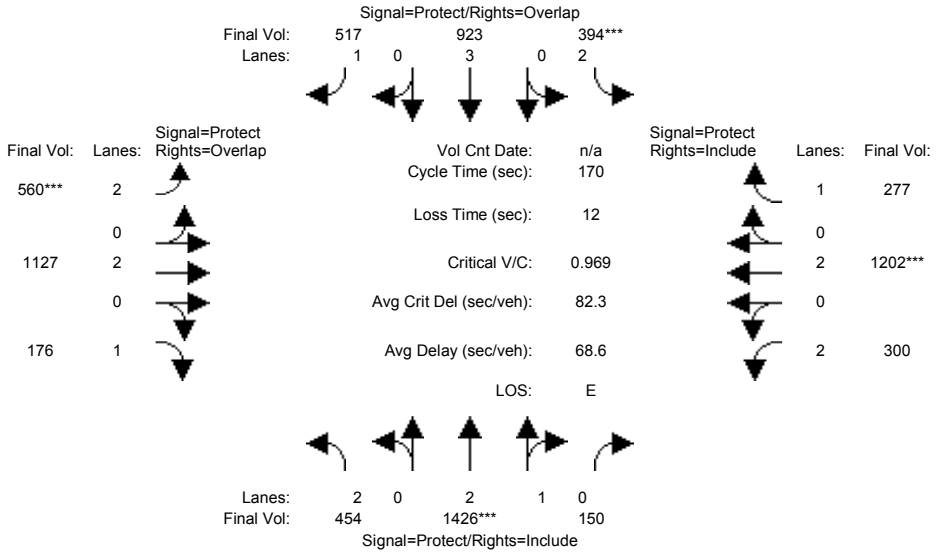
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	4	96	0	44	93	137	110	7	6	0	12	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	1426	150	394	923	517	560	1127	176	300	1202	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1426	150	394	923	517	560	1127	176	300	1202	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1426	150	394	923	517	560	1127	176	300	1202	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	1426	150	394	923	517	560	1127	176	300	1202	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5066	533	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.13	0.16	0.30	0.18	0.30	0.10	0.10	0.32	0.16
Crit Moves:		****			****			****			****	
Green Time:	33.6	49.4	49.4	21.9	37.7	68.9	31.2	65.6	99.2	21.1	55.5	55.5
Volume/Cap:	0.73	0.97	0.97	0.97	0.73	0.73	0.97	0.77	0.17	0.77	0.97	0.48
Delay/Veh:	68.3	75.1	75.1	110.1	63.6	46.5	98.6	48.1	16.5	81.1	74.9	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	75.1	75.1	110.1	63.6	46.5	98.6	48.1	16.5	81.1	74.9	46.5
LOS by Move:	E	E-	E-	F	E	D	F	D	B	F	E	D
HCM2kAvgQ:	14	32	32	14	15	24	17	23	4	9	34	12

Note: Queue reported is the number of cars per lane.

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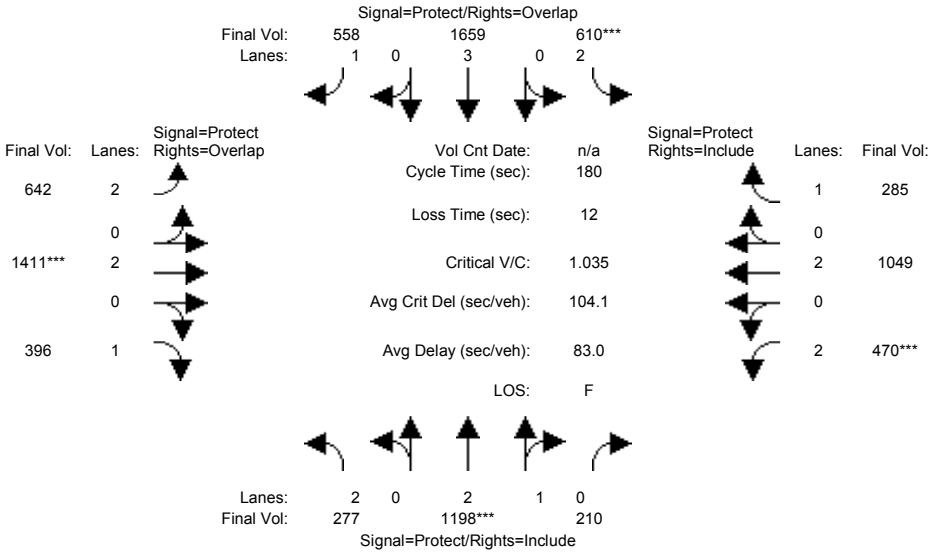
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	7	108	0	50	109	128	142	11	6	0	9	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	1198	210	610	1659	558	642	1411	396	470	1049	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.54	0.46	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4764	835	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.19	0.29	0.32	0.20	0.37	0.23	0.15	0.28	0.16
Crit Moves:		****		****				****		****		
Green Time:	18.0	43.8	43.8	33.7	59.5	97.9	38.5	64.6	82.6	26.0	52.1	52.1
Volume/Cap:	0.88	1.03	1.03	1.03	0.88	0.59	0.95	1.03	0.49	1.03	0.95	0.56
Delay/Veh:	103.7	102	101.9	119.4	62.1	28.4	93.7	91.5	34.6	128.5	79.9	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.7	102	101.9	119.4	62.1	28.4	93.7	91.5	34.6	128.5	79.9	55.7
LOS by Move:	F	F	F	F	E	C	F	F	C-	F	E-	E+
HCM2kAvgQ:	12	33	33	23	29	21	22	44	16	19	31	14

Note: Queue reported is the number of cars per lane.

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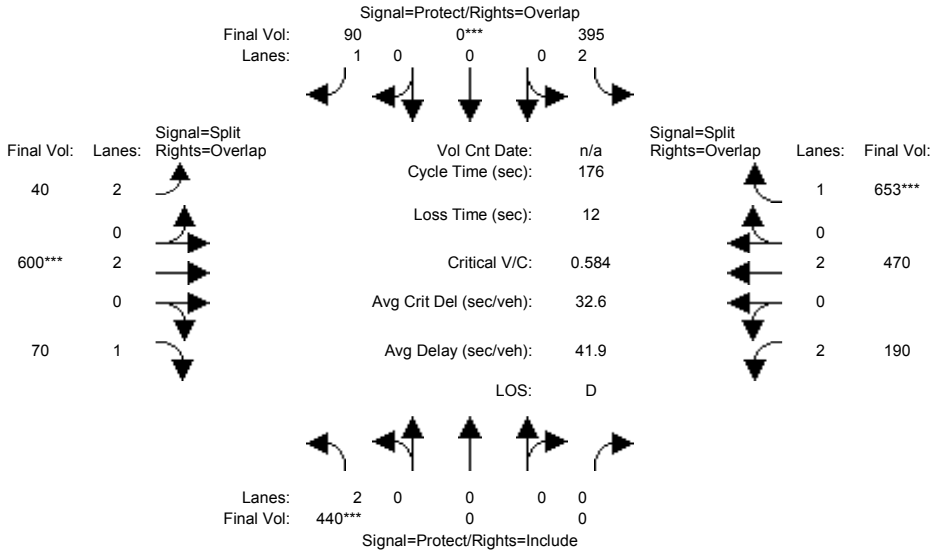
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	0	70	22	0	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	60	0	5	31	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2020	0	395	471	90	40	600	70	190	470	653
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	0	0	395	0	90	40	600	70	190	470	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	0	395	0	90	40	600	70	190	470	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	0	395	0	90	40	600	70	190	470	653
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3559	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.11	0.00	0.05	0.01	0.16	0.04	0.06	0.12	0.37
Crit Moves:	****				****			****				****
Green Time:	41.0	0.0	0.0	41.0	0.0	47.8	47.8	47.8	88.8	75.2	75.2	116.2
Volume/Cap:	0.53	0.00	0.00	0.48	0.00	0.18	0.05	0.58	0.08	0.14	0.29	0.57
Delay/Veh:	59.8	0.0	0.0	58.6	0.0	49.2	47.3	56.3	22.5	30.8	33.1	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	0.0	0.0	58.6	0.0	49.2	47.3	56.3	22.5	30.8	33.1	16.9
LOS by Move:	E+	A	A	E+	A	D	D	E+	C+	C	C-	B
HCM2kAvgQ:	10	0	0	9	0	4	1	14	2	3	8	19

Note: Queue reported is the number of cars per lane.

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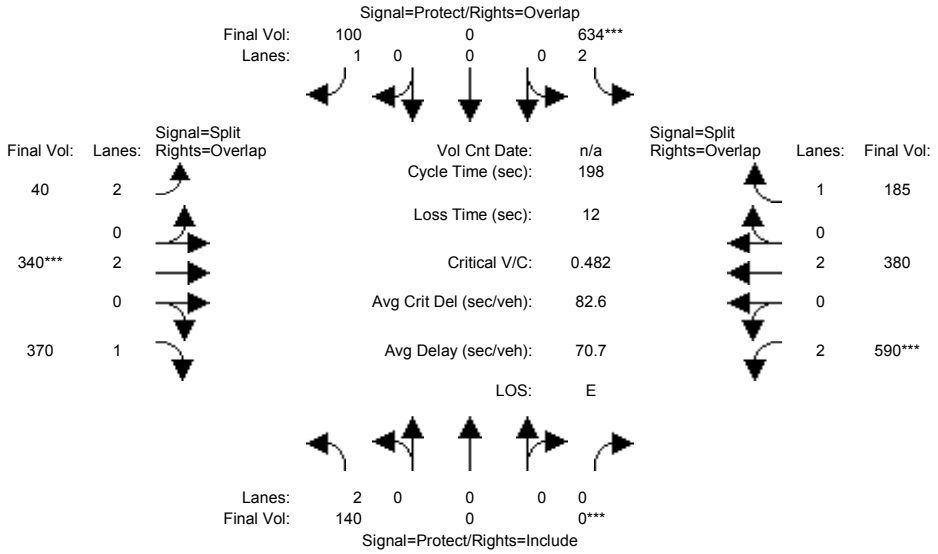
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	0	51	45	0	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	36	0	4	53	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	556	10	634	1933	100	40	340	370	590	380	185
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	0	634	0	100	40	340	370	590	380	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	0	634	0	100	40	340	370	590	380	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	0	634	0	100	40	340	370	590	380	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3500	0	0	3561	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.18	0.00	0.06	0.01	0.09	0.21	0.19	0.10	0.11
Crit Moves:			****	****				****		****		
Green Time:	63.8	0.0	0.0	42.2	0.0	100.4	58.2	58.2	122.0	38.5	38.5	80.7
Volume/Cap:	0.12	0.00	0.00	0.83	0.00	0.11	0.04	0.30	0.34	0.96	0.51	0.26
Delay/Veh:	50.5	0.0	0.0	86.4	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	0.0	0.0	86.4	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.6
LOS by Move:	D	A	A	F	A	C	D-	E+	B-	F	E-	D
HCM2kAvgQ:	3	0	0	19	0	3	1	8	12	23	10	8

Note: Queue reported is the number of cars per lane.

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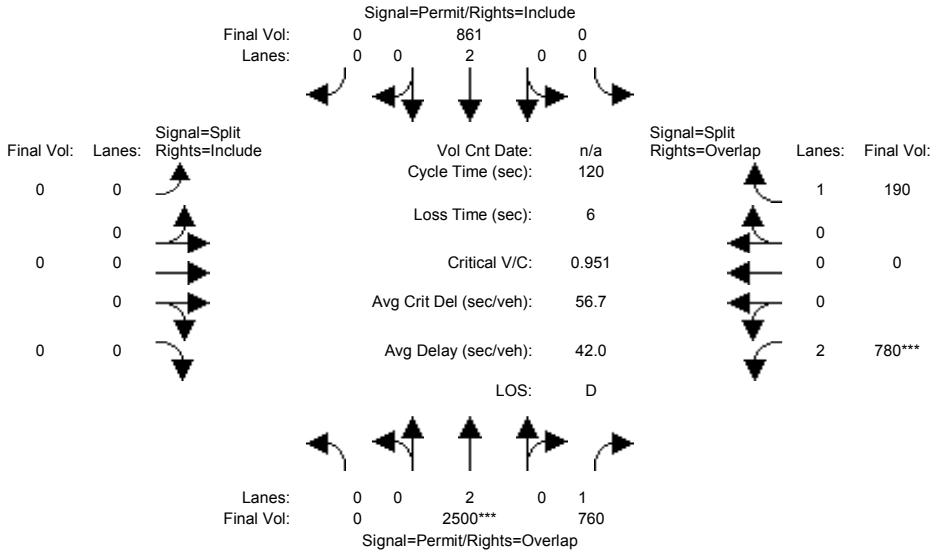
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	60	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2500	760	0	861	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2500	760	0	861	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2500	760	0	861	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2500	760	0	861	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.06	0.53	0.00	0.37	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	61.9	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	61.9	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	54	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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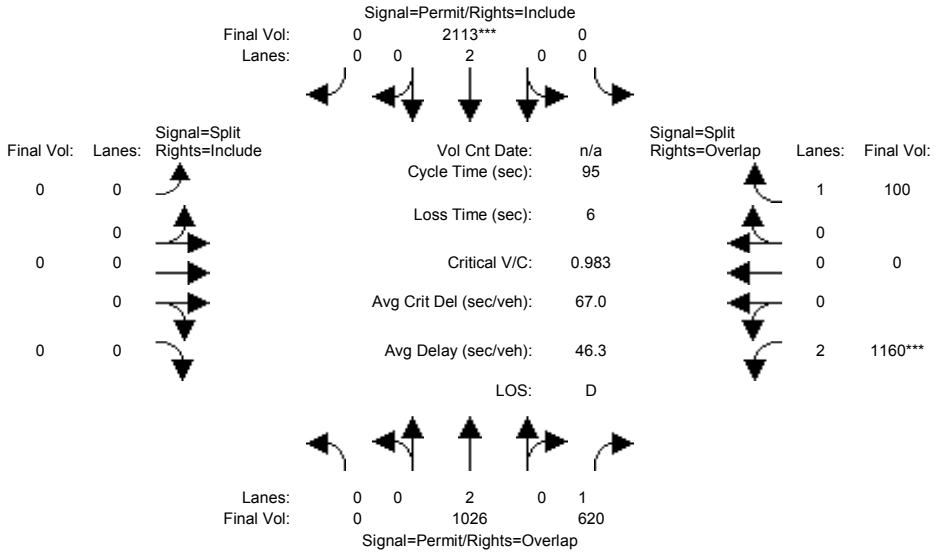
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	36	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1026	620	0	2113	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1026	620	0	2113	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1026	620	0	2113	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1026	620	0	2113	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.56	0.00	0.00	0.00	0.00	0.37	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	0.89	0.00	0.00	0.00	0.00	1.16	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	38.6	0.0	0.0	0.0	0.0	118.7	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	38.6	0.0	0.0	0.0	0.0	118.7	0.0	25.2
LOS by Move:	A	A	A	A	D+	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	29	0	0	0	0	33	0	2

Note: Queue reported is the number of cars per lane.

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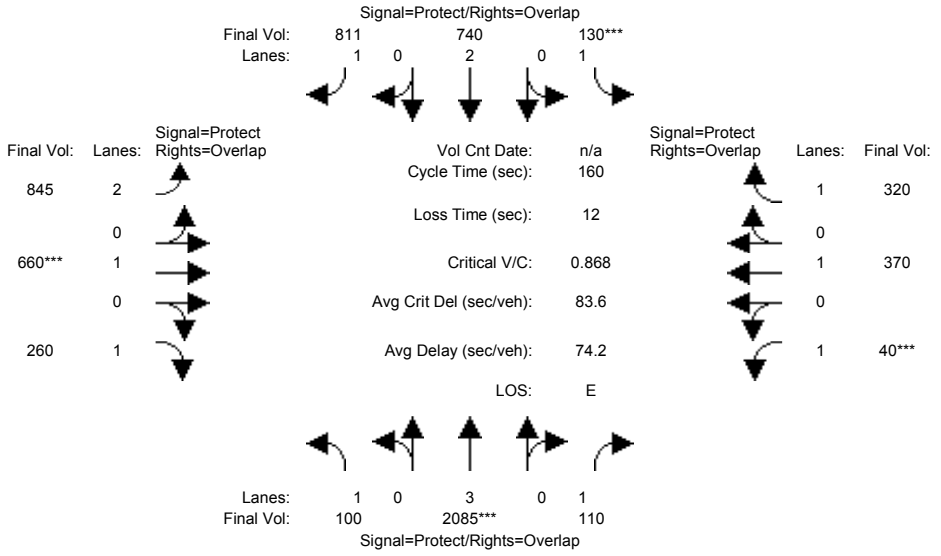
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	55	0	0	30	1	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2085	110	130	740	811	845	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2085	110	130	740	811	845	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2085	110	130	740	811	845	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2085	110	130	740	811	845	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.05	0.15	0.75	0.57	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	90.9	27.7	101.3	66.1	53.0	83.4	57.3	25.3	80.1	105	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	90.9	27.7	101.3	66.1	53.0	83.4	57.3	25.3	80.1	105	55.6
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	40	3	8	19	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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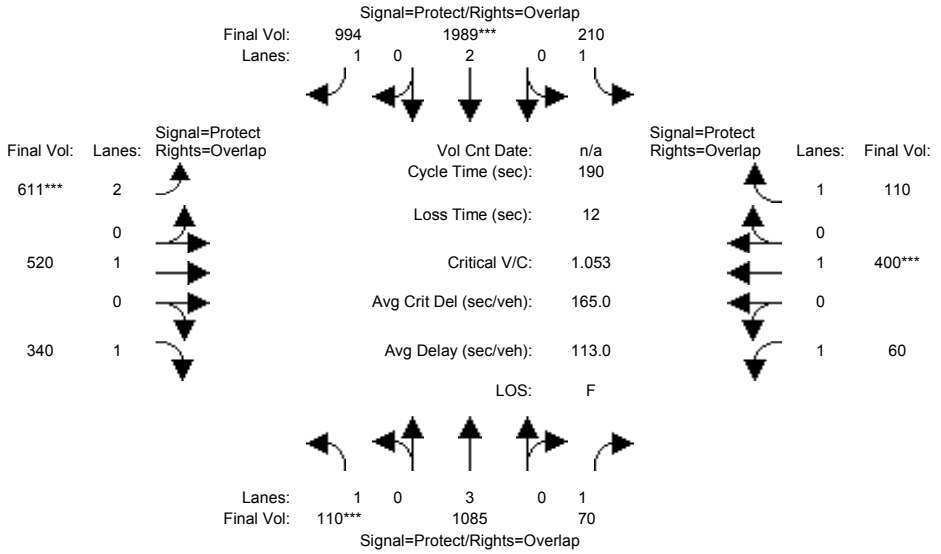
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	35	0	0	49	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1085	70	210	1989	994	611	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1085	70	210	1989	994	611	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1085	70	210	1989	994	611	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1085	70	210	1989	994	611	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.12	0.52	0.57	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.55	0.10	0.66	1.21	0.93	1.07	0.79	0.44	0.51	0.91	0.15
Delay/Veh:	96.5	50.9	32.0	94.3	189	86.1	141.1	66.9	39.7	95.7	99.9	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	50.9	32.0	94.3	189	86.1	141.1	66.9	39.7	95.7	99.9	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D	F	F	D+
HCM2kAvgQ:	7	15	2	13	80	64	29	30	15	5	27	4

Note: Queue reported is the number of cars per lane.

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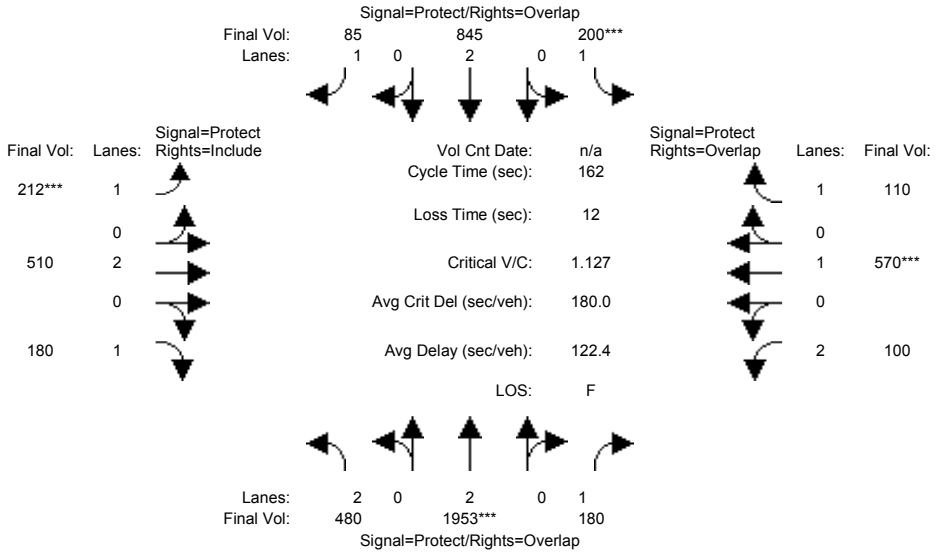
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	26	50	50	26	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	33	0	0	25	5	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1953	180	200	845	85	212	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1953	180	200	845	85	212	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1953	180	200	845	85	212	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1953	180	200	845	85	212	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.10	0.11	0.22	0.05	0.12	0.13	0.10	0.03	0.30	0.06
Crit Moves:		****		****			****				****	
Green Time:	31.5	62.0	86.1	18.5	49.1	73.1	24.1	46.3	46.3	24.1	46.3	64.8
Volume/Cap:	0.78	1.34	0.19	1.00	0.73	0.11	0.82	0.47	0.36	0.21	1.05	0.16
Delay/Veh:	73.6	213	21.5	141.1	57.2	27.7	89.9	51.9	50.2	65.7	115	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	213	21.5	141.1	57.2	27.7	89.9	51.9	50.2	65.7	115	33.7
LOS by Move:	E	F	C+	F	E+	C	F	D-	D	E	F	C-
HCM2kAvgQ:	16	82	5	14	20	3	14	11	8	3	38	4

Note: Queue reported is the number of cars per lane.

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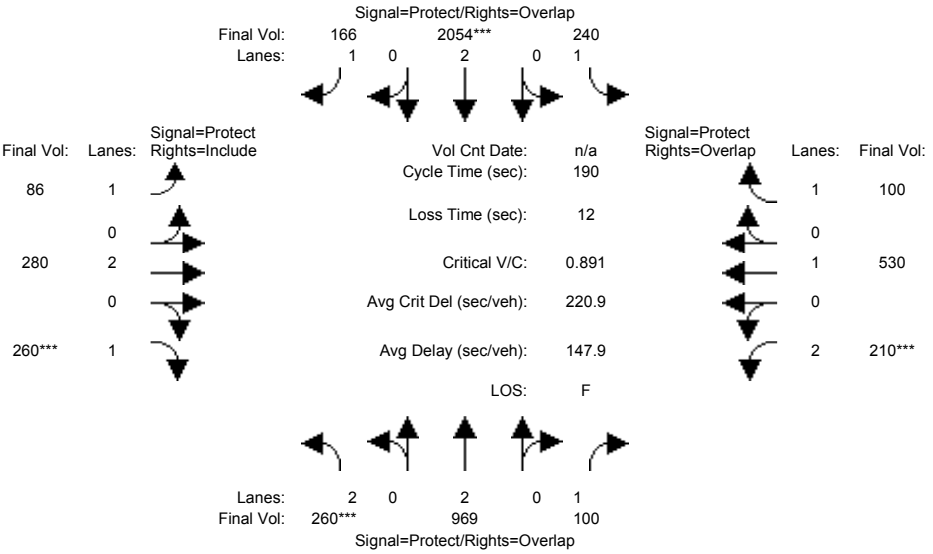
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	19	60	60	29	70	70
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	29	0	0	34	16	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	969	100	240	2054	166	86	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	969	100	240	2054	166	86	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	969	100	240	2054	166	86	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	969	100	240	2054	166	86	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.06	0.14	0.54	0.09	0.05	0.07	0.15	0.07	0.28	0.06
Crit Moves:	****				****				****	****		
Green Time:	24.5	70.5	97.8	24.5	70.5	88.4	17.9	56.4	56.4	27.3	65.8	90.3
Volume/Cap:	0.64	0.69	0.11	1.07	1.46	0.20	0.52	0.25	0.50	0.46	0.80	0.12
Delay/Veh:	87.0	55.0	25.3	166.4	273	32.0	90.2	54.0	59.4	80.1	67.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	55.0	25.3	166.4	273	32.0	90.2	54.0	59.4	80.1	67.0	29.6
LOS by Move:	F	E+	C	F	F	C-	F	D-	E+	F	E	C
HCM2kAvgQ:	10	25	3	17	98	6	6	6	14	7	30	4

Note: Queue reported is the number of cars per lane.

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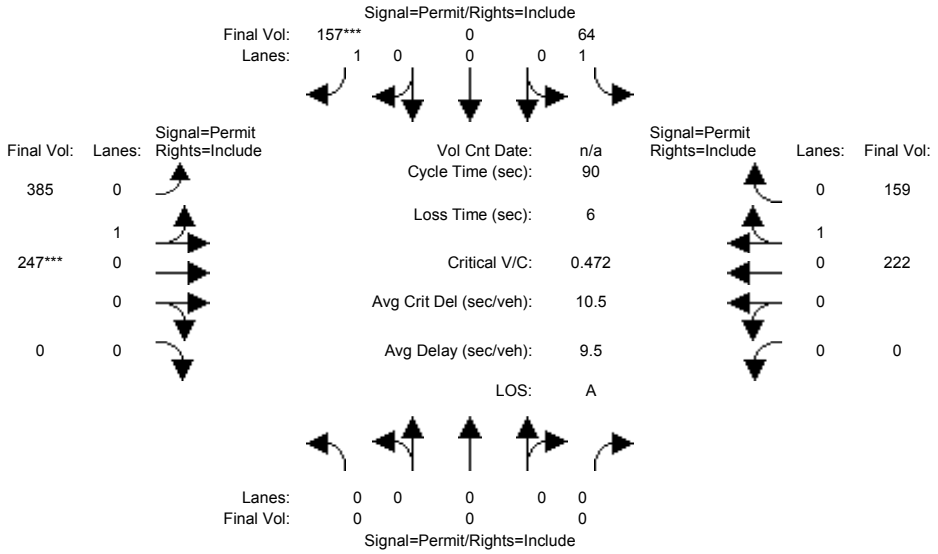
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	4	0	67	75	27	0	0	42	9
Initial Fut:	0	0	0	64	0	157	385	247	0	0	222	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	157	385	247	0	0	222	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	157	385	247	0	0	222	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	0	157	385	247	0	0	222	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.61	0.39	0.00	0.00	0.58	0.42
Final Sat.:	0	0	0	1750	0	1750	1097	703	0	0	1049	751
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.09	0.35	0.35	0.00	0.00	0.21	0.21
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	17.1	0.0	17.1	66.9	66.9	0.0	0.0	66.9	66.9
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.47	0.47	0.47	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	30.9	0.0	33.5	4.8	4.8	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.9	0.0	33.5	4.8	4.8	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	C	A	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	5	7	7	0	0	4	4

Note: Queue reported is the number of cars per lane.

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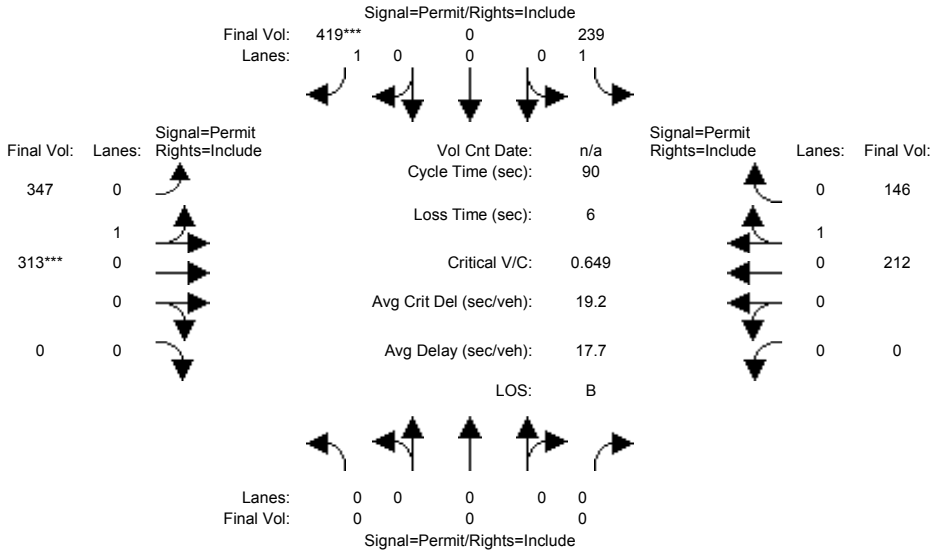
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	9	0	99	97	63	0	0	52	6
Initial Fut:	0	0	0	239	0	419	347	313	0	0	212	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	239	0	419	347	313	0	0	212	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	419	347	313	0	0	212	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	239	0	419	347	313	0	0	212	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.53	0.47	0.00	0.00	0.59	0.41
Final Sat.:	0	0	0	1750	0	1750	946	854	0	0	1066	734
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.24	0.37	0.37	0.00	0.00	0.20	0.20
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	33.2	0.0	33.2	50.8	50.8	0.0	0.0	50.8	50.8
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.65	0.65	0.65	0.00	0.00	0.35	0.35
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	25.9	15.0	15.0	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	0.0	25.9	15.0	15.0	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	C+	A	C	B	B	A	A	B+	B+
HCM2kAvgQ:	0	0	0	5	0	11	14	14	0	0	6	6

Note: Queue reported is the number of cars per lane.

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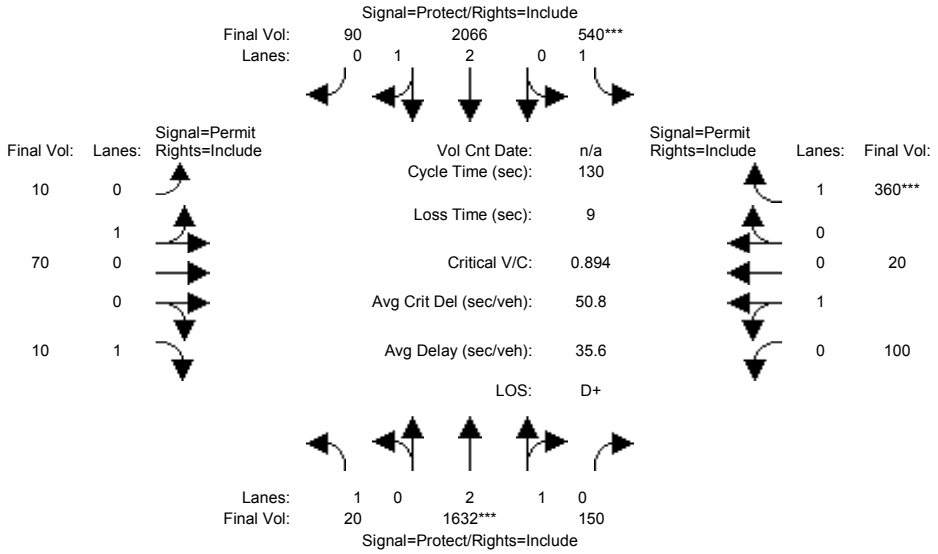
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	42	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1632	150	540	2066	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1632	150	540	2066	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1632	150	540	2066	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1632	150	540	2066	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	5128	471	1750	5366	234	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.2	46.3	46.3	44.8	79.9	79.9	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.13	0.89	0.89	0.89	0.63	0.63	0.19	0.19	0.02	0.29	0.29	0.89
Delay/Veh:	55.3	45.3	45.3	56.1	16.1	16.1	40.6	40.6	38.8	41.7	41.7	70.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	45.3	45.3	56.1	16.1	16.1	40.6	40.6	38.8	41.7	41.7	70.2
LOS by Move:	E+	D	D	E+	B	B	D	D	D+	D	D	E
HCM2kAvgQ:	1	24	24	25	18	18	3	3	0	4	4	18

Note: Queue reported is the number of cars per lane.

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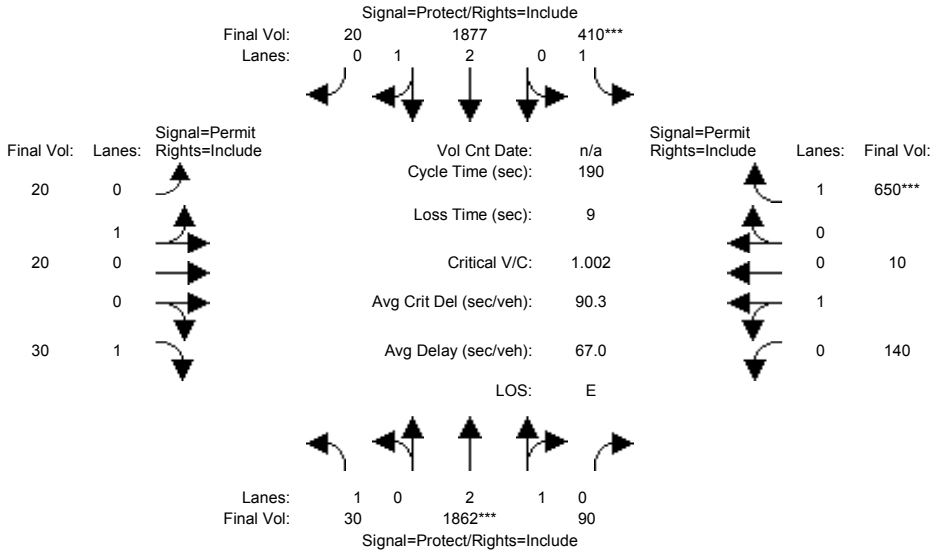
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	62	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1862	90	410	1877	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1862	90	410	1877	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1862	90	410	1877	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1862	90	410	1877	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	5341	258	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****			****							****
Green Time:	10.8	66.1	66.1	44.4	99.7	99.7	70.4	70.4	70.4	70.4	70.4	70.4
Volume/Cap:	0.30	1.00	1.00	1.00	0.65	0.65	0.06	0.06	0.05	0.22	0.22	1.00
Delay/Veh:	87.6	82.7	82.7	117.7	32.9	32.9	38.5	38.5	38.3	41.2	41.2	95.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	82.7	82.7	117.7	32.9	32.9	38.5	38.5	38.3	41.2	41.2	95.5
LOS by Move:	F	F	F	F	C-	C-	D+	D+	D+	D	D	F
HCM2kAvgQ:	2	41	41	31	26	26	1	1	1	6	6	47

Note: Queue reported is the number of cars per lane.

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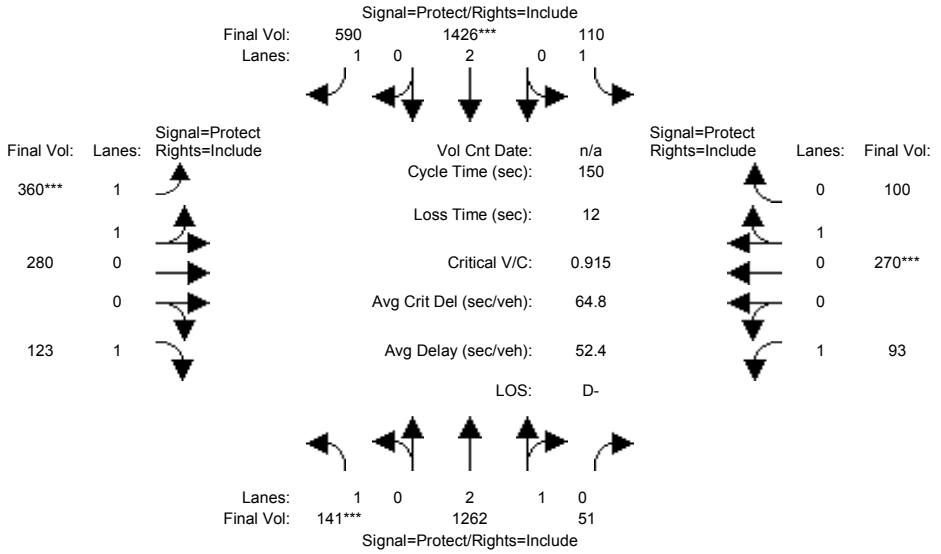
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	42	1	0	66	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1262	51	110	1426	590	360	280	123	93	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1262	51	110	1426	590	360	280	123	93	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1262	51	110	1426	590	360	280	123	93	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1262	51	110	1426	590	360	280	123	93	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	5382	218	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	58.9	58.9	15.8	61.5	61.5	29.6	48.9	48.9	14.4	33.7	33.7
Volume/Cap:	0.91	0.60	0.60	0.60	0.91	0.82	0.91	0.55	0.22	0.55	0.91	0.91
Delay/Veh:	115.9	36.6	36.6	69.3	50.5	46.9	75.6	42.2	36.9	68.7	81.8	81.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.9	36.6	36.6	69.3	50.5	46.9	75.6	42.2	36.9	68.7	81.8	81.8
LOS by Move:	F	D+	D+	E	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	16	16	5	32	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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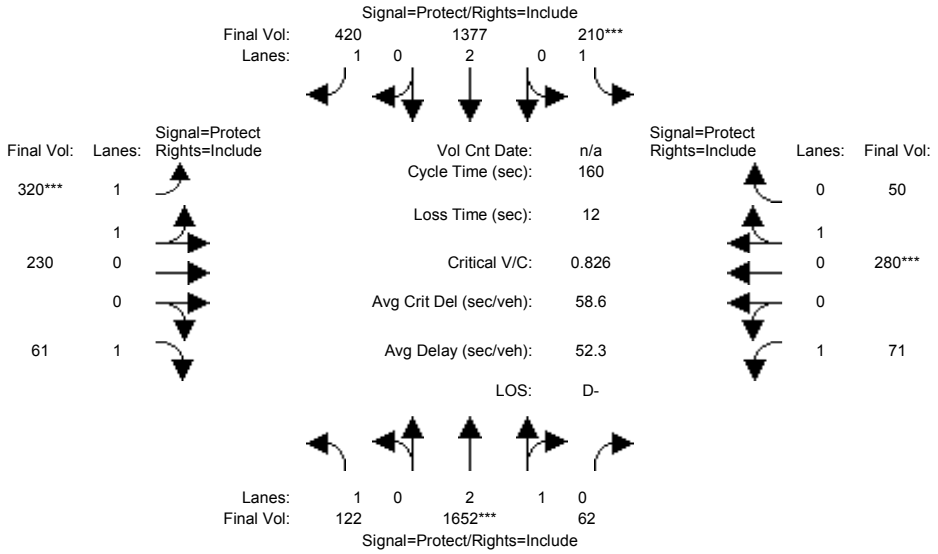
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	2	62	2	0	47	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1652	62	210	1377	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1652	62	210	1377	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1652	62	210	1377	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1652	62	210	1377	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	5397	203	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	13.3	59.3	59.3	23.2	69.2	69.2	30.0	51.1	51.1	14.4	35.5	35.5
Volume/Cap:	0.84	0.83	0.83	0.83	0.84	0.55	0.83	0.49	0.11	0.45	0.83	0.83
Delay/Veh:	105.0	48.6	48.6	85.9	44.4	34.8	70.9	44.2	38.5	71.1	72.6	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.0	48.6	48.6	85.9	44.4	34.8	70.9	44.2	38.5	71.1	72.6	72.6
LOS by Move:	F	D	D	F	D	C-	E	D	D+	E	E	E
HCM2kAvgQ:	7	25	25	11	30	16	16	11	2	4	18	18

Note: Queue reported is the number of cars per lane.

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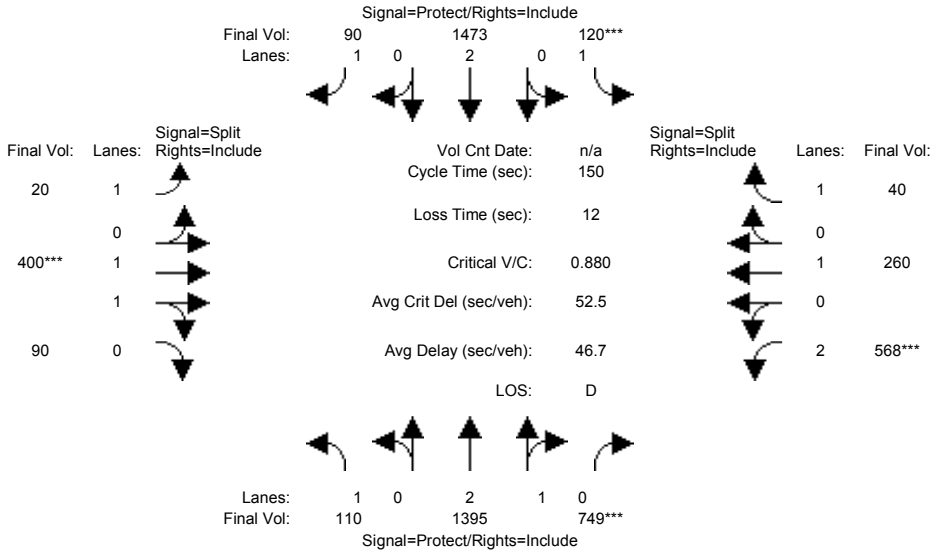
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	45	19	0	73	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1395	749	120	1473	90	20	400	90	568	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1395	749	120	1473	90	20	400	90	568	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1395	749	120	1473	90	20	400	90	568	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1395	749	120	1473	90	20	400	90	568	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3020	679	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.43	0.07	0.39	0.05	0.01	0.13	0.13	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.8	73.0	73.0	11.7	72.9	72.9	22.6	22.6	22.6	30.7	30.7	30.7
Volume/Cap:	0.80	0.75	0.88	0.88	0.80	0.11	0.08	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	94.9	32.4	38.6	111.8	34.9	21.0	54.9	77.3	77.3	71.1	59.3	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	32.4	38.6	111.8	34.9	21.0	54.9	77.3	77.3	71.1	59.3	48.7
LOS by Move:	F	C-	D+	F	C-	C+	D-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	35	6	28	2	1	14	14	17	11	2

Note: Queue reported is the number of cars per lane.

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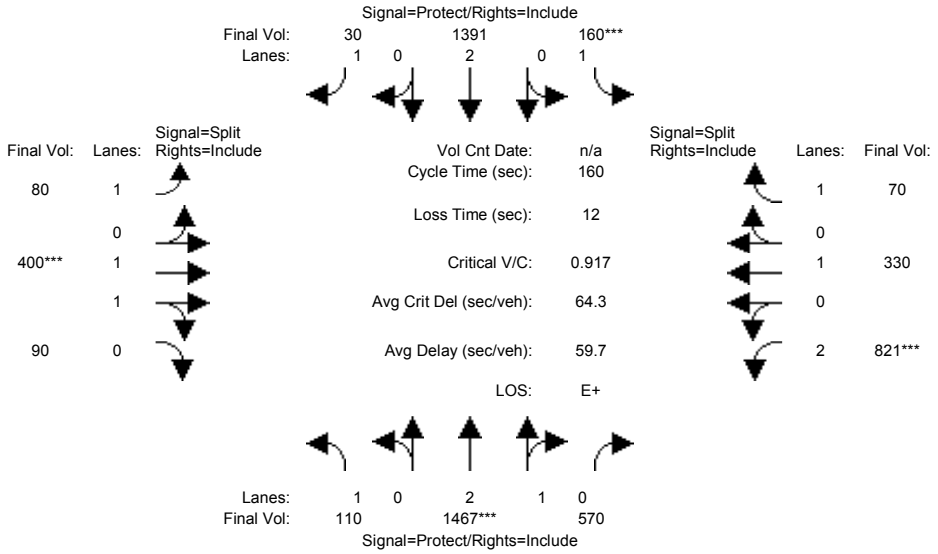
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	67	20	0	51	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1467	570	160	1391	30	80	400	90	821	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1467	570	160	1391	30	80	400	90	821	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1467	570	160	1391	30	80	400	90	821	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1467	570	160	1391	30	80	400	90	821	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.13	0.87	1.00	2.00	1.00	1.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1750	4031	1566	1750	3800	1750	1750	3020	679	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.09	0.37	0.02	0.05	0.13	0.13	0.26	0.17	0.04
Crit Moves:		****		****				****		****		
Green Time:	11.6	63.5	63.5	15.9	67.8	67.8	23.1	23.1	23.1	45.5	45.5	45.5
Volume/Cap:	0.86	0.92	0.92	0.92	0.86	0.04	0.32	0.92	0.92	0.92	0.61	0.14
Delay/Veh:	115.2	52.4	52.4	116.3	47.0	27.1	62.1	88.3	88.3	69.5	51.7	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.2	52.4	52.4	116.3	47.0	27.1	62.1	88.3	88.3	69.5	51.7	42.8
LOS by Move:	F	D-	D-	F	D	C	E	F	F	E	D-	D
HCM2kAvgQ:	6	34	34	9	31	1	4	15	15	26	14	3

Note: Queue reported is the number of cars per lane.

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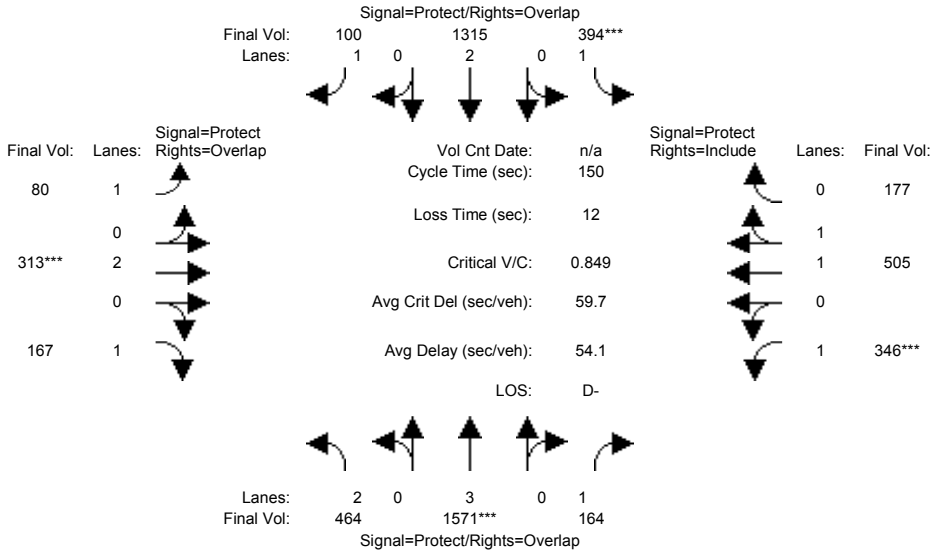
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	14	141	44	14	125	0	0	43	27	26	95	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	1571	164	394	1315	100	80	313	167	346	505	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	1571	164	394	1315	100	80	313	167	346	505	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	1571	164	394	1315	100	80	313	167	346	505	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	1571	164	394	1315	100	80	313	167	346	505	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2739	960
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.09	0.23	0.35	0.06	0.05	0.08	0.10	0.20	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	26.4	48.7	83.7	39.8	62.1	75.2	13.1	14.6	41.0	34.9	36.4	36.4
Volume/Cap:	0.84	0.85	0.17	0.85	0.84	0.11	0.52	0.85	0.35	0.85	0.76	0.76
Delay/Veh:	70.4	51.1	16.3	66.0	43.5	19.8	68.6	83.3	44.2	70.3	56.6	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	51.1	16.3	66.0	43.5	19.8	68.6	83.3	44.2	70.3	56.6	56.6
LOS by Move:	E	D-	B	E	D	B-	E	F	D	E	E+	E+
HCM2kAvgQ:	13	22	4	19	27	2	4	8	6	17	15	15

Note: Queue reported is the number of cars per lane.

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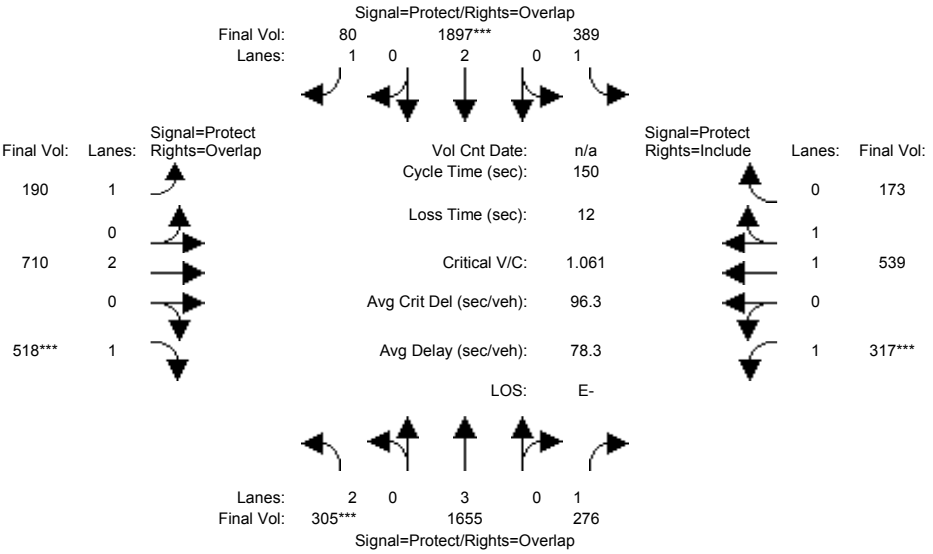
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	25	145	46	9	157	0	0	80	18	57	49	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1655	276	389	1897	80	190	710	518	317	539	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1655	276	389	1897	80	190	710	518	317	539	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1655	276	389	1897	80	190	710	518	317	539	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1655	276	389	1897	80	190	710	518	317	539	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.16	0.22	0.50	0.05	0.11	0.19	0.30	0.18	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	13.7	47.7	73.3	36.5	70.6	89.9	19.4	28.2	41.8	25.6	34.4	34.4
Volume/Cap:	1.06	0.91	0.32	0.91	1.06	0.08	0.84	1.00	1.06	1.06	0.84	0.84
Delay/Veh:	138.3	56.6	23.5	78.9	79.4	12.6	87.3	93.4	112.0	131.4	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.3	56.6	23.5	78.9	79.4	12.6	87.3	93.4	112.0	131.4	62.7	62.7
LOS by Move:	F	E+	C	E-	E-	B	F	F	F	F	E	E
HCM2kAvgQ:	10	25	8	19	50	2	10	19	32	20	16	16

Note: Queue reported is the number of cars per lane.

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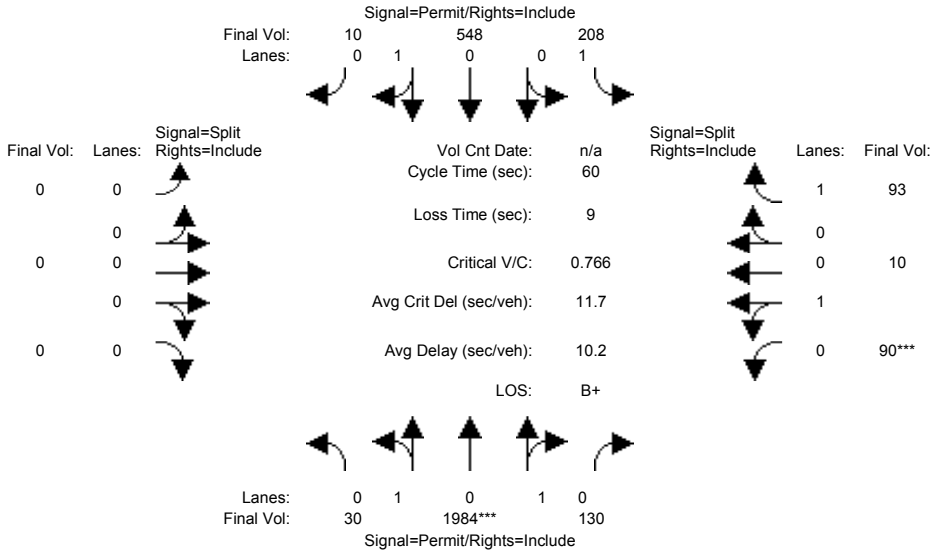
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	24	0	38	28	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1984	130	208	548	10	0	0	0	90	10	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1984	130	208	548	10	0	0	0	90	10	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1984	130	208	548	10	0	0	0	90	10	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1984	130	208	548	10	0	0	0	90	10	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	50	3331	218	1750	1768	32	0	0	0	1620	180	1750
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.12	0.31	0.31	0.00	0.00	0.00	0.06	0.06	0.05
Crit Moves:		****								****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.17	0.45	0.45	0.00	0.00	0.00	0.33	0.33	0.32
Delay/Veh:	11.1	11.1	11.1	3.5	4.6	4.6	0.0	0.0	0.0	22.7	22.7	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	3.5	4.6	4.6	0.0	0.0	0.0	22.7	22.7	22.6
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C+	C+	C+
HCM2kAvgQ:	20	20	20	2	5	5	0	0	0	2	2	2

Note: Queue reported is the number of cars per lane.

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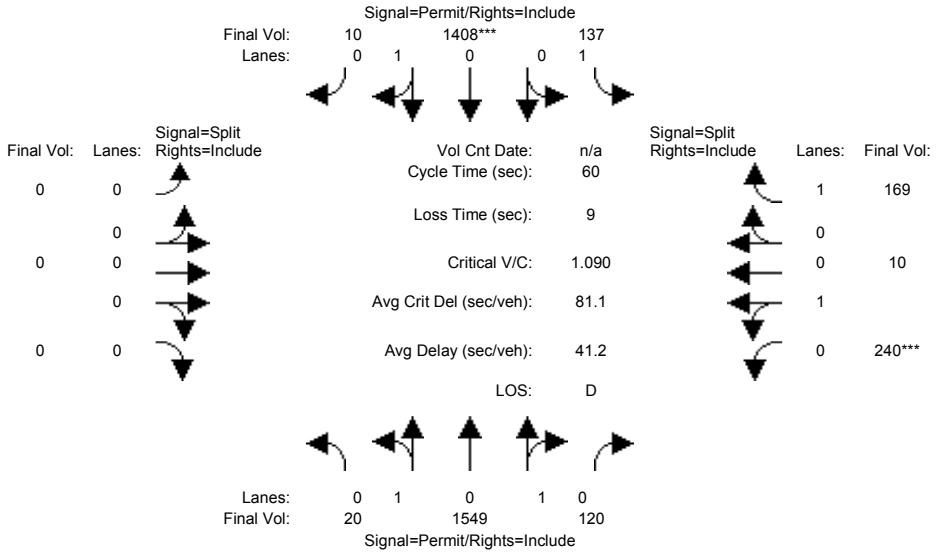
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	29	0	37	28	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1549	120	137	1408	10	0	0	0	240	10	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1549	120	137	1408	10	0	0	0	240	10	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1549	120	137	1408	10	0	0	0	240	10	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1549	120	137	1408	10	0	0	0	240	10	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	43	3302	256	1750	1787	13	0	0	0	1728	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.08	0.79	0.79	0.00	0.00	0.00	0.14	0.14	0.10
Crit Moves:					****					****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.69	0.69	0.11	1.15	1.15	0.00	0.00	0.00	0.83	0.83	0.58
Delay/Veh:	6.5	6.5	6.5	3.3	88.0	88.0	0.0	0.0	0.0	42.0	42.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	6.5	6.5	3.3	88.0	88.0	0.0	0.0	0.0	42.0	42.0	26.0
LOS by Move:	A	A	A	A	F	F	A	A	A	D	D	C
HCM2kAvgQ:	11	11	11	1	56	56	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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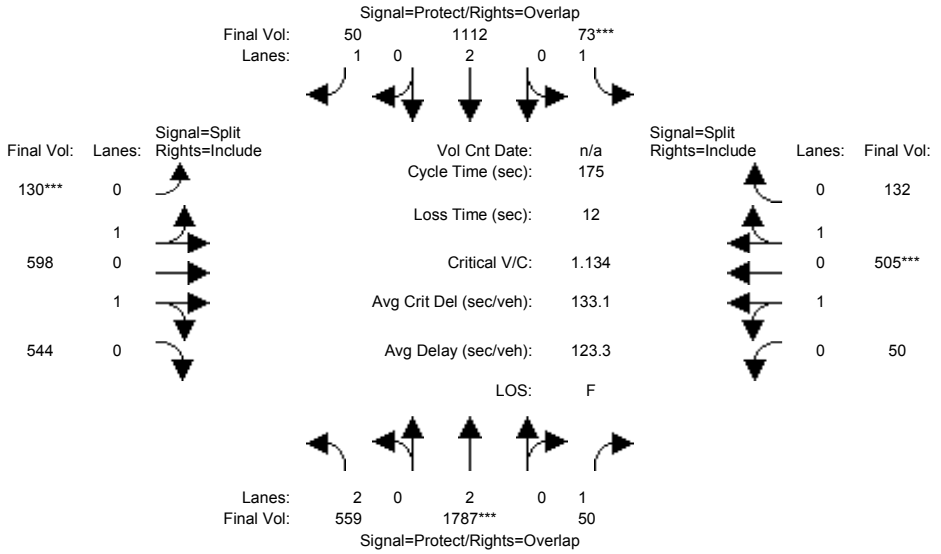
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	19	17	0	3	12	0	0	18	14	0	15	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	1787	50	73	1112	50	130	598	544	50	505	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1787	50	73	1112	50	130	598	544	50	505	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1787	50	73	1112	50	130	598	544	50	505	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	1787	50	73	1112	50	130	598	544	50	505	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.20	0.94	0.86	0.15	1.47	0.38
Final Sat.:	3150	3800	1750	1750	3800	1750	368	1692	1540	262	2646	692
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.03	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	29.9	72.3	101.7	7.0	49.4	103.7	54.3	54.3	54.3	29.3	29.3	29.3
Volume/Cap:	1.04	1.14	0.05	1.04	1.04	0.05	1.14	1.14	1.14	1.14	1.14	1.14
Delay/Veh:	121.3	122	15.8	203.9	100	15.0	133.7	134	133.7	153.8	154	153.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.3	122	15.8	203.9	100	15.0	133.7	134	133.7	153.8	154	153.8
LOS by Move:	F	F	B	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	19	58	1	7	37	1	47	47	47	24	24	24

Note: Queue reported is the number of cars per lane.

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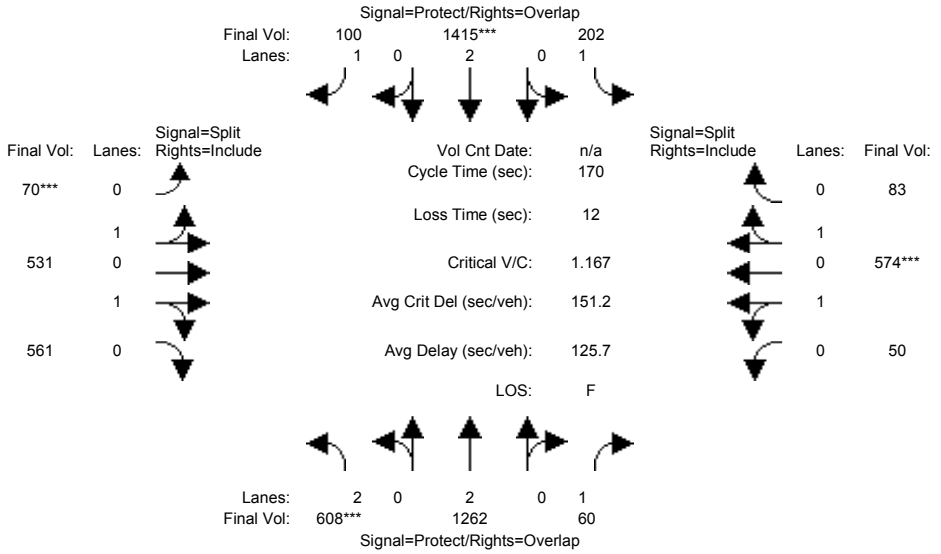
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	18	12	0	2	15	0	0	21	21	0	24	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	608	1262	60	202	1415	100	70	531	561	50	574	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	608	1262	60	202	1415	100	70	531	561	50	574	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	1262	60	202	1415	100	70	531	561	50	574	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	608	1262	60	202	1415	100	70	531	561	50	574	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3800	1750	1750	3800	1750	217	1645	1738	255	2923	423
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.03	0.12	0.37	0.06	0.32	0.32	0.32	0.20	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	28.1	61.1	89.7	21.2	54.2	101.3	47.0	47.0	47.0	28.6	28.6	28.6
Volume/Cap:	1.17	0.92	0.06	0.92	1.17	0.10	1.17	1.17	1.17	1.17	1.17	1.17
Delay/Veh:	165.3	62.9	19.7	113.8	142	14.8	147.6	148	147.6	162.8	163	162.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.3	62.9	19.7	113.8	142	14.8	147.6	148	147.6	162.8	163	162.8
LOS by Move:	F	E	B-	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	24	29	2	14	51	2	43	43	43	25	25	25

Note: Queue reported is the number of cars per lane.

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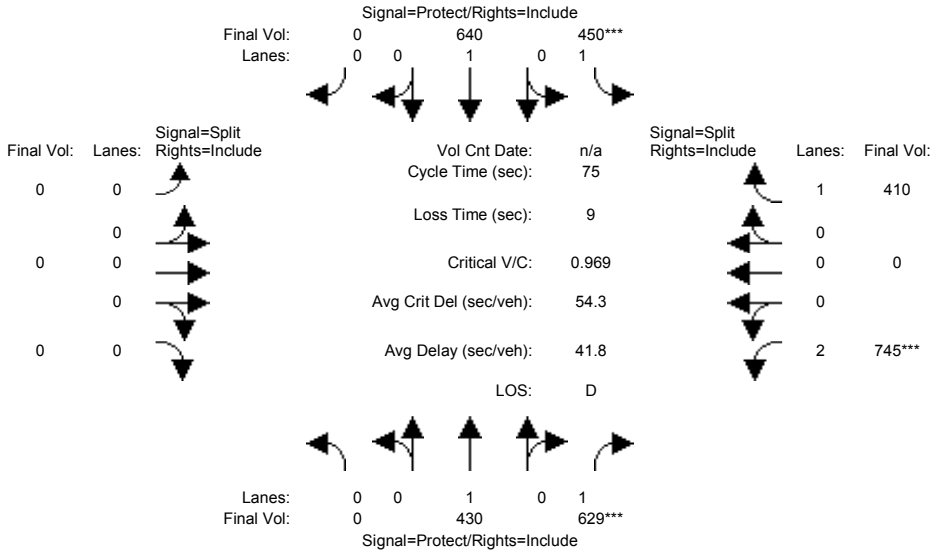
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	9	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	629	450	640	0	0	0	0	745	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	629	450	640	0	0	0	0	745	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	629	450	640	0	0	0	0	745	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	629	450	640	0	0	0	0	745	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.24	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	27.8	27.8	19.9	47.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.61	0.97	0.97	0.53	0.00	0.00	0.00	0.00	0.97	0.00	0.96
Delay/Veh:	0.0	20.8	50.9	61.1	7.9	0.0	0.0	0.0	0.0	53.1	0.0	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	50.9	61.1	7.9	0.0	0.0	0.0	0.0	53.1	0.0	61.3
LOS by Move:	A	C+	D	E	A	A	A	A	A	D-	A	E
HCM2kAvgQ:	0	8	19	17	8	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

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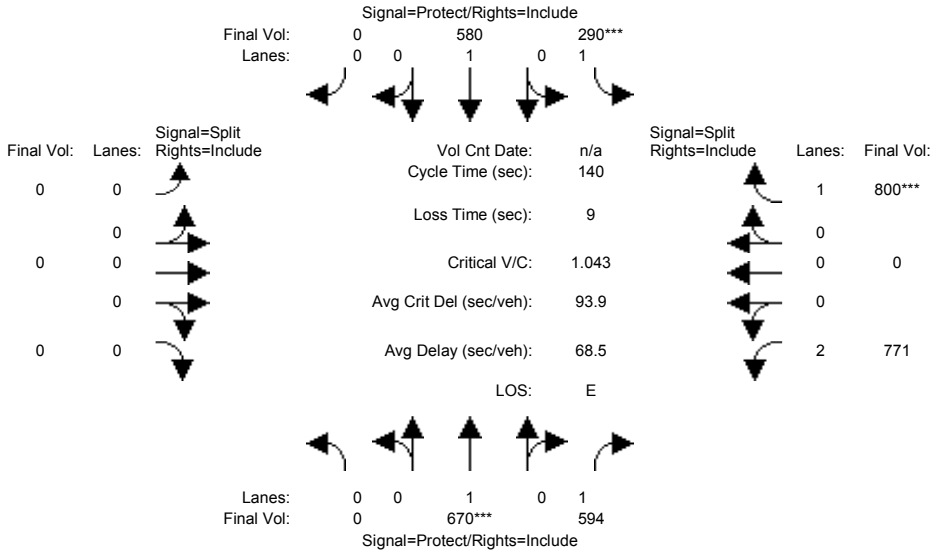
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	14	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	594	290	580	0	0	0	0	771	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	594	290	580	0	0	0	0	771	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	594	290	580	0	0	0	0	771	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	594	290	580	0	0	0	0	771	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.00	1.04	0.61	0.00	0.00	0.00	0.00	0.56	0.00	1.04
Delay/Veh:	0.0	93.4	84.2	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.2	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	C	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	14	0	46

Note: Queue reported is the number of cars per lane.

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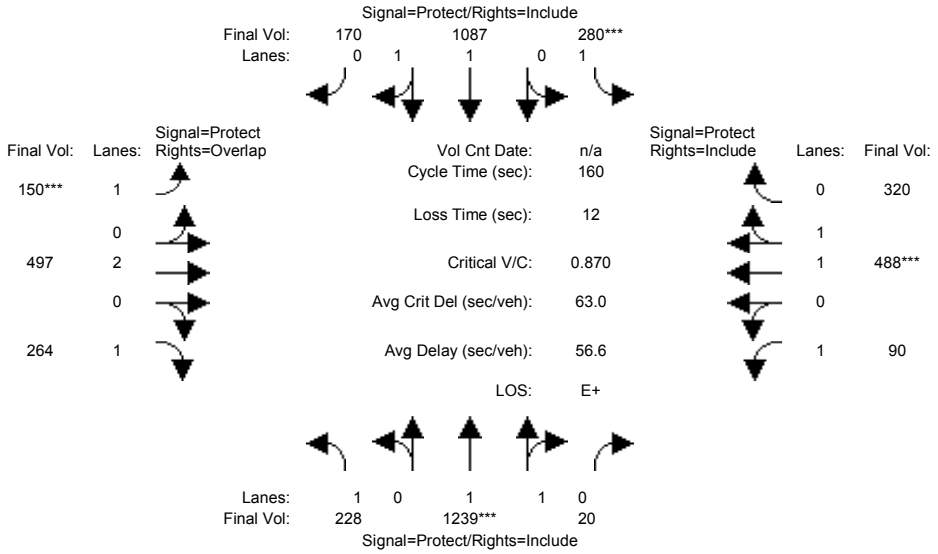
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	8	9	0	0	7	0	0	7	14	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1239	20	280	1087	170	150	497	264	90	488	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1239	20	280	1087	170	150	497	264	90	488	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1239	20	280	1087	170	150	497	264	90	488	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1239	20	280	1087	170	150	497	264	90	488	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	3641	59	1750	3199	500	1750	3800	1750	1750	2234	1465
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.13	0.15	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	25.5	62.6	62.6	29.4	66.5	66.5	15.8	40.2	65.7	15.8	40.2	40.2
Volume/Cap:	0.82	0.87	0.87	0.87	0.82	0.82	0.87	0.52	0.37	0.52	0.87	0.87
Delay/Veh:	81.9	50.9	50.9	85.0	44.9	44.9	105.8	52.1	33.1	71.3	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	50.9	50.9	85.0	44.9	44.9	105.8	52.1	33.1	71.3	66.3	66.3
LOS by Move:	F	D	D	F	D	D	F	D-	C-	E	E	E
HCM2kAvgQ:	14	31	31	17	29	29	7	10	9	4	20	20

Note: Queue reported is the number of cars per lane.

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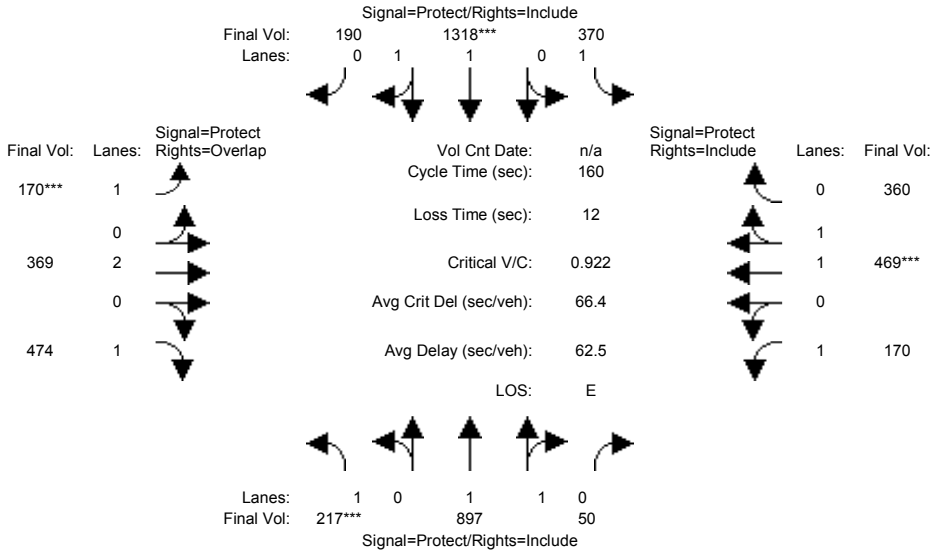
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	17	7	0	0	8	0	0	9	14	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	897	50	370	1318	190	170	369	474	170	469	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	897	50	370	1318	190	170	369	474	170	469	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	897	50	370	1318	190	170	369	474	170	469	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	897	50	370	1318	190	170	369	474	170	469	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.11	0.89
Final Sat.:	1750	3504	195	1750	3233	466	1750	3800	1750	1750	2092	1606
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.41	0.41	0.10	0.10	0.27	0.10	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	21.5	50.5	50.5	41.7	70.7	70.7	16.9	33.6	55.1	22.2	38.9	38.9
Volume/Cap:	0.92	0.81	0.81	0.81	0.92	0.92	0.92	0.46	0.79	0.70	0.92	0.92
Delay/Veh:	106.4	54.7	54.7	65.9	51.1	51.1	115.5	55.8	54.0	74.5	73.7	73.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	54.7	54.7	65.9	51.1	51.1	115.5	55.8	54.0	74.5	73.7	73.7
LOS by Move:	F	D-	D-	E	D-	D-	F	E+	D-	E	E	E
HCM2kAvgQ:	15	23	23	20	39	39	8	7	21	9	22	22

Note: Queue reported is the number of cars per lane.

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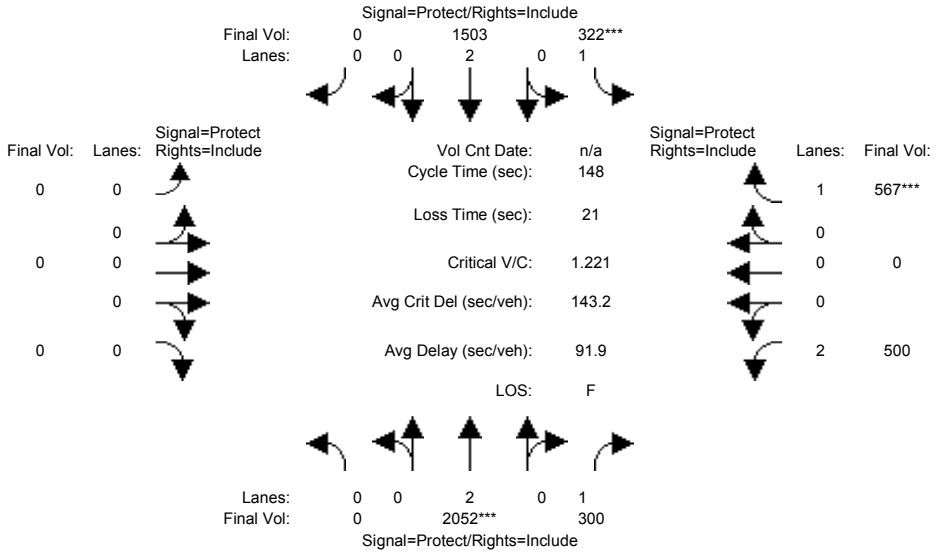
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	72	72	23	67	0	0	0	0	14	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2030	300	320	1480	0	-1	0	0	500	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	300	320	1480	0	-1	0	0	500	0	560
Added Vol:	0	22	0	2	23	0	1	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2052	300	322	1503	0	0	0	0	500	0	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2052	300	322	1503	0	0	0	0	500	0	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2052	300	322	1503	0	0	0	0	500	0	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2052	300	322	1503	0	0	0	0	500	0	567
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.17	0.18	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.32
Crit Moves:		****		****								****
Green Time:	0.0	72.0	72.0	23.0	95.0	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	1.11	0.35	1.18	0.62	0.00	0.00	0.00	0.00	0.73	0.00	1.50
Delay/Veh:	0.0	95.9	23.8	176.3	16.2	0.0	0.0	0.0	0.0	58.2	0.0	295.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	95.9	23.8	176.3	16.2	0.0	0.0	0.0	0.0	58.2	0.0	295.8
LOS by Move:	A	F	C	F	B	A	A	A	A	E+	A	F
HCM2kAvgQ:	0	62	9	21	18	0	0	0	0	14	0	54

Note: Queue reported is the number of cars per lane.

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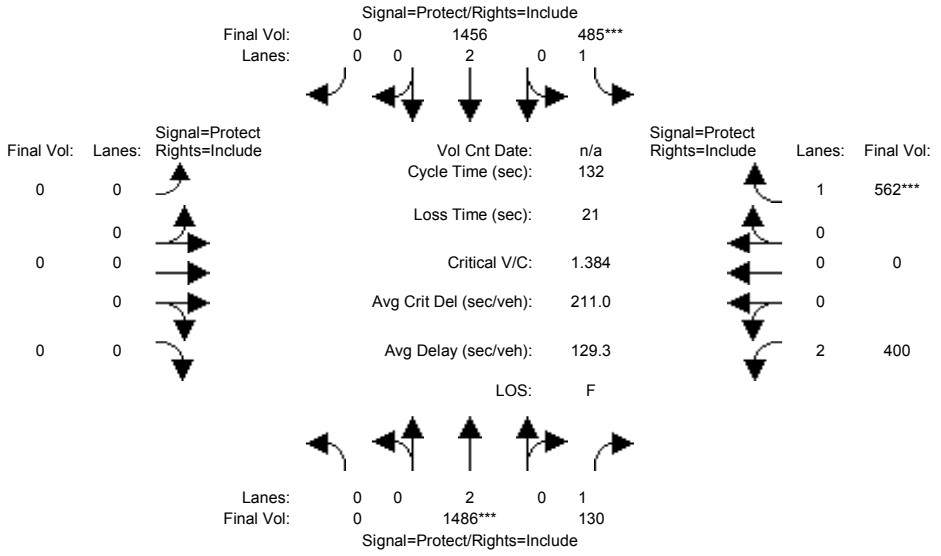
Stanford GUP
SJ15-1585
2035 with Full Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Full MIT PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	58	58	18	59	0	0	0	0	10	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1460	130	480	1430	0	0	0	0	400	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	130	480	1430	0	0	0	0	400	0	560
Added Vol:	0	26	0	5	26	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1486	130	485	1456	0	0	0	0	400	0	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1486	130	485	1456	0	0	0	0	400	0	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1486	130	485	1456	0	0	0	0	400	0	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1486	130	485	1456	0	0	0	0	400	0	562
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.85	0.78
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3230	1488	1488	3230	0	0	0	0	2677	0	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.33	0.45	0.00	0.00	0.00	0.00	0.15	0.00	0.38
Crit Moves:		****		****								****
Green Time:	0.0	58.0	58.0	24.6	82.6	0.0	0.0	0.0	0.0	28.4	0.0	28.4
Volume/Cap:	0.00	1.05	0.20	1.75	0.72	0.00	0.00	0.00	0.00	0.69	0.00	1.75
Delay/Veh:	0.0	74.2	22.9	407.1	18.2	0.0	0.0	0.0	0.0	51.4	0.0	403.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	74.2	22.9	407.1	18.2	0.0	0.0	0.0	0.0	51.4	0.0	403.2
LOS by Move:	A	E	C+	F	B-	A	A	A	A	D-	A	F
HCM2kAvgQ:	0	39	3	48	18	0	0	0	0	10	0	57

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 Half MIT AM				2035 Half MIT PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	E	67.3	0.959	71.2	B	16.0	0.491	12.7
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	150.5	1.230	149.3	F	162.4	1.033	302.8
#19	Hanover St / Page Mill Rd (SC CMP)	E	74.5	0.640	77.4	E+	57.9	0.778	64.3
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	67.3	0.959	79.8	F	81.1	1.028	102.0
#30	Foothill Expressway / Arastradero Road (SCC)	D	41.9	0.583	32.7	E	70.7	0.482	82.5
#31	Foothill Expressway / San Antonio Road (SC CMP)	D	42.7	0.953	57.7	D	46.4	0.984	67.1
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	74.6	0.869	84.4	F	113.5	1.054	165.8
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	122.7	1.130	180.5	F	147.7	0.891	220.6
#37	El Camino Real / Encinal Avenue (MP)	D+	35.6	0.893	50.7	E	67.1	1.002	90.4
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	52.5	0.917	65.0	D-	52.3	0.827	58.6
#41	El Camino Real / Ravenswood Avenue (MP)	D	46.6	0.876	52.2	E+	59.5	0.916	64.1
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	53.7	0.838	59.0	E	74.9	1.039	88.7
#56	Alma Street / Hamilton Avenue	B+	10.1	0.764	11.5	D	40.3	1.086	79.1
#58	Alma Street / Charleston Road	F	121.5	1.129	131.2	F	124.0	1.162	149.1
#59	Middlefield Road / Marsh Road	D	41.9	0.970	54.4	E	68.6	1.043	93.9
#89	Central Expy / Moffett Blvd (SC CMP)	F	97.0	1.239	152.0	F	132.7	1.398	216.7

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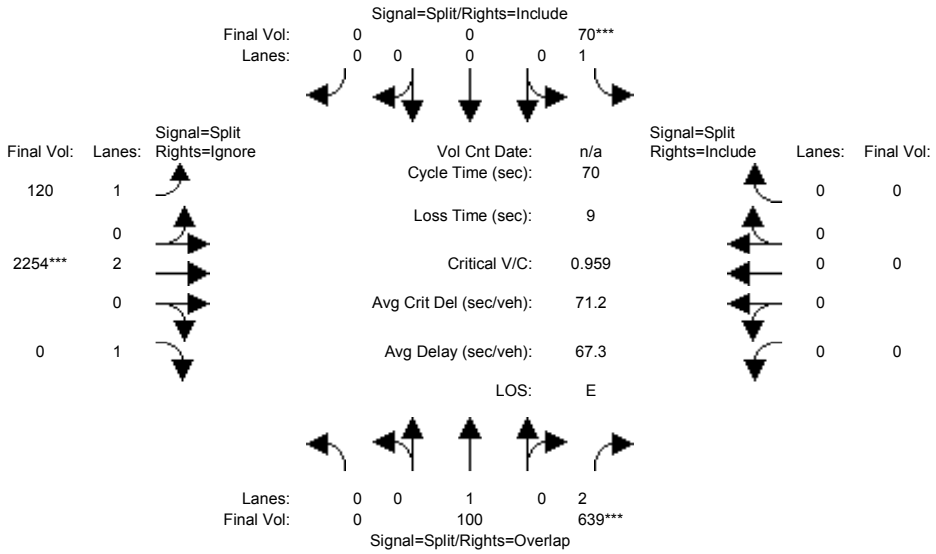
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	9	0	0	0	0	144	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	639	70	0	0	120	2254	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	639	70	0	0	120	2254	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	639	70	0	0	120	2254	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	639	70	0	0	120	2254	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.20	0.04	0.00	0.00	0.07	0.59	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	13.0	13.0	10.0	0.0	0.0	38.0	38.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	1.09	0.28	0.00	0.00	0.13	1.09	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.9	93.5	27.4	0.0	0.0	7.9	66.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.9	93.5	27.4	0.0	0.0	7.9	66.2	0.0	0.0	0.0	0.0
LOS by Move:	A	C	F	C	A	A	A	E	A	A	A	A
HCM2kAvgQ:	0	2	17	1	0	0	1	41	0	0	0	0

Note: Queue reported is the number of cars per lane.

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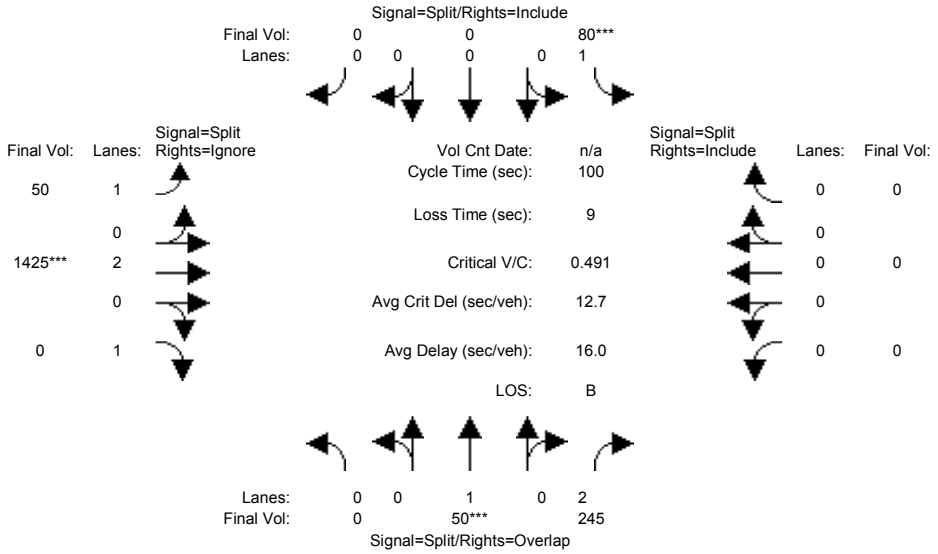
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	15	0	0	0	0	75	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	245	80	0	0	50	1425	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	245	80	0	0	50	1425	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	245	80	0	0	50	1425	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	245	80	0	0	50	1425	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.08	0.05	0.00	0.00	0.03	0.38	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	15.8	15.8	10.0	0.0	0.0	65.2	65.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.49	0.46	0.00	0.00	0.04	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.6	39.2	44.3	0.0	0.0	6.3	10.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.6	39.2	44.3	0.0	0.0	6.3	10.0	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	D	D	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	0	1	5	2	0	0	1	12	0	0	0	0

Note: Queue reported is the number of cars per lane.

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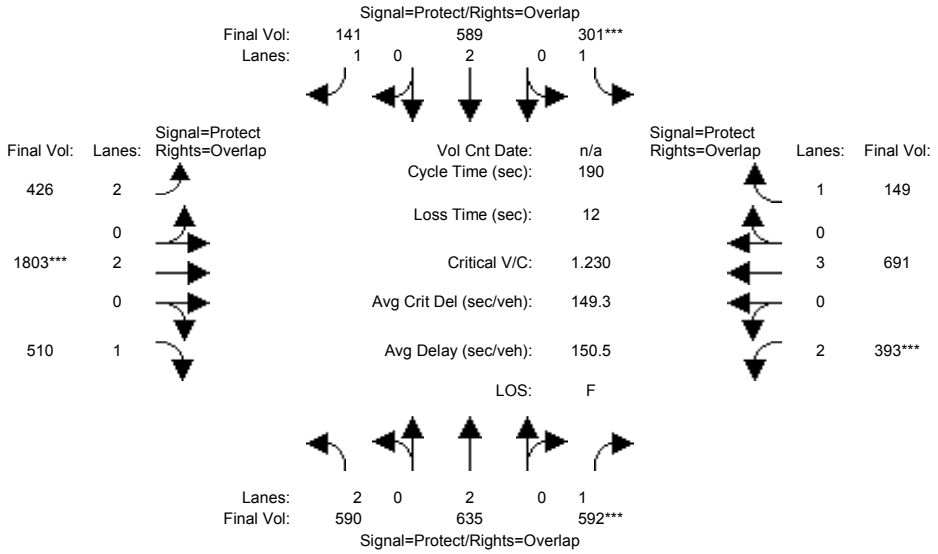
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	85	2	31	59	51	66	63	0	3	41	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	635	592	301	589	141	426	1803	510	393	691	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	635	592	301	589	141	426	1803	510	393	691	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	635	592	301	589	141	426	1803	510	393	691	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	635	592	301	589	141	426	1803	510	393	691	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.34	0.31	0.08	0.14	0.47	0.29	0.12	0.12	0.09
Crit Moves:			****	****				****		****		
Green Time:	23.4	32.0	50.8	38.3	38.7	74.1	35.4	97.8	121.2	18.8	81.3	119.6
Volume/Cap:	1.52	0.99	1.27	1.71	1.52	0.21	0.73	0.92	0.46	1.26	0.28	0.14
Delay/Veh:	336.3	118	209.6	421.5	328	41.0	82.0	64.7	27.9	238.0	56.5	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	336.3	118	209.6	421.5	328	41.0	82.0	64.7	27.9	238.0	56.5	32.4
LOS by Move:	F	F	F	F	F	D	F	E	C	F	E+	C-
HCM2kAvgQ:	35	19	53	36	30	8	14	52	23	21	12	8

Note: Queue reported is the number of cars per lane.

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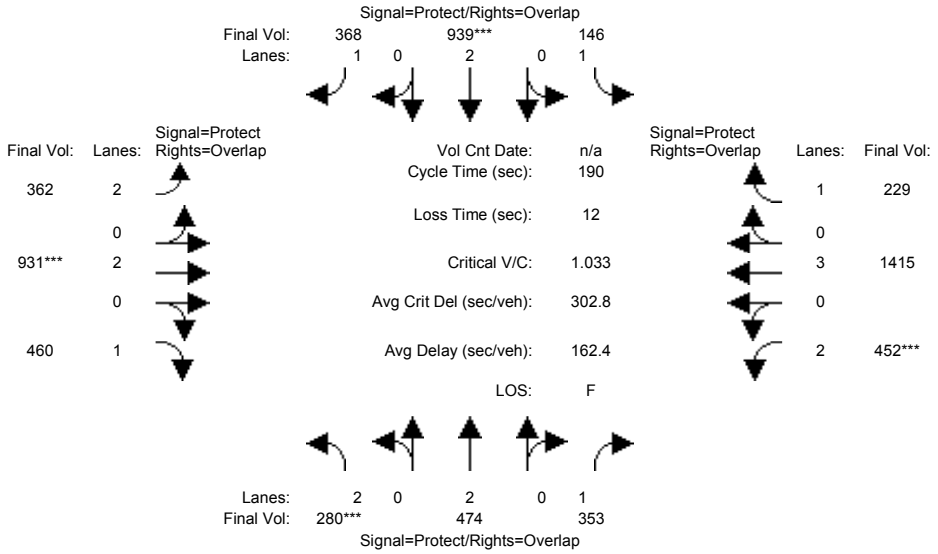
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	74	3	46	89	88	82	41	0	2	55	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	474	353	146	939	368	362	931	460	452	1415	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	474	353	146	939	368	362	931	460	452	1415	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	474	353	146	939	368	362	931	460	452	1415	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	474	353	146	939	368	362	931	460	452	1415	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.20	0.17	0.49	0.21	0.11	0.25	0.26	0.14	0.25	0.13
Crit Moves:	****				****			****			****	
Green Time:	18.8	32.0	50.8	30.1	43.3	79.3	36.0	97.8	116.6	18.8	80.6	110.7
Volume/Cap:	0.90	0.74	0.75	1.05	2.17	0.50	0.61	0.48	0.43	1.45	0.59	0.22
Delay/Veh:	116.8	84.4	74.8	176.4	612	44.0	76.9	39.8	29.3	317.0	66.8	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	84.4	74.8	176.4	612	44.0	76.9	39.8	29.3	317.0	66.8	39.2
LOS by Move:	F	F	E	F	F	D	E-	D	C	F	E	D
HCM2kAvgQ:	11	14	22	11	58	21	12	21	21	27	26	12

Note: Queue reported is the number of cars per lane.

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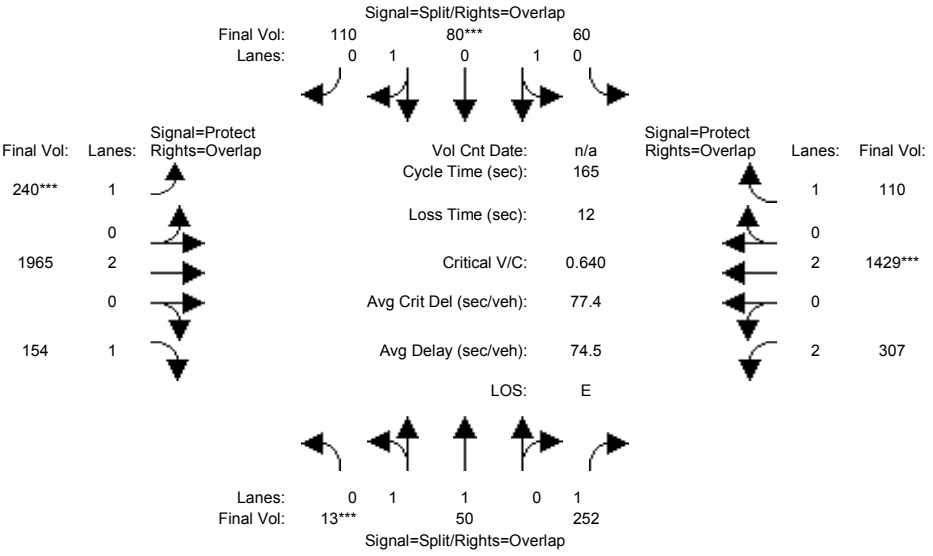
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	3	0	22	0	0	0	0	85	4	37	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	50	252	60	80	110	240	1965	154	307	1429	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	50	252	60	80	110	240	1965	154	307	1429	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	50	252	60	80	110	240	1965	154	307	1429	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	50	252	60	80	110	240	1965	154	307	1429	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.42	1.58	1.00	0.48	0.64	0.88	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	763	2936	1750	864	1152	1584	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.52	0.09	0.10	0.38	0.06
Crit Moves:	****				****		****				****	
Green Time:	22.3	22.3	43.8	25.8	25.8	42.1	16.3	85.1	107.4	21.5	90.2	116.0
Volume/Cap:	0.13	0.13	0.54	0.44	0.44	0.27	1.39	1.00	0.14	0.75	0.69	0.09
Delay/Veh:	73.1	73.1	61.8	74.0	74.0	57.4	291.7	79.6	19.4	87.9	42.2	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	73.1	61.8	74.0	74.0	57.4	291.7	79.6	19.4	87.9	42.2	15.1
LOS by Move:	E	E	E	E	E	E+	F	E-	B-	F	D	B
HCM2kAvgQ:	2	2	14	7	7	6	24	61	5	10	33	4

Note: Queue reported is the number of cars per lane.

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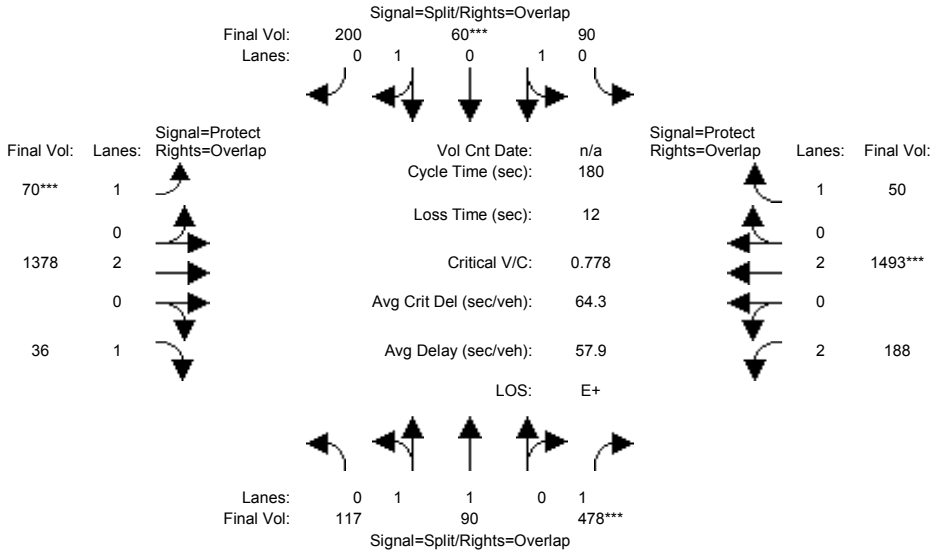
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	7	0	48	0	0	0	0	78	6	38	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	90	478	90	60	200	70	1378	36	188	1493	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	90	478	90	60	200	70	1378	36	188	1493	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	90	478	90	60	200	70	1378	36	188	1493	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	90	478	90	60	200	70	1378	36	188	1493	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.27	0.08	0.08	0.11	0.04	0.36	0.02	0.06	0.39	0.03
Crit Moves:			****		****		****				****	
Green Time:	24.4	24.4	48.0	28.1	28.1	45.9	17.8	92.6	117.0	23.6	98.4	126.6
Volume/Cap:	0.49	0.35	1.02	0.53	0.53	0.44	0.40	0.70	0.03	0.45	0.72	0.04
Delay/Veh:	77.8	75.7	118.4	75.4	75.4	60.3	82.7	45.9	18.1	77.8	43.6	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	75.7	118.4	75.4	75.4	60.3	82.7	45.9	18.1	77.8	43.6	14.5
LOS by Move:	E-	E-	F	E-	E-	E	F	D	B-	E-	D	B
HCM2kAvgQ:	7	5	37	9	9	10	4	34	1	6	35	2

Note: Queue reported is the number of cars per lane.

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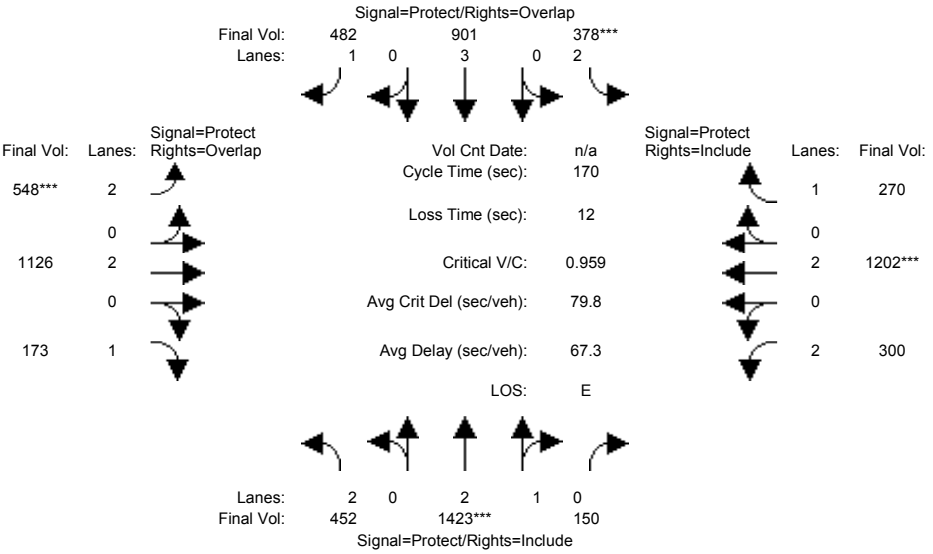
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	2	93	0	28	71	102	98	6	3	0	12	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	1423	150	378	901	482	548	1126	173	300	1202	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	452	1423	150	378	901	482	548	1126	173	300	1202	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1423	150	378	901	482	548	1126	173	300	1202	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	1423	150	378	901	482	548	1126	173	300	1202	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5065	534	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.16	0.28	0.17	0.30	0.10	0.10	0.32	0.15
Crit Moves:		****			****			****			****	
Green Time:	33.8	49.8	49.8	21.3	37.3	68.1	30.8	65.8	99.6	21.1	56.1	56.1
Volume/Cap:	0.72	0.96	0.96	0.96	0.72	0.69	0.96	0.77	0.17	0.77	0.96	0.47
Delay/Veh:	67.8	72.8	72.8	108.6	63.6	45.0	96.5	47.9	16.3	80.8	72.4	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	72.8	72.8	108.6	63.6	45.0	96.5	47.9	16.3	80.8	72.4	45.7
LOS by Move:	E	E	E	F	E	D	F	D	B	F	E	D
HCM2kAvgQ:	14	32	32	13	14	22	16	23	4	9	34	12

Note: Queue reported is the number of cars per lane.

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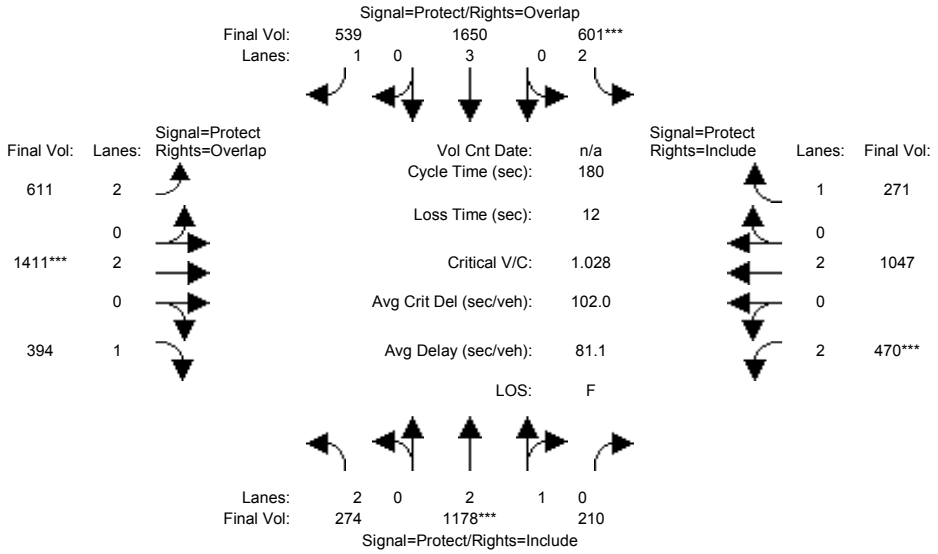
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	4	88	0	41	100	109	111	11	4	0	7	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1178	210	601	1650	539	611	1411	394	470	1047	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.53	0.47	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4752	847	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.19	0.29	0.31	0.19	0.37	0.23	0.15	0.28	0.15
Crit Moves:		****		****				****		****		
Green Time:	17.8	43.4	43.4	33.4	59.1	96.7	37.7	65.0	82.8	26.1	53.5	53.5
Volume/Cap:	0.88	1.03	1.03	1.03	0.88	0.57	0.93	1.03	0.49	1.03	0.93	0.52
Delay/Veh:	104.2	100	100.1	117.8	62.5	28.7	89.1	89.1	34.4	126.3	74.2	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.2	100	100.1	117.8	62.5	28.7	89.1	89.1	34.4	126.3	74.2	53.5
LOS by Move:	F	F	F	F	E	C	F	F	C-	F	E	D-
HCM2kAvgQ:	12	32	32	23	29	20	21	43	15	19	30	13

Note: Queue reported is the number of cars per lane.

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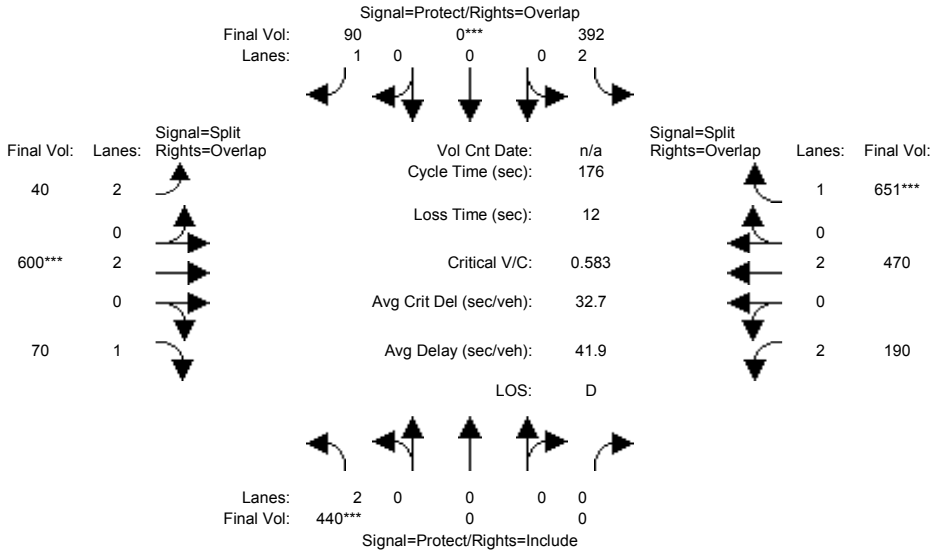
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	0	70	22	0	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	68	0	2	30	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2028	0	392	470	90	40	600	70	190	470	651
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	0	0	392	0	90	40	600	70	190	470	651
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	0	392	0	90	40	600	70	190	470	651
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	0	392	0	90	40	600	70	190	470	651
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3559	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.11	0.00	0.05	0.01	0.16	0.04	0.06	0.12	0.37
Crit Moves:	****				****			****				****
Green Time:	41.0	0.0	0.0	41.0	0.0	48.0	48.0	48.0	89.0	75.0	75.0	116.0
Volume/Cap:	0.53	0.00	0.00	0.47	0.00	0.18	0.05	0.58	0.08	0.14	0.29	0.56
Delay/Veh:	59.8	0.0	0.0	58.5	0.0	49.1	47.2	56.1	22.5	30.9	33.1	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	0.0	0.0	58.5	0.0	49.1	47.2	56.1	22.5	30.9	33.1	16.9
LOS by Move:	E+	A	A	E+	A	D	D	E+	C+	C	C-	B
HCM2kAvgQ:	10	0	0	9	0	4	1	14	2	3	8	19

Note: Queue reported is the number of cars per lane.

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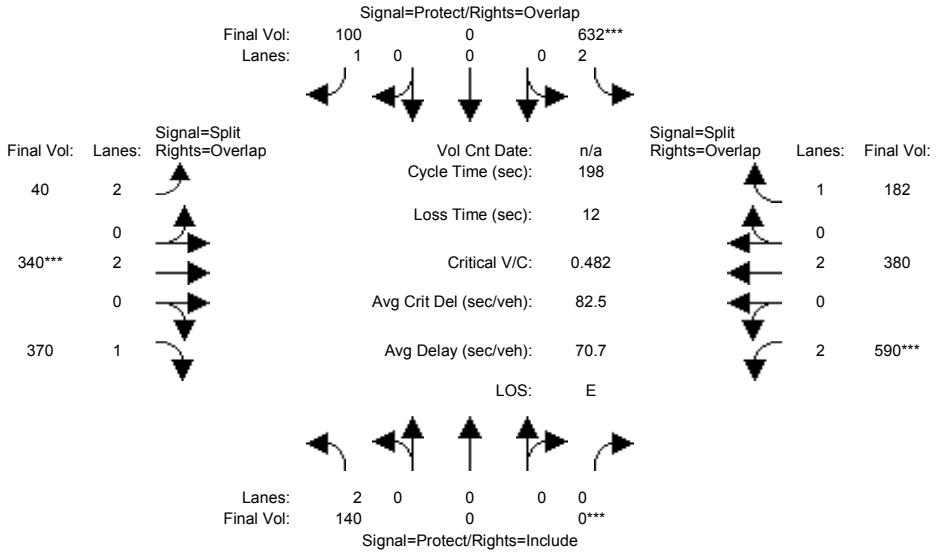
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	0	51	45	0	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	35	0	2	58	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	10	632	1938	100	40	340	370	590	380	182
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	0	632	0	100	40	340	370	590	380	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	0	632	0	100	40	340	370	590	380	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	0	632	0	100	40	340	370	590	380	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3500	0	0	3561	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.18	0.00	0.06	0.01	0.09	0.21	0.19	0.10	0.10
Crit Moves:			****	****				****		****		
Green Time:	63.8	0.0	0.0	42.2	0.0	100.4	58.2	58.2	122.0	38.5	38.5	80.7
Volume/Cap:	0.12	0.00	0.00	0.83	0.00	0.11	0.04	0.30	0.34	0.96	0.51	0.26
Delay/Veh:	50.5	0.0	0.0	86.2	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	0.0	0.0	86.2	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.5
LOS by Move:	D	A	A	F	A	C	D-	E+	B-	F	E-	D
HCM2kAvgQ:	3	0	0	19	0	3	1	8	12	23	10	8

Note: Queue reported is the number of cars per lane.

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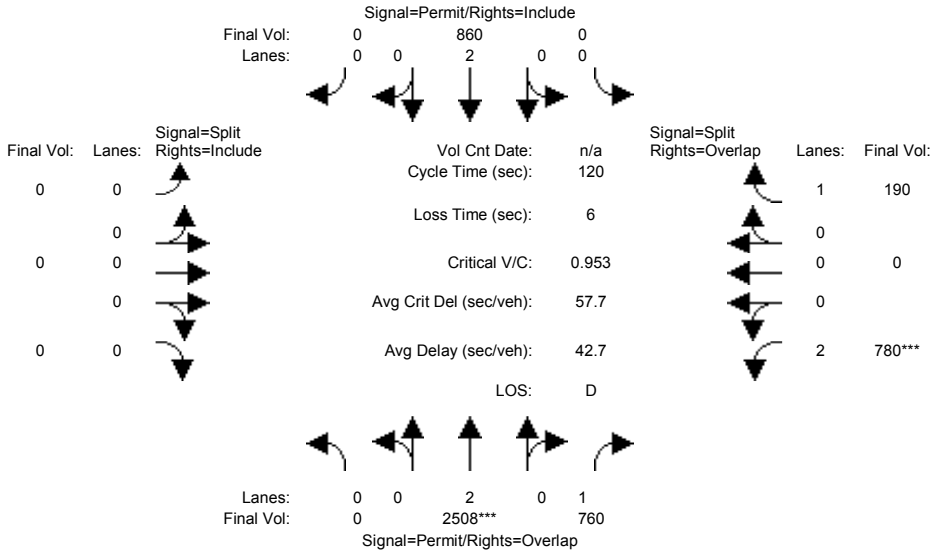
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	68	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2508	760	0	860	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2508	760	0	860	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2508	760	0	860	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2508	760	0	860	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.07	0.53	0.00	0.37	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	63.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.1	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	55	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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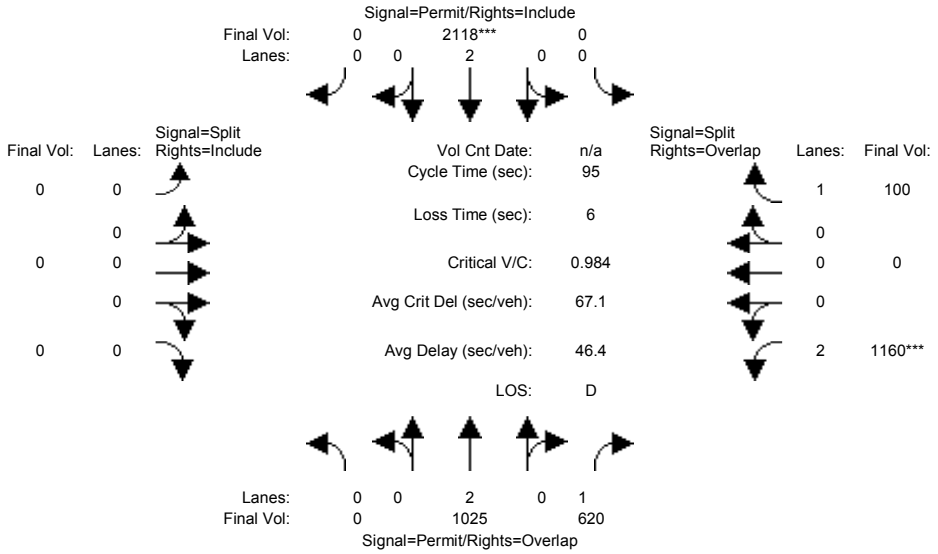
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	620	0	2118	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	620	0	2118	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	620	0	2118	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	620	0	2118	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.56	0.00	0.00	0.00	0.00	0.37	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	0.89	0.00	0.00	0.00	0.00	1.16	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	38.8	0.0	0.0	0.0	0.0	118.7	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	38.8	0.0	0.0	0.0	0.0	118.7	0.0	25.2
LOS by Move:	A	A	A	A	D+	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	30	0	0	0	0	33	0	2

Note: Queue reported is the number of cars per lane.

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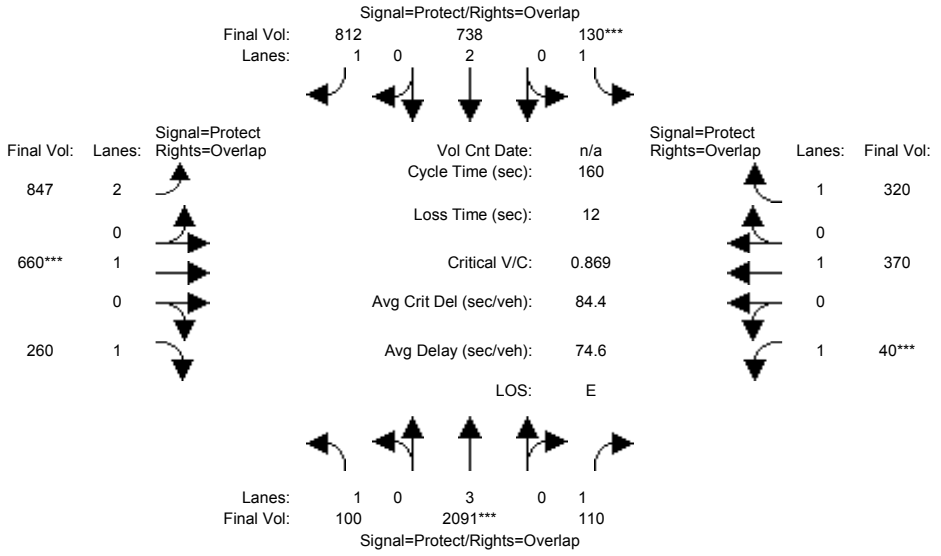
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	61	0	0	28	2	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2091	110	130	738	812	847	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2091	110	130	738	812	847	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2091	110	130	738	812	847	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2091	110	130	738	812	847	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.05	0.15	0.75	0.57	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	91.9	27.7	101.3	66.0	53.0	83.6	57.3	25.3	80.1	105	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	91.9	27.7	101.3	66.0	53.0	83.6	57.3	25.3	80.1	105	55.6
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	41	3	8	19	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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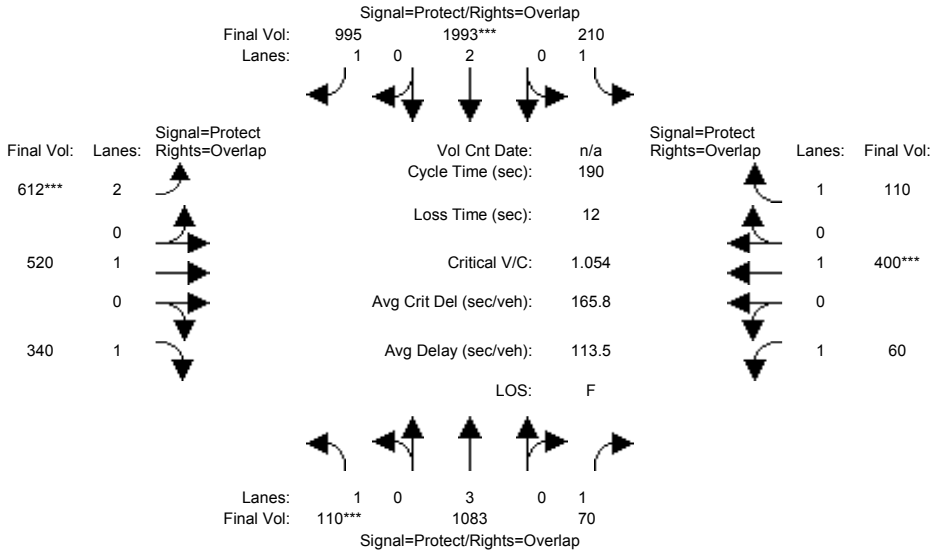
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	33	0	0	53	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1083	70	210	1993	995	612	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1083	70	210	1993	995	612	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1083	70	210	1993	995	612	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1083	70	210	1993	995	612	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.12	0.52	0.57	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.55	0.10	0.66	1.22	0.93	1.07	0.79	0.44	0.51	0.91	0.15
Delay/Veh:	96.5	50.9	32.0	94.3	190	86.4	141.7	66.9	39.7	95.7	99.9	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	50.9	32.0	94.3	190	86.4	141.7	66.9	39.7	95.7	99.9	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D	F	F	D+
HCM2kAvgQ:	7	15	2	13	80	64	29	30	15	5	27	4

Note: Queue reported is the number of cars per lane.

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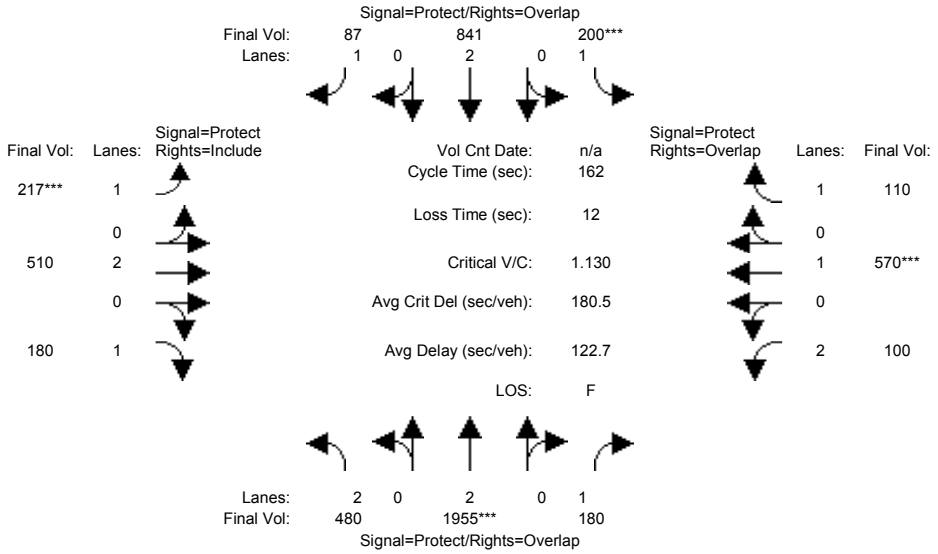
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	26	50	50	26	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	35	0	0	21	7	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1955	180	200	841	87	217	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1955	180	200	841	87	217	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1955	180	200	841	87	217	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1955	180	200	841	87	217	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.10	0.11	0.22	0.05	0.12	0.13	0.10	0.03	0.30	0.06
Crit Moves:		****		****			****				****	
Green Time:	31.5	62.0	86.1	18.5	49.1	73.1	24.1	46.3	46.3	24.1	46.3	64.8
Volume/Cap:	0.78	1.34	0.19	1.00	0.73	0.11	0.83	0.47	0.36	0.21	1.05	0.16
Delay/Veh:	73.6	213	21.5	141.1	57.0	27.8	92.6	51.9	50.2	65.7	115	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	213	21.5	141.1	57.0	27.8	92.6	51.9	50.2	65.7	115	33.7
LOS by Move:	E	F	C+	F	E+	C	F	D-	D	E	F	C-
HCM2kAvgQ:	16	82	5	14	20	3	14	11	8	3	38	4

Note: Queue reported is the number of cars per lane.

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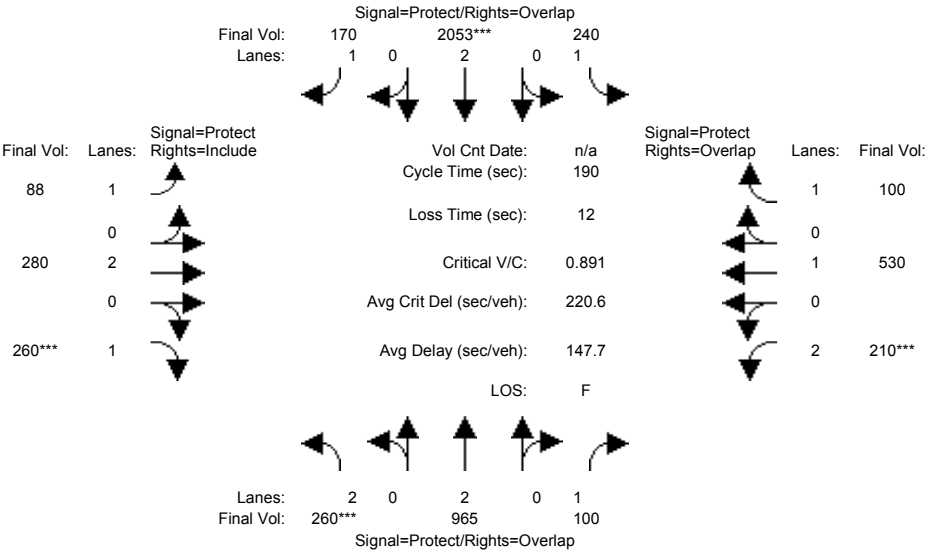
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	75	75	26	74	74	19	60	60	29	70	70
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	25	0	0	33	20	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	965	100	240	2053	170	88	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	965	100	240	2053	170	88	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	965	100	240	2053	170	88	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	965	100	240	2053	170	88	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.14	0.54	0.10	0.05	0.07	0.15	0.07	0.28	0.06
Crit Moves:	****				****				****	****		
Green Time:	24.5	70.5	97.8	24.5	70.5	88.4	17.9	56.4	56.4	27.3	65.8	90.3
Volume/Cap:	0.64	0.68	0.11	1.07	1.46	0.21	0.53	0.25	0.50	0.46	0.80	0.12
Delay/Veh:	87.0	54.9	25.3	166.4	272	32.1	90.7	54.0	59.4	80.1	67.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	54.9	25.3	166.4	272	32.1	90.7	54.0	59.4	80.1	67.0	29.6
LOS by Move:	F	D-	C	F	F	C-	F	D-	E+	F	E	C
HCM2kAvgQ:	10	25	3	17	98	6	6	6	14	7	30	4

Note: Queue reported is the number of cars per lane.

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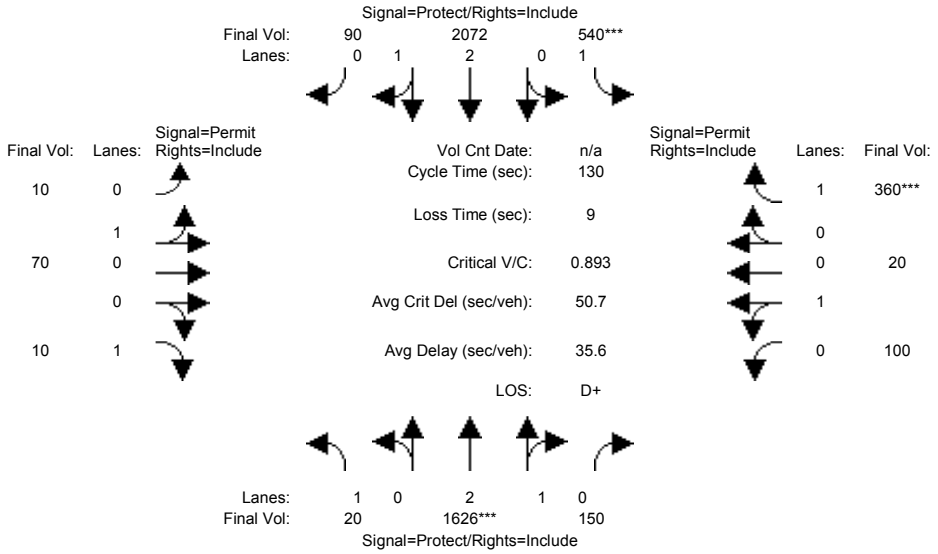
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	36	0	0	72	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1626	150	540	2072	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1626	150	540	2072	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1626	150	540	2072	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1626	150	540	2072	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	5126	473	1750	5367	233	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.1	46.2	46.2	44.9	79.9	79.9	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.13	0.89	0.89	0.89	0.63	0.63	0.19	0.19	0.02	0.29	0.29	0.89
Delay/Veh:	55.4	45.2	45.2	55.9	16.1	16.1	40.5	40.5	38.8	41.6	41.6	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	45.2	45.2	55.9	16.1	16.1	40.5	40.5	38.8	41.6	41.6	69.9
LOS by Move:	E+	D	D	E+	B	B	D	D	D+	D	D	E
HCM2kAvgQ:	1	24	24	25	18	18	3	3	0	4	4	18

Note: Queue reported is the number of cars per lane.

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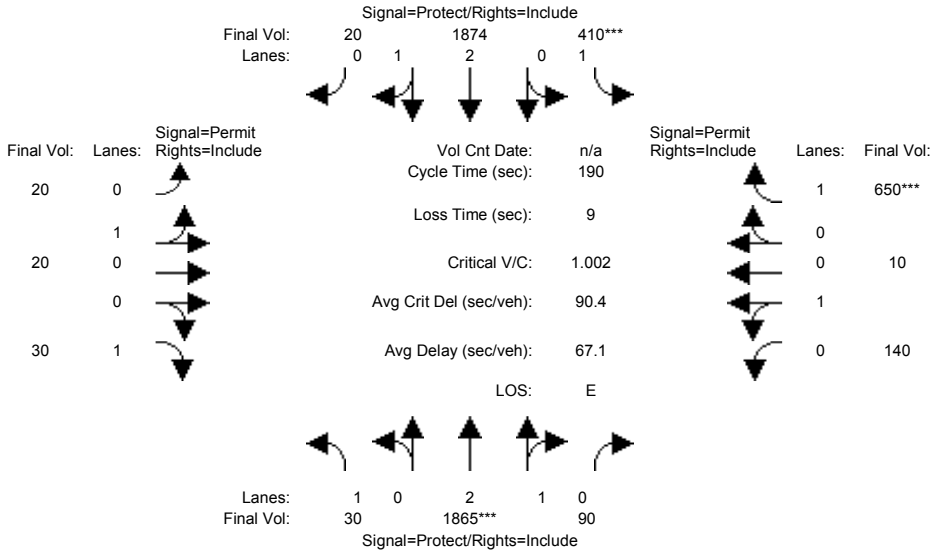
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	65	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1865	90	410	1874	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1865	90	410	1874	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1865	90	410	1874	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1865	90	410	1874	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	5342	258	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	10.9	66.2	66.2	44.4	99.7	99.7	70.4	70.4	70.4	70.4	70.4	70.4
Volume/Cap:	0.30	1.00	1.00	1.00	0.64	0.64	0.06	0.06	0.05	0.22	0.22	1.00
Delay/Veh:	87.6	82.8	82.8	117.9	32.9	32.9	38.5	38.5	38.3	41.2	41.2	95.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	82.8	82.8	117.9	32.9	32.9	38.5	38.5	38.3	41.2	41.2	95.7
LOS by Move:	F	F	F	F	C-	C-	D+	D+	D+	D	D	F
HCM2kAvgQ:	2	41	41	31	26	26	1	1	1	6	6	47

Note: Queue reported is the number of cars per lane.

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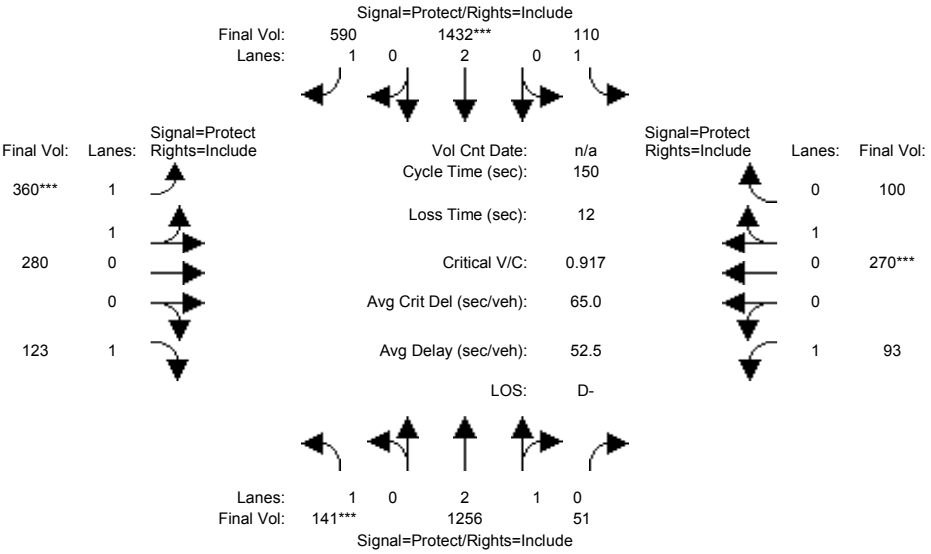
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	36	1	0	72	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1256	51	110	1432	590	360	280	123	93	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1256	51	110	1432	590	360	280	123	93	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1256	51	110	1432	590	360	280	123	93	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1256	51	110	1432	590	360	280	123	93	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	5381	219	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	59.0	59.0	15.9	61.7	61.7	29.5	48.8	48.8	14.4	33.6	33.6
Volume/Cap:	0.92	0.59	0.59	0.59	0.92	0.82	0.92	0.55	0.22	0.55	0.92	0.92
Delay/Veh:	116.4	36.5	36.5	69.1	50.6	46.7	76.0	42.3	36.9	68.8	82.2	82.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	36.5	36.5	69.1	50.6	46.7	76.0	42.3	36.9	68.8	82.2	82.2
LOS by Move:	F	D+	D+	E	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	15	15	5	32	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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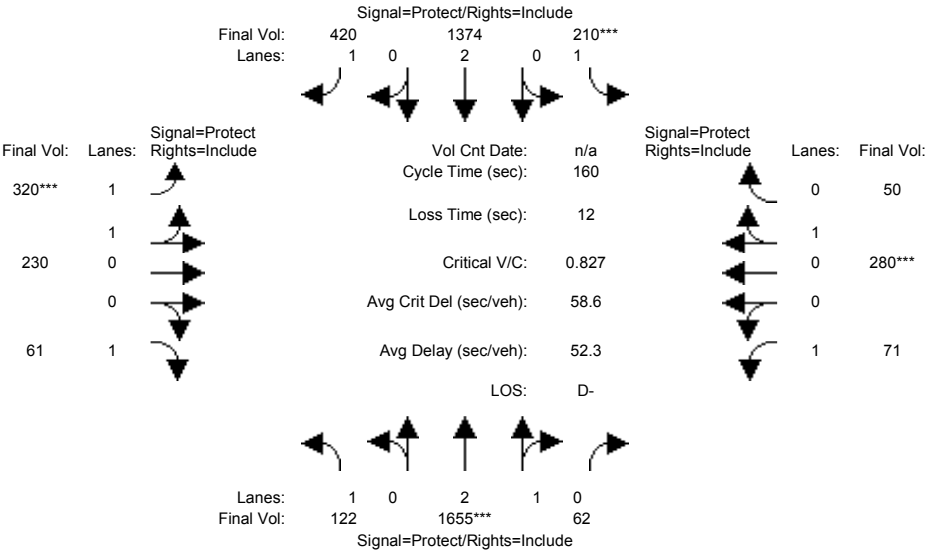
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	2	65	2	0	44	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1655	62	210	1374	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1655	62	210	1374	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1655	62	210	1374	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1655	62	210	1374	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	5398	202	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	13.3	59.3	59.3	23.2	69.2	69.2	30.0	51.0	51.0	14.4	35.5	35.5
Volume/Cap:	0.84	0.83	0.83	0.83	0.84	0.55	0.83	0.49	0.11	0.45	0.83	0.83
Delay/Veh:	104.5	48.6	48.6	86.0	44.3	34.8	71.0	44.2	38.5	71.1	72.6	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.5	48.6	48.6	86.0	44.3	34.8	71.0	44.2	38.5	71.1	72.6	72.6
LOS by Move:	F	D	D	F	D	C-	E	D	D+	E	E	E
HCM2kAvgQ:	7	25	25	11	30	16	16	11	2	4	18	18

Note: Queue reported is the number of cars per lane.

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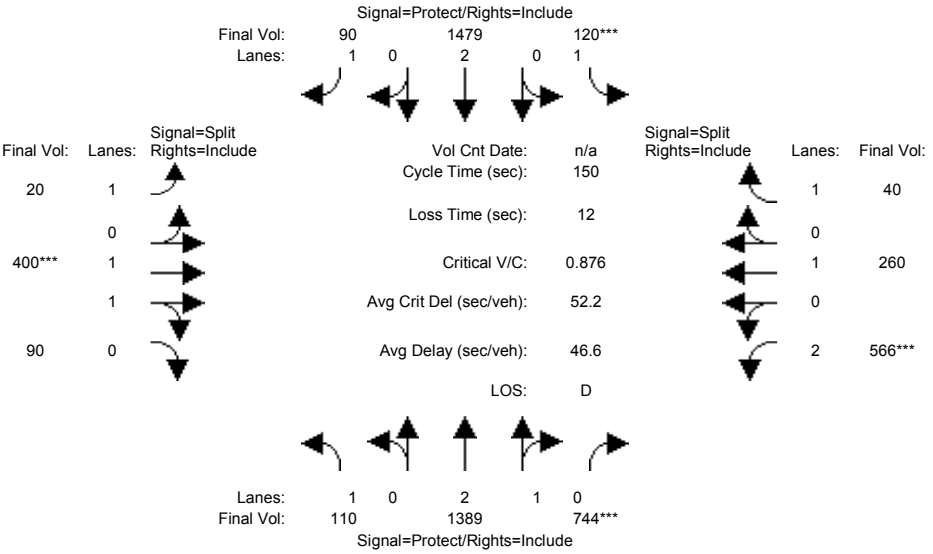
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	39	14	0	79	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1389	744	120	1479	90	20	400	90	566	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1389	744	120	1479	90	20	400	90	566	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1389	744	120	1479	90	20	400	90	566	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1389	744	120	1479	90	20	400	90	566	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3020	679	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.43	0.07	0.39	0.05	0.01	0.13	0.13	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.8	72.8	72.8	11.7	72.8	72.8	22.7	22.7	22.7	30.8	30.8	30.8
Volume/Cap:	0.80	0.75	0.88	0.88	0.80	0.11	0.08	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	95.7	32.5	38.5	110.7	35.2	21.0	54.8	76.7	76.7	70.6	59.3	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	32.5	38.5	110.7	35.2	21.0	54.8	76.7	76.7	70.6	59.3	48.6
LOS by Move:	F	C-	D+	F	D+	C+	D-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	34	6	28	2	1	14	14	16	11	2

Note: Queue reported is the number of cars per lane.

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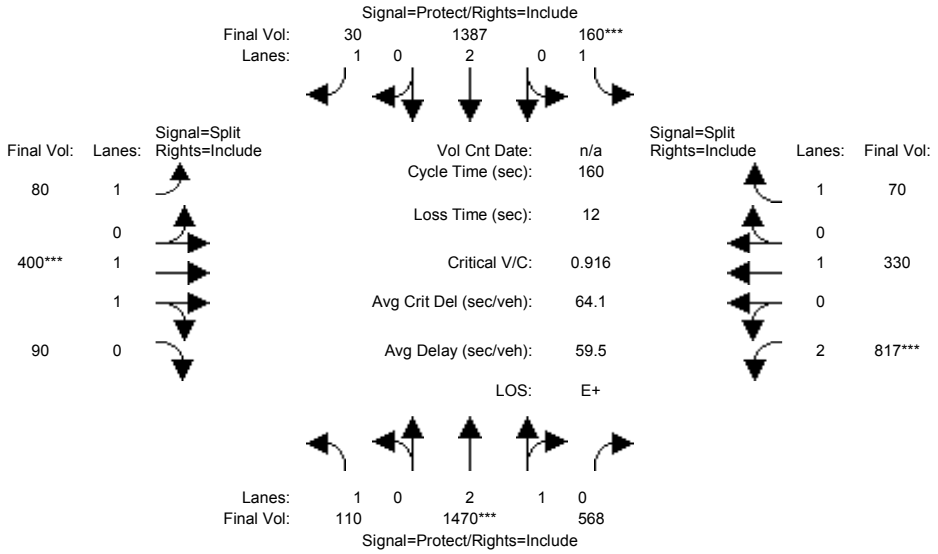
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	70	18	0	47	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1470	568	160	1387	30	80	400	90	817	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1470	568	160	1387	30	80	400	90	817	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1470	568	160	1387	30	80	400	90	817	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1470	568	160	1387	30	80	400	90	817	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.13	0.87	1.00	2.00	1.00	1.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1750	4037	1560	1750	3800	1750	1750	3020	679	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.09	0.37	0.02	0.05	0.13	0.13	0.26	0.17	0.04
Crit Moves:		****		****				****		****		
Green Time:	11.7	63.6	63.6	16.0	67.9	67.9	23.1	23.1	23.1	45.3	45.3	45.3
Volume/Cap:	0.86	0.92	0.92	0.92	0.86	0.04	0.32	0.92	0.92	0.92	0.61	0.14
Delay/Veh:	114.2	52.2	52.2	116.0	46.7	27.0	62.1	88.1	88.1	69.4	51.9	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.2	52.2	52.2	116.0	46.7	27.0	62.1	88.1	88.1	69.4	51.9	43.0
LOS by Move:	F	D-	D-	F	D	C	E	F	F	E	D-	D
HCM2kAvgQ:	6	34	34	9	31	1	4	15	15	25	14	3

Note: Queue reported is the number of cars per lane.

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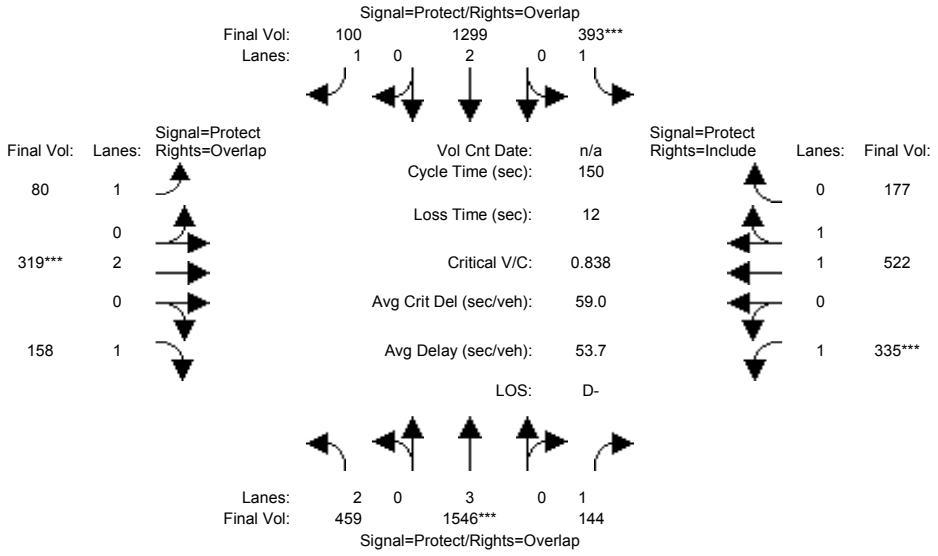
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	9	116	24	13	109	0	0	49	18	15	112	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	459	1546	144	393	1299	100	80	319	158	335	522	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	1546	144	393	1299	100	80	319	158	335	522	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	1546	144	393	1299	100	80	319	158	335	522	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	1546	144	393	1299	100	80	319	158	335	522	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2762	937
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.08	0.22	0.34	0.06	0.05	0.08	0.09	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	26.5	48.5	82.8	40.2	62.2	75.1	12.9	15.0	41.5	34.3	36.4	36.4
Volume/Cap:	0.82	0.84	0.15	0.84	0.82	0.11	0.53	0.84	0.33	0.84	0.78	0.78
Delay/Veh:	69.2	50.7	16.5	64.4	42.7	19.9	69.4	81.3	43.5	69.7	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	50.7	16.5	64.4	42.7	19.9	69.4	81.3	43.5	69.7	57.4	57.4
LOS by Move:	E	D	B	E	D	B-	E	F	D	E	E+	E+
HCM2kAvgQ:	12	22	3	19	27	2	4	8	6	16	15	15

Note: Queue reported is the number of cars per lane.

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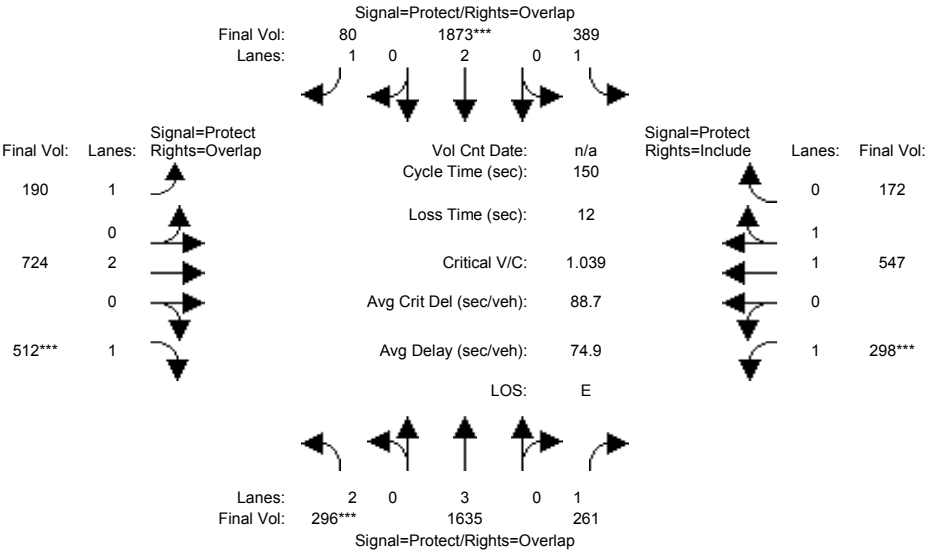
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	16	125	31	9	133	0	0	94	12	38	57	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1635	261	389	1873	80	190	724	512	298	547	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1635	261	389	1873	80	190	724	512	298	547	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1635	261	389	1873	80	190	724	512	298	547	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1635	261	389	1873	80	190	724	512	298	547	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2814	885
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.15	0.22	0.49	0.05	0.11	0.19	0.29	0.17	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	13.6	47.7	72.3	37.0	71.2	90.3	19.1	28.7	42.2	24.6	34.2	34.2
Volume/Cap:	1.04	0.90	0.31	0.90	1.04	0.08	0.85	1.00	1.04	1.04	0.85	0.85
Delay/Veh:	132.0	55.5	23.8	76.3	71.5	12.5	89.9	93.1	104.9	126.3	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.0	55.5	23.8	76.3	71.5	12.5	89.9	93.1	104.9	126.3	63.9	63.9
LOS by Move:	F	E+	C	E-	E	B	F	F	F	F	E	E
HCM2kAvgQ:	10	24	7	19	48	2	10	20	31	18	17	17

Note: Queue reported is the number of cars per lane.

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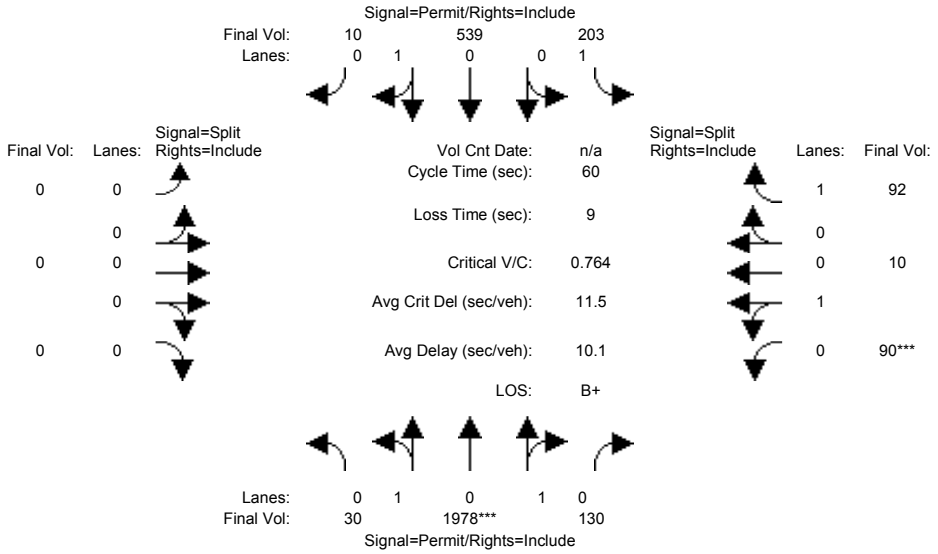
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	18	0	33	19	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1978	130	203	539	10	0	0	0	90	10	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1978	130	203	539	10	0	0	0	90	10	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1978	130	203	539	10	0	0	0	90	10	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1978	130	203	539	10	0	0	0	90	10	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	51	3331	219	1750	1767	33	0	0	0	1620	180	1750
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.12	0.31	0.31	0.00	0.00	0.00	0.06	0.06	0.05
Crit Moves:		****								****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.17	0.45	0.45	0.00	0.00	0.00	0.33	0.33	0.32
Delay/Veh:	11.0	11.0	11.0	3.5	4.6	4.6	0.0	0.0	0.0	22.7	22.7	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	3.5	4.6	4.6	0.0	0.0	0.0	22.7	22.7	22.6
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C+	C+	C+
HCM2kAvgQ:	20	20	20	2	5	5	0	0	0	2	2	2

Note: Queue reported is the number of cars per lane.

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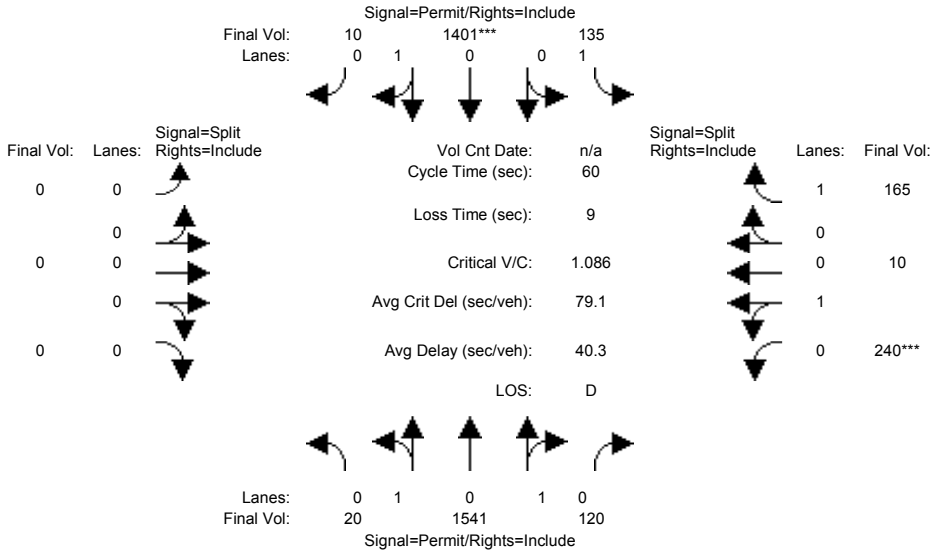
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	21	0	35	21	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1541	120	135	1401	10	0	0	0	240	10	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1541	120	135	1401	10	0	0	0	240	10	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1541	120	135	1401	10	0	0	0	240	10	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1541	120	135	1401	10	0	0	0	240	10	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	43	3300	257	1750	1787	13	0	0	0	1728	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.08	0.78	0.78	0.00	0.00	0.00	0.14	0.14	0.09
Crit Moves:					****					****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.68	0.68	0.68	0.11	1.15	1.15	0.00	0.00	0.00	0.83	0.83	0.57
Delay/Veh:	6.4	6.4	6.4	3.3	85.6	85.6	0.0	0.0	0.0	42.0	42.0	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	3.3	85.6	85.6	0.0	0.0	0.0	42.0	42.0	25.6
LOS by Move:	A	A	A	A	F	F	A	A	A	D	D	C
HCM2kAvgQ:	11	11	11	1	55	55	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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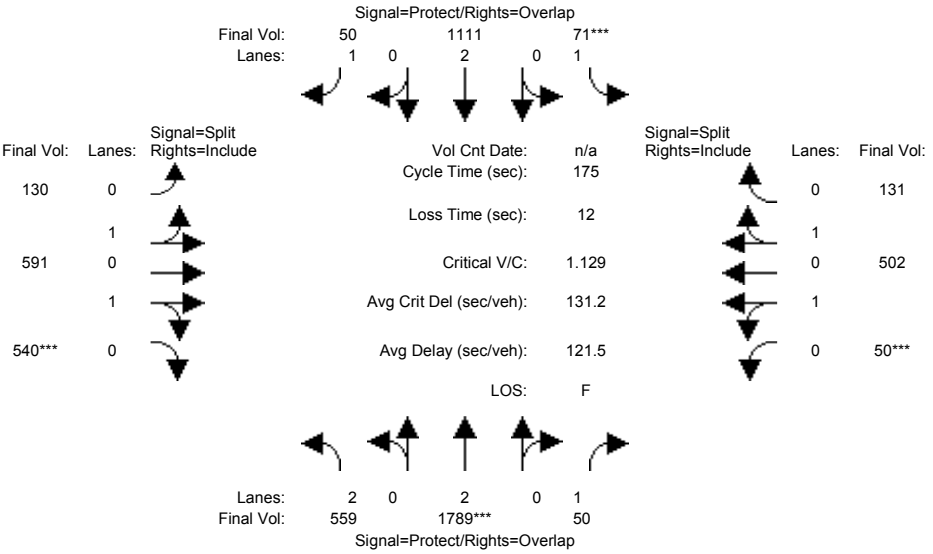
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	19	19	0	1	11	0	0	11	10	0	12	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	1789	50	71	1111	50	130	591	540	50	502	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1789	50	71	1111	50	130	591	540	50	502	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1789	50	71	1111	50	130	591	540	50	502	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	1789	50	71	1111	50	130	591	540	50	502	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.20	0.94	0.86	0.15	1.47	0.38
Final Sat.:	3150	3800	1750	1750	3800	1750	371	1687	1542	264	2646	690
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.03	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****	****		
Green Time:	30.1	72.7	101.9	7.0	49.6	103.6	54.1	54.1	54.1	29.3	29.3	29.3
Volume/Cap:	1.03	1.13	0.05	1.01	1.03	0.05	1.13	1.13	1.13	1.13	1.13	1.13
Delay/Veh:	119.6	120	15.7	195.6	98.7	15.0	132.2	132	132.2	152.3	152	152.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.6	120	15.7	195.6	98.7	15.0	132.2	132	132.2	152.3	152	152.3
LOS by Move:	F	F	B	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	19	57	1	7	36	1	46	46	46	24	24	24

Note: Queue reported is the number of cars per lane.

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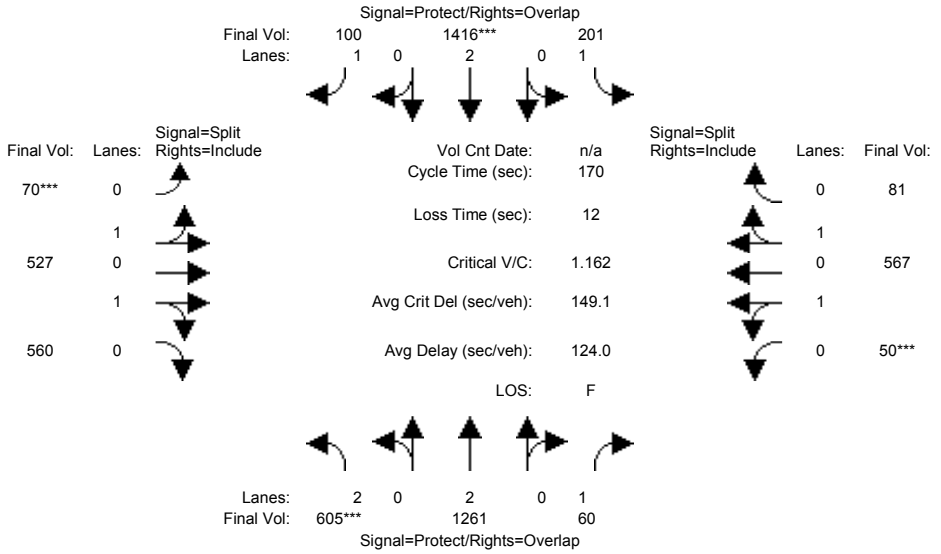
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	15	11	0	1	16	0	0	17	20	0	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	605	1261	60	201	1416	100	70	527	560	50	567	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	605	1261	60	201	1416	100	70	527	560	50	567	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	1261	60	201	1416	100	70	527	560	50	567	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	605	1261	60	201	1416	100	70	527	560	50	567	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3800	1750	1750	3800	1750	218	1640	1742	258	2924	418
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.03	0.11	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****		****			****		
Green Time:	28.1	61.4	89.7	21.2	54.5	101.5	47.0	47.0	47.0	28.4	28.4	28.4
Volume/Cap:	1.16	0.92	0.06	0.92	1.16	0.10	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	163.4	62.1	19.6	112.8	140	14.7	145.6	146	145.6	161.1	161	161.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.4	62.1	19.6	112.8	140	14.7	145.6	146	145.6	161.1	161	161.1
LOS by Move:	F	E	B-	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	24	29	2	14	51	2	43	43	43	25	25	25

Note: Queue reported is the number of cars per lane.

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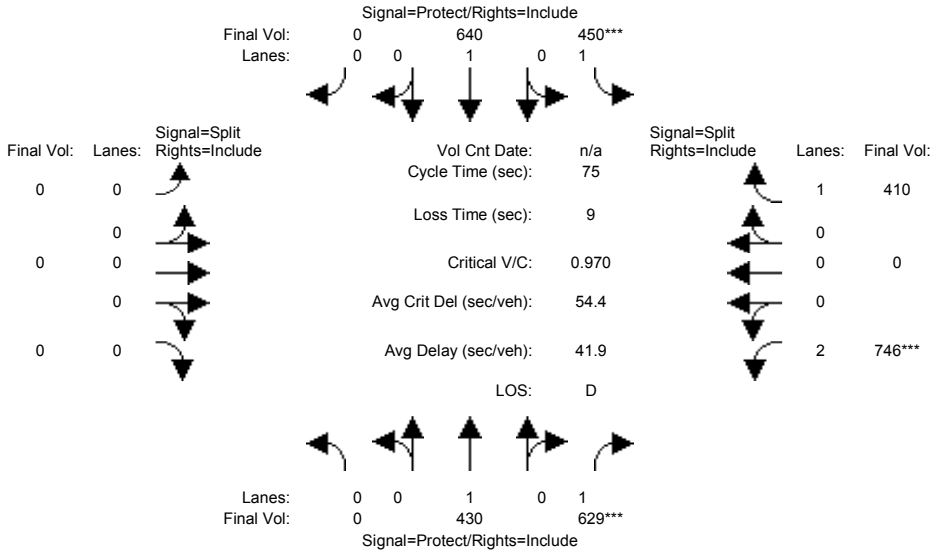
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	9	0	0	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	629	450	640	0	0	0	0	746	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	629	450	640	0	0	0	0	746	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	629	450	640	0	0	0	0	746	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	629	450	640	0	0	0	0	746	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.24	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	27.8	27.8	19.9	47.7	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.61	0.97	0.97	0.53	0.00	0.00	0.00	0.00	0.97	0.00	0.96
Delay/Veh:	0.0	20.8	51.0	61.2	7.9	0.0	0.0	0.0	0.0	53.2	0.0	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	51.0	61.2	7.9	0.0	0.0	0.0	0.0	53.2	0.0	61.1
LOS by Move:	A	C+	D-	E	A	A	A	A	A	D-	A	E
HCM2kAvgQ:	0	8	19	17	8	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

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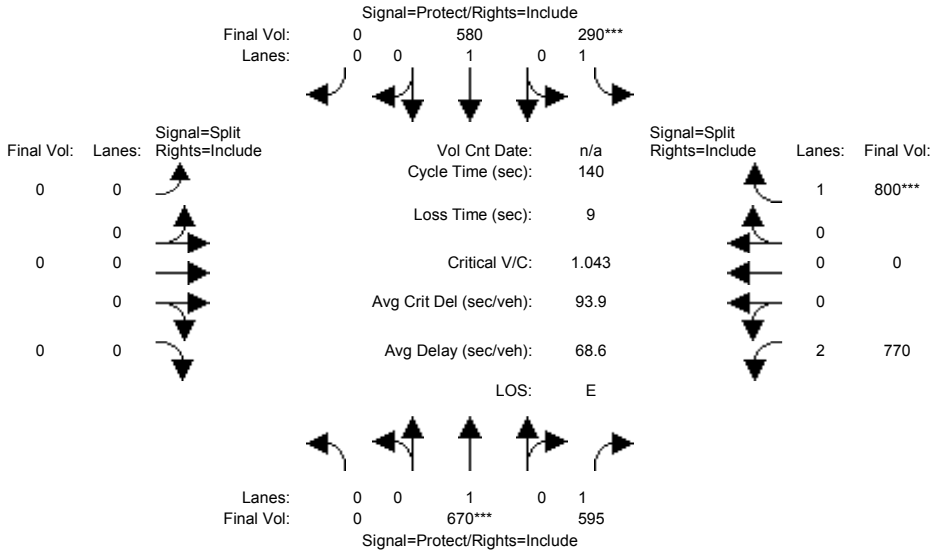
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	770	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	595	290	580	0	0	0	0	770	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	770	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	595	290	580	0	0	0	0	770	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	0.56	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	C	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	14	0	46

Note: Queue reported is the number of cars per lane.

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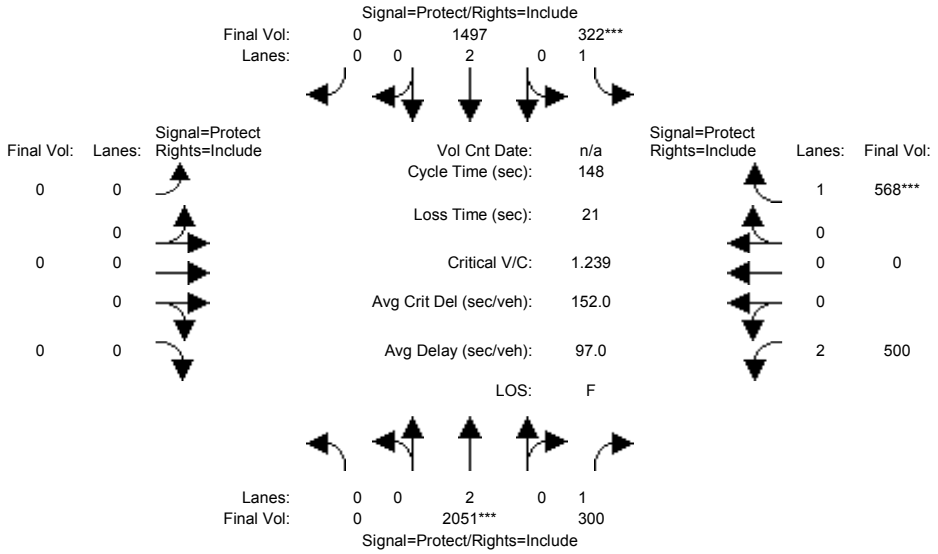
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	72	72	23	67	0	0	0	0	14	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	500	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	500	0	560
Added Vol:	0	21	0	2	17	0	1	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2051	300	322	1497	130	111	650	230	500	0	568
User Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2051	300	322	1497	0	0	0	0	500	0	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2051	300	322	1497	0	0	0	0	500	0	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2051	300	322	1497	0	0	0	0	500	0	568
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.92	0.92	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3700	1750	1750	3700	0	0	1750	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.17	0.18	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.32
Crit Moves:		****		****								****
Green Time:	0.0	72.0	72.0	23.0	95.0	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	1.14	0.35	1.18	0.63	0.00	0.00	0.00	0.00	0.73	0.00	1.50
Delay/Veh:	0.0	108	23.8	176.3	16.5	0.0	0.0	0.0	0.0	58.2	0.0	297.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	108	23.8	176.3	16.5	0.0	0.0	0.0	0.0	58.2	0.0	297.0
LOS by Move:	A	F	C	F	B	A	A	A	A	E+	A	F
HCM2kAvgQ:	0	65	9	21	19	0	0	0	0	14	0	54

Note: Queue reported is the number of cars per lane.

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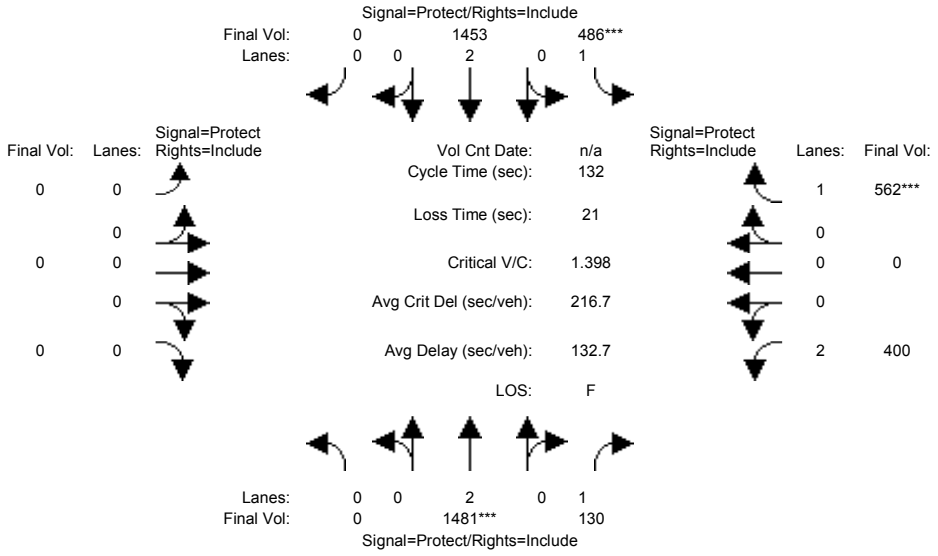
Stanford GUP TIA
SJ15-1585
2035 with Half Offset Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 Half MIT PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	58	58	18	59	0	0	0	0	10	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	400	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	400	0	560
Added Vol:	0	21	0	6	23	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1481	130	486	1453	160	110	760	410	400	0	562
User Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1481	130	486	1453	0	0	0	0	400	0	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1481	130	486	1453	0	0	0	0	400	0	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1481	130	486	1453	0	0	0	0	400	0	562
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.83	0.78	0.78	0.83	0.78	0.78	0.78	0.78	0.70	0.85	0.78
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3145	1488	1488	3145	0	0	1488	0	2677	0	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.09	0.33	0.46	0.00	0.00	0.00	0.00	0.15	0.00	0.38
Crit Moves:		****		****								****
Green Time:	0.0	58.0	58.0	24.6	82.6	0.0	0.0	0.0	0.0	28.4	0.0	28.4
Volume/Cap:	0.00	1.07	0.20	1.75	0.74	0.00	0.00	0.00	0.00	0.69	0.00	1.75
Delay/Veh:	0.0	82.9	22.9	407.8	18.7	0.0	0.0	0.0	0.0	51.4	0.0	404.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	82.9	22.9	407.8	18.7	0.0	0.0	0.0	0.0	51.4	0.0	404.0
LOS by Move:	A	F	C+	F	B-	A	A	A	A	D-	A	F
HCM2kAvgQ:	0	41	3	48	19	0	0	0	0	10	0	57

Note: Queue reported is the number of cars per lane.

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APPENDIX H:
STREETSCORE+ CALCULATION SHEETS

2018 Project StreetScore+ Results

StreetScore+

Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**West-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	I-280 SB Ramps	I-280 SB Ramps
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	No	No
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**South-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 SB Ramps
at	Page Mill Road
ADT (average daily traffic)	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	No
Number of Total Travel Lanes	2
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	No
Is there a right turn lane?	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Signalized Slip Lane
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

2018 Project with Mitigation StreetScore+ Results

StreetScore+

Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**West-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	I-280 SB Ramps	I-280 SB Ramps
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?		No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #13: I-280 SB Ramps / Page Mill Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**South-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 SB Ramps
at	Page Mill Road
ADT (average daily traffic)	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	No
Number of Total Travel Lanes	2
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2018 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2018 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Half Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Half Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2018 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**1**	**1**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2018 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Half Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2018 with Project and Half Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**1**	**1**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2018 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

2035 Project StreetScore+ Results

StreetScore+

Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**West-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #21: Middlefield Road / Oregon Expressway

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Oregon Expressway	Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**3**
Street Score+ LTS Score	**4**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #29: Foothill Expressway / Hillview Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Hillview Avenue	Hillview Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Signalized Slip Lane
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2018 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	12001-15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Bowdoin Street	Bowdoin Street
at	Stanford Avenue	Stanford Avenue
ADT (average daily traffic)	3001-6000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	No	No
What is the crossing distance (Total Number of Approach and Receiving Lanes)	2	2
What is the daily traffic Volume? (ADT)	3001-6000	6001-9000
What is the prevailing speed? (Use posted speed limit if speed data is not available)	25	25
Is there a median present?	No	No
What are the existing crosswalk enhancements? (Signing and Striping Only, Rapid Rectangular Flashing Beacon (RRFB), or Pedestrian Hybrid Beacon (PHB) or Signal	Signing and Striping Only	Signing and Striping Only
Street Score+ LTS Score	**1**	**1/2**

StreetScore+

Bike Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Bowdoin Street	Bowdoin Street
at	Stanford Avenue	Stanford Avenue
ADT (average daily traffic)	3001-6000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	No	No
Is there a right turn lane?	No	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+

Pedestrian Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Bowdoin Street
at	Stanford Avenue
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	1
Is the intersection controlled?	No
What is the crossing distance (Total Number of Approach and Receiving Lanes)	2
What is the daily traffic Volume? (ADT)	6001-9000
What is the prevailing speed? (Use posted speed limit if speed data is not available)	25
Is there a median present?	No
What are the existing crosswalk enhancements? (Signing and Striping Only, Rapid Rectangular Flashing Beacon (RRFB), or Pedestrian Hybrid Beacon (PHB) or Signal	Signing and Striping Only
Street Score+ LTS Score	**1**

StreetScore+

Bike Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Bowdoin Street
at	Stanford Avenue
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No
Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No
Is there a raised median?	No
Number of Total Travel Lanes	1
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	No
Is there a right turn lane?	No
Is there more than one right-turn lanes?	No
What is the right-turn speed?	10
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**1**
Street Score+ LTS Score	**1**

StreetScore+

Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**1**
Street Score+ LTS Score	**2**	**1**

StreetScore+

Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	El Camino Real
at	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	6
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**3**
Street Score+ LTS Score	**2**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**2**

StreetScore+

Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?		Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?		Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	1500-3000	3001-6000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+ Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**3**
Street Score+ LTS Score	**3**

StreetScore+	Pedestrian Score by Intersection
Intersection #59: Middlefield Rd / Marsh Rd	
2035 with Project Conditions	
Refer to StreetScore+ white paper for criteria definitions.	
Pedestrian Intersection Signalized StreetScore	**South-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Marsh Road	Marsh Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**3**
Street Score+ LTS Score	**2**	**3**

StreetScore+ Pedestrian Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+ Pedestrian Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #63: Middlefield Rd / Lytton Ave

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Lytton Avenue	Lytton Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #66: Middlefield Rd / Embarcadero Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Rd	Charleston Rd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Rd	Charleston Rd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+

Pedestrian Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	No	No
What is the right-turn speed?	10	10
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+ Pedestrian Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**1**
Street Score+ LTS Score	**4**	**1**

StreetScore+ Pedestrian Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+	Pedestrian Score by Intersection
Intersection #90: Foothill Expressway / Edith Avenue	
2035 with Project Conditions	
Refer to StreetScore+ white paper for criteria definitions.	
Pedestrian Intersection Signalized StreetScore	**West-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	Edith Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
ADT (average daily traffic)	9001-12000	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #90: Foothill Expressway / Edith Avenue

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Edith Avenue	Edith Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

2035 Project with Mitigation StreetScore+ Results

StreetScore+

Bike Score by Intersection

Intersection #2: I-280 NB Off-Ramp / Sand Hill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**West-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	I-280 NB Off-Ramp
at	Sand Hill Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	50
Is there a raised median?	No
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**1**	**1**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard-Foothill Expressway / Page Mill Road

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard - Foothill Expressway	Junipero Serra Boulevard - Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #19: Hanover Street / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Hanover Street	Hanover Street
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	No
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #20: El Camino Real / Page Mill Road - Oregon Expressway

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Page Mill Road - Oregon Expressway	Page Mill Road - Oregon Expressway
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**1**	**1**

StreetScore+

Bike Score by Intersection

Intersection #30: Foothill Expy / Arastradero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Arastradero Road	Arastradero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Foothill Expressway
at	San Antonio Road
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #31: Foothill Expy / San Antonio Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	San Antonio Road	San Antonio Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	4	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	30
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #32: Foothill Expy / El Monte Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	North-Leg Approach	South-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	El Monte Avenue	El Monte Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	7
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Moves Left	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	12001-15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #33: Foothill Expy / Springer Road-Magdalena Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Foothill Expressway	Foothill Expressway
at	Springer Road-Magdalena Avenue	Springer Road-Magdalena Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+ Pedestrian Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Bowdoin Street	Bowdoin Street
at	Stanford Avenue	Stanford Avenue
ADT (average daily traffic)	3001-6000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No	No
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**1**	**1/2**

StreetScore+

Bike Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Bowdoin Street	Bowdoin Street
at	Stanford Avenue	Stanford Avenue
ADT (average daily traffic)	3001-6000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No	No
Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No	No
Is there a raised median?	No	No
Number of Total Travel Lanes	2	2
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+

Pedestrian Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Bowdoin Street
at	Stanford Avenue
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	1
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Intersection #34: Bowdoin Street / Stanford Avenue

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Bowdoin Street
at	Stanford Avenue
ADT (average daily traffic)	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Are the bicycle conditions the same in both directions? (e.g. bicycle facilities are the same in both directions, number of lanes are the same in both directions)	No
Are the pedestrian facilities the same in both directions? (e.g. sidewalk of similar width present on both sides of the street, number of lanes are the same in both directions)	No
Is there a raised median?	No
Number of Total Travel Lanes	1
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	No
Is there a right turn lane?	No
Is there more than one right-turn lanes?	No
What is the right-turn speed?	10
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**1**
Street Score+ LTS Score	**1**

StreetScore+

Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	2 to 3	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	6001-9000	6001-9000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**1**
Street Score+ LTS Score	**2**	**1**

StreetScore+

Pedestrian Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	El Camino Real
at	Encinal Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	6
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #37: El Camino Real / Encinal Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Encinal Avenue	Encinal Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	20	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	9001-12000	12001-15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	35
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**3**
Street Score+ LTS Score	**2**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #38: El Camino Real / Valparaiso Avenue

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Valparaiso Avenue	Valparaiso Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	2 to 3
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**2**

StreetScore+

Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	3
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #41: El Camino Real / Ravenswood Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Ravenswood Road	Ravenswood Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?		Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?		Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	8
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes	Yes
What is the slip lane control?	Yield Control	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #48: El Camino Real / Embarcadero Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	El Camino Real	El Camino Real
at	Embarcadero Road	Embarcadero Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	8
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes, <=75'
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	2
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	1500-3000	3001-6000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	3	2
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

StreetScore+ Pedestrian Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #56: Alma St / Hamilton Ave

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Hamilton Avenue	Hamilton Avenue
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
What is the right-turn speed?	15	15
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Alma Street
at	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	East-Leg Approach	West-Leg Approach
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes, <=75'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #58: Alma Street / Charleston Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Alma Street	Alma Street
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	No	No
Number of Total Travel Lanes	6	7
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	No
Is there more than one right-turn lanes?	No	No
What is the right-turn speed?	20	20
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**4**	**4**
Street Score+ LTS Score	**4**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	9001-12000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway
Is the intersection signalized?	Yes
Is there a right turn lane?	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**4**
Street Score+ LTS Score	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**South-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Middlefield Road
at	Marsh Road
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30
Is there a raised median?	No
Number of Total Travel Lanes	4
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Missing Curb Ramp
Are there right-turn slip lanes at the intersection?	Yes
What is the slip lane control?	Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**4**

StreetScore+

Bike Score by Intersection

Intersection #59: Middlefield Rd / Marsh Rd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Marsh Road	Marsh Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	30	30
Is there a raised median?	No	No
Number of Total Travel Lanes	3	4
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Moves Left
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**3**
Street Score+ LTS Score	**2**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Rd	Charleston Rd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**4**

StreetScore+

Bike Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Rd	Charleston Rd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	5	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**3**
Street Score+ LTS Score	**2**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Road	Charleston Road
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Diagonal Curb Ramp	Diagonal Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**2**	**2**

StreetScore+

Bike Score by Intersection

Intersection #69: Middlefield Rd / Charleston Rd

2035 with Project and Full Offset Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Middlefield Road	Middlefield Road
at	Charleston Road	Charleston Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	25	25
Is there a raised median?	No	No
Number of Total Travel Lanes	4	4
What is the bicycle facility type?	Bicycle Route Or No Designated Bikeway	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	10	10
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Is there a right turn lane?	No	No
What is the right-turn speed?	10	10
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**3**
Street Score+ LTS Score	**3**	**3**

StreetScore+

Pedestrian Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Central Expy
at	Castro St - Moffett Blvd
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	3
Is the intersection controlled?	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	4 to 5
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No
Street Score+ LTS Score	**2**

Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**
	Input
View Basic Roadway Characteristics?	+
Roadway Name	Central Expy
at	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35
Is there a raised median?	Yes
Number of Total Travel Lanes	3
What is the bicycle facility type?	Bicycle Lane
Is the intersection signalized?	Yes
Is there a right turn lane?	No
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes
Is there more than one right-turn lane?	No
What is the right-turn speed?	15
What is the bicyclist movement across the conflict area?	Bicycle Moves Left
Does the configuration present additional hazards?	No
Segment LTS Score Per Mineta Methodology	**1**
Street Score+ LTS Score	**1**

StreetScore+

Bike Score by Intersection

Intersection #89: Central Expy / Castro St - Moffett Blvd

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Central Expy	Central Expy
at	Castro St - Moffett Blvd	Castro St - Moffett Blvd
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	45	45
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	5	5
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	No	Yes, <=75'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	No	Yes
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	15	15
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**2**	**2**
Street Score+ LTS Score	**2**	**2**

APPENDIX ALT-VMT

2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis

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Memorandum

To	ESA: Paul Mitchell	Pages	1
For	Santa Clara County: David Rader and Kavitha Kumar		
Subject	Peer Review of Stanford's 2018 General Use Permit (GUP) – Housing Alternatives SB 743 VMT Analysis		
From	AECOM: Nichole Seow and Greg Gleichman		
Date	May 10, 2018		

AECOM, as a member of the ESA team, is tasked with conducting a peer review of each transportation-related document submitted as part of the Stanford 2018 General Use Permit (GUP) application to verify that the documents follow generally-acceptable transportation planning practice, address the appropriate study area, and were conducted using methodologies that are clear and replicable.[1]

We have reviewed the 'Stanford 2018 General Use Permit: Housing Alternatives SB 743 VMT Analysis' by Fehr & Peers dated May 2018 and appreciate the corrections made. We have no further comments on the document.

[1] This language is from the scope of work in the AECOM contract for this project.

Stanford 2018 General Use Permit:

Housing Alternatives

SB 743 VMT Analysis

Prepared for:
Stanford University

May 2018

FEHR PEERS

SJ15-1585

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Appendix A: Full Offset Housing Alternative Fall 2035 VMT calculations
Appendix B: Half Offset Housing Alternative Fall 2035 VMT Calculations

INTRODUCTION

This report presents the findings of an analysis of the Stanford 2018 General Use Permit (GUP) Housing Alternatives in terms of criteria proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743 (Steinberg, 2013). This is a supplemental report to the *Stanford 2018 General Use Permit: SB 743 VMT Analysis, August 2017*. The results presented in this report are based on the same methodology as described in the report prepared for the proposed Project. References to the pages where the methodologies are described are included.

A general discussion of SB743 along with the guidelines and technical advisories from the California Office of Planning and Research (OPR) that were used for calculating VMT are presented in the first two sections of the report prepared for the proposed Project (pages 1-10). In November 2017 OPR published a revised Technical Advisory on Evaluating Transportation Impacts in CEQA. The methodology used in the VMT report prepared for the proposed Project is consistent with the revised Technical Advisory.

DESCRIPTION OF HOUSING ALTERNATIVES

In response to comments on the Stanford 2018 General Use Permit EIR, the County of Santa Clara has chosen to study two Housing Alternatives that would increase the level of on-campus housing for students, faculty, staff and other workers compared to the proposed 2018 General Use Permit. The provision of additional on-campus housing would not increase student enrollment or change the number of employees compared to the population assumptions used for the proposed Project. The Housing Alternatives would include the same growth in academic square footage as the proposed Project. The Housing Alternatives also would include all of the housing that Stanford proposed to construct, plus additional campus housing. The following describes the changes in the housing supply for each alternative:

- Full Offset Housing Alternative: 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct);
- Half Offset Housing Alternative: 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units/ beds when combined with the 3,150 units/ beds that Stanford proposes to construct).

The added on-campus housing would increase the total residential population of the campus. These changes will be described in the Population section of this report.

PROXIMITY TO TRANSIT

OPR proposes that lead agencies generally should presume that residential, retail, and office projects, as well as mixed-use projects that are a mix of these uses, proposed within 1/2 mile of an existing major transit

stop or an existing stop along a high quality transit corridor will have a less than significant transportation impact. A major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high quality transit corridor means a corridor with fixed route bus with service intervals no longer than 15 minutes during peak commute hours.

The SB 743 VMT Analysis prepared for the proposed Project demonstrated that the areas of the Stanford campus where development could occur under the 2018 General Use Permit are within 1/2 mile of an existing major transit stop or an existing stop along a high quality transit corridor. The Analysis concluded that the proposed 2018 General Use Permit can be presumed to result in a less-than-significant transportation impact. Nevertheless, because OPR had not finalized the proposed CEQA Guidelines and its recommendations could change, Fehr and Peers performed a quantitative assessment of VMT generated by the proposed 2018 General Use Permit.

The revised draft CEQA Guidelines circulated by OPR in November 2017 continue to state that projects located on sites within 1/2 mile of an existing major transit stop or an existing stop along a high quality transit corridor should be presumed to have a less-than-significant transportation impact. Nevertheless, this Housing Alternatives SB 743 VMT Analysis mirrors the Project analysis by including a quantitative assessment of VMT generated by the Housing Alternatives.

NUMERIC SIGNIFICANCE THRESHOLDS FOR 2018 GUP

As stated previously, the Housing Alternatives SB743 VMT calculation uses the same methodology as the VMT analysis for the proposed Project. A description of how the numeric significance thresholds were developed is contained in the Project report on pages 8-9. **Table 1** presents the VTA model estimates for the regional and Santa Clara County benchmarks.

TABLE 1: VMT BENCHMARKS

Traveler and Trip Type	Daily Average VMT per Capita	
	Santa Clara County	Bay Area
Worker Home-Based-Work VMT per Worker	N/A	16.18
Resident Home-Based VMT per Capita (Home-based Work + Home-based Other)	13.08	17.33

Source: 2015 VTA Travel Model

OPR's November 2017 Technical Advisory continues to recommend that regional, not city or county-level VMT averages should be used for judging impacts of employment-generating projects. The November 2017 Technical Advisory also continues to recommend that the benchmark for residential projects should be the higher of the county-level and regional averages. In this case, the regional average is higher and will represent the benchmark for residential VMT generation.

OPR's November 2017 Technical Advisory recommends setting thresholds of significance at 15 percent below the relevant benchmark. Taking all of these recommendations into account, **Table 2** indicates the VMT per capita generation thresholds to be applied to the proposed 2018 General Use Permit and Housing Alternatives. These thresholds were used to determine whether the 2018 General Use Permit would have significant VMT impacts.

TABLE 2: APPLICABLE BENCHMARKS AND NUMERIC SIGNIFICANCE THRESHOLDS

Traveler and Trip Type	Daily VMT per Capita	
	Benchmark (region-wide average)	**Numeric Threshold of Significance (85% of benchmark)**
Worker Home-Based-Work VMT per Worker	16.18	13.75
Resident Home-Based VMT per Capita	17.33	14.73

Source: Fehr & Peers, 2016

CAMPUS POPULATION

The typical weekday population on the Stanford campus is made up of students, faculty, staff, contractors and other onsite workers, visitors, and household members of students, faculty and staff residing on the campus. The provision of additional on-campus housing under the Full Offset and Half Offset Housing Alternatives would not increase student enrollment or change the total number of employees on the campus in 2035. The Housing Alternatives would reduce the number of commuters traveling to the campus compared to the proposed 2018 General Use Permit. However, there would be a substantial increase in campus residential population compared to the proposed Project.

Table 3 shows the changes in campus resident populations for the Full Offset and Half Offset Housing Alternatives compared to the proposed Project. The Full Offset Housing Alternative would increase the total campus resident population by 6,246 persons compared to the campus resident population anticipated under the 2018 General Use Permit. Of this population, 3,694 new residents would be spouses and other household members in the added housing. Overall, campus residents would increase by 32% compared to the proposed Project. The Half Offset Housing Alternative would increase the total campus resident

population by 3,126 persons. Of this population, 1,849 residents would be spouses and other household members in the added housing. Overall, campus residents would increase by 16% compared to the proposed Project.

The additional Stanford affiliates living on campus would no longer commute from off-campus so worker trip lengths would be shortened. The additional campus residents, including Stanford affiliates, spouses and other household members, would make trips to and from the campus for a variety of purposes, including work, school, recreation, shopping and entertainment. Campus resident populations under the 2018 General Use Permit, Full Offset Housing Alternative, and Half Offset Housing Alternative are presented in **Table 3**, below. The campus resident populations presented in Table 3 are limited to the study area defined by the SB 743 VMT Analysis prepared for the proposed Project.

TABLE 3: CAMPUS RESIDENT POPULATIONS

Alternative	Total Residents	Stanford Affiliates	Spouses & Other Household Members
Fall 2015 Existing Conditions	12,592	11,468	1,124
Fall 2018 Baseline	13,028	11,888	1,140
2018 General Use Permit (Project)	19,353	17,116	2,237
Full Offset Housing Alternative	25,599	19,668	5,931
Change from 2018 GUP	6,246	2,552	3,694
	32.3%	15%	165%
Half Offset Housing Alternative	22,479	18,393	4,086
Change from 2018 GUP	3,126	1,277	1,849
	16.2%	7%	83%

Source: Fehr & Peers, 2018

FALL 2035 VMT GENERATION - FULL OFFSET HOUSING ALTERNATIVE

Using the methodology described in the *Stanford 2018 General Use Permit: SB 743 VMT Analysis, August 2017*, report, estimates of worker and resident VMT for Fall 2035 were prepared for the Full Offset Housing Alternative using the following assumptions. Between Fall 2018 to Fall 2035, the campus is anticipated to add 6,288 employees and contractors with an increase in enrollment of 2,900 students[1]. In 2035, the General Use Permit study area would include 29,915 employees and contractors and an enrollment of 19,513 students. The worker population including employees, contractors and students would be 49,428. These

[1] *Stanford General Use Permit SB743 VMT Analysis, August 2017*, Table 3, page 18.

are the same growth assumptions used in the 2035 VMT analysis for the proposed Project.

However, under the Full Offset Housing Alternative the campus resident population within the study area would increase by 12,571 persons including Stanford affiliates, spouses and other household members between Fall 2018 and Fall 2035. This represents an increase in resident population of 6,246 persons over the proposed Project.

In addition to an increase in the campus residents, the additional housing would create the need for more construction workers on the campus. For the Full Offset Alternative it was assumed that, on average an additional 50 construction workers would be on campus on a typical day.

The resulting Fall 2035 VMT for campus workers and residents is indicated in the **Table 4**. The detailed calculations are documented in **Appendix A.** The Full Offset Housing Alternative home-based work VMT per worker, and home-based VMT per resident would be below the SB 743 thresholds, allowing a determination of less-than-significant impacts for the Full Offset Housing Alternative.

TABLE 4: FALL 2035 TYPICAL WEEKDAY VMT – FULL OFFSET HOUSING ALTERNATIVE

Traveler	Trip Purposes	Population	VMT	VMT per Person*	SB 743 Threshold VMT per Person
Workers (Including Students)	HBW	49,479	208,483	4.21	13.75
Residents	HBW + HBO	25,599	316,926	12.38	14.73

* - Worker HBW trips were adjusted by +2% and Resident HB trips were adjusted by +3% to reflect changes in trip length derived from the VTA model.
Source: Fehr & Peers, 2018

FALL 2035 VMT GENERATION - HALF OFFSET HOUSING ALTERNATIVE

Using the methodology described in the *Stanford 2018 General Use Permit: SB 743 VMT Analysis, August 2017*, report, estimates of worker and resident VMT for Fall 2035 were prepared for the Half Offset Housing Alternative using the following assumptions. By 2035, the campus is anticipated to add 6,288 employees and contractors with an increase in enrollment of 2,900 students. In 2035, the General Use Permit study area would include 29,915 employees and contractors and an enrollment of 19,513 students. The worker population including employees, contractors and students would be 49,428. These are the same growth assumptions used in the 2035 VMT analysis for the proposed Project.

However, under the Half Offset Housing Alternative the campus resident population within the study area would increase by 9,451 persons including Stanford affiliates, spouses and other household members between Fall 2018 and Fall 2035. This represents an increase in resident population of 3,126 persons over the proposed Project.

In addition to an increase in the campus residents, the additional housing would create the need for more construction workers on the campus. For the Half Offset Alternative it was assumed that, on average an additional 23 construction workers would be on campus on a typical day.

The resulting Fall 2035 VMT for campus workers and residents is indicated in the **Table 5**. The detailed calculations are documented in **Appendix B.** The Half Offset Housing Alternative home-based work VMT per worker, and home-based VMT per resident would be below the SB 743 thresholds, allowing a determination of less-than-significant impacts for the Half Offset Housing Alternative.

TABLE 5: FALL 2035 TYPICAL WEEKDAY VMT – HALF OFFSET HOUSING ALTERNATIVE

Traveler	Trip Purposes	Population	VMT	VMT per Person*	SB 743 Threshold VMT per Person
Workers (Including Students)	HBW	49,451	216,134	4.37	13.75
Residents	HBW + HBO	22,479	262,899	11.70	14.73

* - Worker HBW trips were adjusted by +2% and Resident HB trips were adjusted by +3% to reflect changes in trip length derived from the VTA model.
Source: Fehr & Peers, 2018

HOUSING ALTERNATIVES VMT COMPARISON AND CONCLUSIONS

Worker VMT

Table 6 summarizes the SB 743 VMT calculations for the 2018 General Use Permit and the two Housing Alternatives. SB 743 calculations focus on average daily trips by Stanford-affiliated workers between their homes and the Stanford campus, and average daily trips by Stanford campus residents to all destinations. SB 743 VMT calculations are expressed as VMT per worker and VMT per resident. Adding on-campus housing would reduce the average daily VMT per worker by 7.0% under the Full Offset Housing Alternative and by 3.5% under the Half Offset Housing Alternative, as compared to the proposed Project. These reductions represent fewer trips by Stanford affiliates traveling to and from the campus for work and shorter trip lengths for those Stanford workers living on campus.

TABLE 6: COMPARISON OF HOUSING ALTERNATIVES SB743 VMT

	Worker w/ Student		Residents	
Scenario	**VMT**	**VMT/worker**	**VMT**	**VMT/resident**
2018 General Use Permit	223,842	4.53	207,986	10.75
Full Offset Alternative	208,483	4.21	316,926	12.38
Change from 2018 GUP	-15,359	-0.32	108,940	1.63
	-6.9%	-7.0%	52%	15%
Half Offset Alternative	216,134	4.37	262,899	11.70
Change from 2018 GUP	-7,708	-0.16	54,913	0.95
	-3.4%	-3.5%	26%	9%

Source: Fehr & Peers, 2018

Resident VMT

The addition of on-campus housing would increase the average daily VMT per resident by 15% under the Full Offset Housing Alternative and by 9% under the Half Offset Housing Alternative, as compared to the proposed Project. Campus residents include Stanford affiliates, spouses and other household members living in the campus housing units. The daily VMT of residents is for all trip types including work, shopping, recreational, school (K-12), etc. The increase in VMT per resident would be due to the change in the on-campus proportion of faculty/staff housing units as compared to student beds. Faculty/staff units generate higher VMT per resident than student beds.

ANNUAL VMT CALCULATIONS FOR GREEN HOUSE GAS EMISSIONS ANALYSIS

Table 7 summarizes the annual VMT calculations for both of the Housing Alternatives. Under the Full Offset Housing Alternative the total annual VMT would increase by over 34 million miles per year (a 17.8% increase) compared to the proposed Project. Under the Half Offset Housing Alternative the total annual VMT would increase by over 17 million miles per year (a 9.0% increase) compared to the proposed Project.

These annual VMT calculations are used as inputs into the greenhouse gas analyses for the Housing Alternatives.

TABLE 7
STANFORD FALL 2035 WITH PROJECT ANNUAL VMT CALCULATIONS
FULL OFFSET AND HALF OFFSET HOUSING ALTERANTIVES

Category	Original Plan -Annual VMT Total Population			FO Alternative -Annual VMT Total Population				HO Alternative -Annual VMT Total Population			
Workers	People	VT	Annual VMT	People	VT	Annual VMT		People	VT	Annual VMT	
Worker Commute - all employee types including all resident F/S	29,915	6,770,782	70,413,912	29,966	6,836,136	65,584,942	-6.9%	29,938	6,805,968	67,990,079	-3.4%
Student Commute to Campus (live off campus)	3,013	386,873	3,346,976	2,803	359,527	3,104,168	-7.3%	2,908	373,200	3,225,572	-3.6%
Resident Students - Grad / Undergrad	16,500	0	0	16,710	0	0	0.0%	16,605	0	0	0.0%
Residents											
Home-based Work / Home-based Other			(All Trips)			(All Trips)	61.1%			(All Trips)	30.8%
Faculty / Staff (including family members)	1,511	1,463,463	9,574,762	6,376	6,175,536	40,396,939	322%	3,945	3,820,765	24,991,369	161%
Graduate Students (including family members)	9,497	8,613,822	45,087,773	9,724	8,834,714	46,244,310	2.6%	9,611	8,724,268	45,666,544	1.3%
Undergraduate Students	8,317	2,550,030	9,891,078	8,317	2,550,030	9,891,078	0.0%	8,317	2,550,030	9,891,078	0.0%
Post Doctoral	28	33,580	168,975	1,182	1,187,325	7,766,860	4496%	606	629,624	4,119,845	2338%
Visitors											
General Visitors (Vendor) - business/academic meetings, deliveries by auto, informal unhosted conferences		5,313,101	32,968,952		5,313,101	32,968,952	NC		5,313,101	32,968,952	NC
Worker Non-Commute Trips		397,810	1,234,221		397,810	1,234,221	NC		397,810	1,234,221	NC
Deliveries via trucks		442,856	2,747,957		456,305	2,977,821	8.4%		449,580	2,862,879	4.2%
Non-event Visitor Trips - Alumni Center, Conferences, Tours distributed over 303 days excludes Sundays & Holidays			4,065,599			4,065,599	NC			4,065,599	NC
Event Visitor Traffic (not typical weekday)			6,980,045			6,980,045	NC			6,980,045	NC
Marguerite Shuttle/Bus Fleet			2,618,108			2,618,108	NC			2,618,108	NC
PSSI Fleet			2,601,593			2,601,593	NC			2,601,593	NC
Bonair Fleet			3,586,974			3,586,974	NC			3,586,974	NC
Public Safety Fleet			232,720			232,720	NC			232,720	NC
Totals	**68,781**	**25,972,316**	**195,519,644**	**75,078**	**32,110,484**	**230,254,330**	**17.8%**	**71,930**	**29,064,346**	**213,035,578**	**9.0%**

APPENDIX A: FULL OFFSET HOUSING ALTERNATIVE
FALL 2035 VMT CALCULATIONS

STANFORD FALL 2035 WITH PROJECT VMT - FO Alternative
DAILY VMT SUMMARY

Category	Workers		Students		Residents All Ages		Source Tab
Workers	People	VMT	People	VMT	People	VMT	
Worker Commute - all employee types including all resident F/S	29,966	295,428					Worker Student - D29 & J29
Student Commute to Campus (live off campus)	2,803	15,676	2,803	15,676			Worker Student - D31+D34, & J36
Resident Students - Grad / Undergrad	16,710	0	16,710	0			Worker Student - D37+D38, & J39
Residents							
Commute Trips - Off Campus						(HBW)	
Faculty / Staff (including other household members)					6,376	25,527	Resident Daily - C8 & T8+U8
Graduate Students (including other household members)					9,724	8,456	Resident Daily - C9 & T9+U9
Undergrad Students					8,317	0	Resident Daily - C10 & T10+U10
Post Doctoral Students					1,182	4,909	Resident Daily - C11 & T11+U11
Home-based Other						(HBO)	
Faculty / Staff (including other household members)					Same	82,369	Resident Daily - V8 + W8
Graduate Students (including other household members)					as	126,410	Resident Daily - V9 + W9
Undergrad Students					above	44,567	Resident Daily - V10 + W10
Post Doctoral (including other household members)						15,835	Resident Daily - V11 + W11
Totals	**49,479**	**311,103**	**19,513**	**15,676**	**25,599**	**308,073**	
2035 Trip Length Adjustment based on VTA Model (2% HBW* / 3% HBO)		**317,325**		**15,989**		**316,926**	

VMT / Person - Workers Including Students	Absentee	HBW	**VMT****	**VMT*****	**VMT*****
non-students only (HBW trips)	90%	73%	208,483		
			4.21	0.82	12.38
Threshold - 85% of the VTA Model Regional VMT			13.75		14.73
VMT / Person - Workers Excluding Students	Absentee	HBW	**VMT***		
Adjustments for comparison to model HBW VMT	90%	73%	197,978		
			6.61		

* The 2% growth factor was applied to all Home-Based Work trips including HBW trips on campus. This is a conservative approach for campus trips.

** For the comparison to the VTA model threshold, the manual calculation is reduced to reflect that HBW trips are only 73% of trips at the work place and by 10% for daily absenteeism.

*** No adjustments required for Student or Resident VMT since the calculated and model results are directly comparable.

STANFORD FALL 2035 WITH PROJECT - FO Alternative
WORKER STUDENT VMT (COMMUTE 100% HOME BASED)

Col >	B	C	D	E	F	G	H	I	J	K	L	M	N	O
							Daily				Annual			
Row	Workers	Workers / Students	Commute Population	Commute Frequency	Vehicle Mode Split	Vehicle Occup	Total Daily Vehicle Trips	Home - Work Trip Length	VMT	VMT / Capita	Days per Year	VT	VMT	VMT / Capita
6	Benefit Eligible Employees													
7	Off Campus - Faculty	2,195	2,195	92%	58%	1.14	2,041	12.47	25,447	11.59	222	453,020	5,649,158	2,574
8	Off-Campus - Staff	9,530	9,530	92%	58%	1.14	8,860	12.47	110,481	11.59	222	1,966,870	24,526,870	2,574
9	University Terrace*	180	180	92%	58%	1.00	192	2.00	384	2.13	222	42,645	85,291	474
10	On Campus - Faculty/Staff in Faculty Subdivision**	899	899	92%	58%	100%	959	2.0	1,918.8	2.13	222	212989.6416	425,979	473.8
11	On Campus - Faculty/Staff within GUP Study Area	2,481	2,481	92%	58%	1.00	2,648	1.00	2,648	1.07	222	587,795	587,795	237
12	Post-Docs													
13	Off-Campus	2,887	2,887	96%	31%	1.18	1,433	9.48	13,586	4.71	222	318,153	3,016,093	1,045
14	On-Campus	477	477	92%	58%	100%	509	1.0	509.1	1.07	222	113010.0768	113,010	236.9
15	Casual	2,746	2,746	20%	80%	1.10	797	13.39	10,667	3.88	222	176,852	2,368,054	862
16	Contingent	1,293	1,293	52%	63%	1.09	775	12.25	9,490	7.34	222	171,987	2,106,846	1,629
17	Temporary	1,835	1,835	78%	65%	1.16	1,595	12.76	20,348	11.09	222	354,016	4,517,250	2,462
18	Non-Employee Affiliates													
19	Non-Employee Affiliates: 20% FTEs	1,662	1,662	17%	83%	1.05	447	11.88	5,308	3.19	222	99,182	1,178,277	709
20	Non-Employee Affiliates: FTEs	1,818	1,818	85%	83%	1.05	2,443	11.88	29,026	15.96	222	542,399	6,443,705	3,544
21	***Subtotal Workers (Stanford Employees)***	***28,003***	***28,003***				***22,698***	***10.12***	***229,812***	***8.21***	***222***	***5,038,920***	***51,018,327***	***1,822***
22	Third Party Contractors	396	396	100%	87%	1.07	643	14.21	9,132	23.08	222	142,671	2,027,352	5,124
23	Janitorial Shift Workers	316	316	100%	87%	1.07	514	14.21	7,300	23.08	222	114,049	1,620,630	5,124
24	Construction	1,250	1,250	100%	87%	1.07	2,031	14.21	28,855	23.08	222	450,798	6,405,844	5,124
25	***Subtotal Workers (Contract Workers)***	***1,962***	***1,962***				***3,187***	***14.21***	***45,288***	***23.08***	***na***	***707,518***	***10,053,826***	***5,124***
26	First Mile to Transit All Workers (Carpool)			94%	1%	2.00	320	5.02	1,607	0.05	222	71,086	356,850	12
27	First Mile to Transit All Workers (Drive-Alone)			91%	8%	1.00	4,588	4.08	18,720	0.62	222	1,018,612	4,155,938	139
28	***First Mile to Transit (all workers)***						**4,909**	***4.14***	**20,328**	**0.68**	**na**	**1,089,698**	**4,512,788**	**151**
29	***Total Workers (excluding students)***	***29,966***	***29,966***				***30,793***	***9.59***	***295,428***	***9.86***	***na***	***6,836,136***	***65,584,942***	***2,189***
30	**Students**													
31	Off Campus - Graduate	2,335	2,335	82%	41%	1.12	1,402	9.15	12,828	5.49	*208*	291,607	2,668,207	1,143
32	First Mile to Transit (Carpool)			100%	0.4%	2.00	10	2.42	24	0.01	*208*	2,054	4,972	2
33	First Mile to Transit (Drive-Alone)			92%	1.2%	1.00	50	2.56	128	0.05	*208*	10,395	26,611	11
34	Off Campus - Undergraduate	468	468	89%	50%	1.12	370	7.29	2,696	5.76	*150*	55,470	404,378	864
35	Non-Matriculated (trips in visitor trips)	1,397	0	0%	0%	1.00	0	0.00	0	0.00	*208*	0	0	0
36	***Subtotal Student Non-resident***	***4,200***	***2,803***				***1,832***	***8.56***	***15,676***	***5.59***	***na***	***359,527***	***3,104,168***	***1,107***
37	Resident - Graduate	8,393	8,393	100%	0%	1.00	0	1.00	0	0.00	*208*	0	0	0
38	Resident -Uundergraduate	8,317	8,317	100%	0%	1.00	0	1.00	0	0.00	*150*	0	0	0
39	***Subtotal Student Residents***	***16,710***	***16,710***				***0***	***1.00***	***0***	0.00	***na***	***0***	***0***	0
40	***Total Stanford Students***	***20,910***	***19,513***				***1,832***		***15,676***	***0.80***	***na***	***359,527***	***3,104,168***	***159***
41	***Total Workers (including Students)***	***50,876***	***49,479***				***32,625***		***311,103***	***6.29***	***na***	***7,195,663***	***68,689,110***	***1,388***

* University Terrace is located very close to the campus in the area bounded by Page Mill Road, California Avenue and Hanover Street.
** The Faculty Subdivision is housing areas adjacent to the campus, outside the GUP study area. The area is bounded by Junipero Serra Blvd, Page Mill Road, Bowdoin Avenue, and Mayfield Road

Column C	Workers & Students provided by Stanford Land Use Environmental Planning (LUEP) / Institutional Research & Decision Support (IRDS)
Column D	Population equals workers or student except for Non-Matriculating Students whose trips are treated as visitors. Residential tables add family members.
Column E	P&TS Annual Survey (2015) commute frequency adjustment for how often workers come to campus
Column F	P&TS Annual Survey (2015) vehicle mode split including drive alone, carpool, and vanpool For non Stanford workers (third party, janitorial and construction) mode split from Census Fact Finder 2014 Journey to Work data Santa Clara County workers
Column G	P&TS Annual Survey (2015) vehicle occupancy drive alone = 1, carpool = 2 and vanpool = 5
Column H	Calculation = Population * Commute Frequenct * Vehicle Mode Split / Vehicle Occupancy * 2
Column I	Average one-way trip length ror campus workers and off campus students, calculated by P&TS from place of residence and survey mode choice data For non Stanford workers (third party, janitorial and construction) HBW trip length from the Santa Clara Valley Transportation Authority (VTA) 2015 model checked against California Household Transportation Survey (CHTS) 2012 for Santa Clara County workers
Column J	Calculation = Daily Vehicle Trips x Trip Length
Column K	Calculation total VMT / total population
Column L	Work day estimated by P&TS adjusting for weekends, holidays and standard PTO for Stanford Students estiamted by P&TS based on academic schedule for Grad and Undergrads
Columns M, N, & O	Calculations daily VT & VMT times number of days per year and VMT divided by population

Journey to work, FactFinders, 2014	**Mode**	%
	Drive Alone	76.5%
	2-person	8.2%
	3-person	1.4%
	4+ person	0.8%
	Total	86.9%
	Persns/Veh	1.07

http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

Input Changes for Full Offset Housing Alternative

Cells	**Modification**	
C-8	-1893	Staff & other workers living off campus moved onto campus
C-11	1893	Staff & other workers moved onto campus in new housing units
C-13	-449	Post Doctoral living off campus moved onto campus
C-14	449	Post Doctorals moved onto campus in new housing units
E-14,F-14, G-14, I-14		Changed to match on-campus staff travel behavior
C-24	50	Additional construction workers for housing construction
C-31	-210	Graduate students living off campus moved onto campus
C-37	210	Graduate students moved onto campus in new beds
F-26, F-27	0.93	Reduced to account for higher percentage of staff on-campus

STANFORD FALL 2035 WITH PROJECT VMT - FO Alternative
RESIDENTIAL DAILY VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Resident Type	Stanford Affiliates Units/Affiliates	Population	Daily Trips (weekday)	Palo Alto Distribution		Stanford Workforce HBW Adjustment	Stanford Adjusted		HBO		Vehicle Trips				Trip Length (miles)				Total Daily VMT (Weekday)						
				HBW %	HBO %		HBW %	HBO %	External %	Internal %	HBW External	HBW Internal	HBO External	HBO Internal	HBW External	HBW Internal	HBO External	HBO Internal	HBW External	HBW Internal	HBO External	HBO Internal	Total	VMT / capita	Average Trip Len
Existing				**Used for Calculating Columns H & I**																					
Faculty / Staff	2,481	6,376	19,567	24%	76%	100%	24%	76%	85%	15%	2,048	2,648	12,640	2,231	11.17	1.0	6.34	1.0	22,879	2,648	80,138	2,231	107,896	16.92	5.5
Graduate Student	8,393	9,724	27,437	24%	76%	12%	3%	97%	70%	30%	757	0	18,676	8,004	11.17	1.0	6.34	1.0	8,456	0	118,406	8,004	134,866	13.87	4.9
Undergraduate Student	8,317	8,317	12,143	24%	76%	0%	0%	100%	50%	50%	0	0	6,072	6,071	11.17	1.0	6.34	1.0	0	0	38,496	6,071	44,567	5.36	3.7
Post Doctoral	477	1,182	3,762	24%	76%	100%	24%	76%	85%	15%	394	509	2,430	429	11.17	1.0	6.34	1.0	4,400	509	15,406	429	20,745	17.55	5.5
	19,668	**25,599**	**62,909**								**3,199**	**3,157**	**39,818**	**16,735**					**35,735**	**3,157**	**252,446**	**16,735**	**308,073**	**12.03**	**4.9**

Column B **Affiliates**
Households for Faculty Staff / Students for Graduates & Undergraduates
Source: Land Use & Environmental Planning, Institutional Research & Decision Support

Cloumn C **Population**

	Fall 2015		2018 GUP		2035 GUP	
	Affiliates	Population	Affiliates	Population	Affiliates	Population
F/S	38	98	38	98	2,481	6,376
Grads	5,001	6,065	5,245	6,531	8,393	9,724
UG	6,401	6,401	6,617	6,617	8,317	8,317
Post Doc	28	28	28	28	477	1,182
		12,592		13,274		25,599

Column D **Daily Trip Generation (Fehr & Peers)**

Affiliate	Number	Rate	Trips
Faculty	2,481	7.89	19,567
Grads	8,393	3.27	27,437
Undergrad	8,317	1.46	12,143
Post Doc	477	7.89	3,762

Residential trip generation rates are based on ground counts at existing sites on-campus and parking permit data. Additional detail in report.

Columns E & F **Relationship of HBW to HBO** for Palo Alto Residents for weekdays from California Household Transportation Survey 2012

Column G **Stanford Force Adjustment** - modified Palo Alto distribution of HBW and HBO trips based on the relation of Graduate affiliates to spouses.

Columsn H & I **Adjusted HBW & HBO** split for daily trips to reflect fewer external HBW trips for students.

Input Changes for Full Offset Housing Alternative

Cells	Modification	
G-11, H-11, I-11, K-11, D-30		Post Doctoral travel behavior changed to reflect on-campus staff
G-20	1893	Staff & other workers moved onto campus in new housing units
H-20	2973	Additional family members
G-21	210	Graduate students moved onto campus in new beds
H-21	17	Additonal non-student spouses
G-22	449	Graduate students living off campus moved onto campus
H-22	705	Additional family members (same assumptions as faculty / staff)

Column J & K **External / Internal Trips**
Split derived from P&TS Survey info on peak period travel

Column L **Column D * Column H**

Column M **Come from Worker Student VMT - "Resident Faculty/Staff Inside Cordon" Column H**
1511.16 3331.68 4842.84

Column N **Column D * Column J**

Column O **Column D - Column L -- Column M - Column O**

Column P, Q, R, S **Trip Length**
HBW & HBO trip lengths from from VTA 2015 model checked against CHTS 2012 for Palo Alto Residents
Interal trip length F&P assumption based on campus size (~2 miles wide)

Column T, U, V, W **Calculated Daily VMT**

Column X **Total Daily VMT (Sum of T, U, V & W)**

Column Y **Total VMT / Total Population**

Column Z **Total VMT / Total Trips**

STANFORD FALL 2035 WITH PROJECT VMT - FO Alternative
ANNUAL VMT SUMMARY

Category		Annual VMT Total Population			Source Tab
Workers		People	VT	Annual VMT	
Worker Commute - all employee types including all resident F/S	●	29,966	6,836,136	65,584,942	Worker-Student D29, M29, N29
Student Commute to Campus (live off campus)	●	2,803	359,527	3,104,168	Worker-Student D36, M36, N36
Resident Students - Grad / Undergrad	●	16,710	0	0	Worker-Student D39, M39, N39
Residents					
Home-based Work / Home-based Other				(All Trips)	
Faculty / Staff (including family members)	●	6,376	6,175,536	40,396,939	Resident Annual C9, T9, U9
Graduate Students (including family members)	●	9,724	8,834,714	46,244,310	Resident Annual C10, T10, U10
Undergraduate Students	●	8,317	2,550,030	9,891,078	Resident Annual C11, T11, U11
Post Doctoral	●	1,182	1,187,325	7,766,860	Resident Annual C12, T12, U12
Visitors					
General Visitors (Vendor) - business/academic meetings, deliveries by auto, informal unhosted conferences	●		5,313,101	32,968,952	Other GHG Inputs H27
Worker Non-Commute Trips	●		397,810	1,234,221	Other GHG Inputs H28
Deliveries via trucks	●		456,305	2,977,821	Other GHG Inputs H29
Non-event Visitor Trips - Alumni Center, Conferences, Tours distributed over 303 days excludes Sundays & Holidays	●			4,065,599	Other GHG Inputs H31
Event Visitor Traffic (not typical weekday)	●			6,980,045	Other GHG Inputs H30
Marguerite Shuttle/Bus Fleet	●			2,618,108	Other GHG Inputs H21
PSSI Fleet	●			2,601,593	Other GHG Inputs H22
Bonair Fleet	●			3,586,974	Other GHG Inputs H23
Public Safety Fleet	●			232,720	Other GHG Inputs H24
Totals	●	**75,078**	**32,110,484**	**230,254,330**	

STANFORD FALL 2035 WITH PROJECT VMT - FO Alternative

RESIDENTIAL ANNUAL VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
				Weekday						Weekends / Holidays										
Resident Type	Stanford Affiliates Units/Affiliates	Population	Daily Trips (weekday)	Vehicle Trips						Vehicle Trips				Trip Length						
				HBW		HBO		Total	Annual	HBW		HBO		HBW	HBO	Internal	Total	Total	Total	Total
				External	Internal	External	Internal	VMT	VMT	External	Internal	External	Internal	miles/trip	miles/trip	miles/trip	Daily	Annual	VT	VMT
Existing																				
Faculty / Staff	2,481	6,376	19,567	2,048	0	12,640	2,231	107,896	27,081,789	0	0	14,688	2,231	5.10	7.80	1.00	116,800	13,315,150	6,175,536	40,396,939
Graduate Student	8,393	9,724	27,437	757	0	18,676	8,004	134,866	28,052,030	0	0	19,433	8,004	5.10	7.80	1.00	159,581	18,192,280	8,834,714	46,244,310
Undergraduate Student	8,317	8,317	12,143	0	0	6,072	6,071	44,567	6,685,122	0	0	6,072	6,071	5.10	7.80	1.00	53,433	3,205,956	2,550,030	9,891,078
Post Doctoral	477	1,182	3,762	394	0	2,430	429	20,745	5,206,901	0	0	2,824	429	5.10	7.80	1.00	22,456	2,559,958	1,187,325	7,766,860
	19,668	**25,599**	**62,909**	**3,199**	**0**	**39,818**	**16,735**	**308,073**	**67,025,843**	**0**	**0**	**43,017**	**16,735**				**352,269**	**37,273,344**	**18,747,605**	**104,299,187**

F/S Week daysper year 251 — 52 Weekends / 10 Holiday days per year — 114

Graduate Week days per year 208 — 52 Weekends / 10 Holiday days per year — 114

UG Week days per year 150 — 30 Weekends / No Holiday days per year — 60

Post Doc Week daysper year 251 Same as F/S — 52 Weekends / 10 Holiday days per year — 114

Columns B through I Carried over from Residential VMT Daily Calculation

Column F is not carried over to avoid double counting affiliate HBW trips.

Column J Calculated annual week day VMT using week days shown below calculations

Columns K, L, M, N Weekend trip generation was assumed to be equal to daily based on ITE Trip Generation data.

ITE shows that Saturday trip generation is 5 - 9 percent higher and Sunday is 8 percent lower.

Assumed that all trips are HBO trips.

Used same internal to external relationship for weekend trips.

ITE Trips Rates			Saturday		Sunday		Averaged
Single Family Housing - Faculty	D.U.	9.57	10.08	105%	8.77	92%	98%
Condo/Townhouse - Faculty	D.U.	6.59	7.16	109%	6.07	92%	100%
Graduate Apartments - Low Rise	D.U.	6.59	7.16	109%	6.07	92%	100%

Columns O, P, Q Weekend trip lengths from California Household Transportation Suvey 2012 data for Palo Alto

Column R Calculated average weekend daily VMT = trips x trip length

Column S Calculated annual weekend VMT using weekend daily VMT and weekend/holiday days shown

Column T Total Daily Vehicle Trips = Column I + Column R

Column U Total Daily Vehicle Miles Traveled = Column J + Column S

STANFORD FALL 2035 WITH PROJECT VMT - FO Alternative
OTHER GREENHOUSE GAS VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N
Categories	Population	Mode Split: % Driving	Persons/ vehicle	Trips per Vehicle per Year	Total Vehicle Trips	Trip Length [miles]	Fall 2015 Total VMT	2018 Baseline		2035 GUP		Fleet Assumption (Passenger, Vans, Bus, Mix)	Proposal for Scaling for 2018/2035
5 Athletic events	411,250	68%	3	2	186,083	26.0	4,838,167	0%	4,838,167	0%	4,838,167	Passenger	No change
6 Alumni center	53,540	75%	1.25	2	64,248	25.0	1,606,200	8%	1,734,696	22%	2,118,064	Passenger	KSF
7 Big 5	50,000	75%	2.5	2	30,000	25.0	750,000	3%	769,500	17%	900,315	Passenger	Students
8 Conferences - to and from	20,472	75%	1.25	2	24,566	25.0	614,160	8%	663,293	22%	809,881	Passenger	KSF
9 Conferences - during	20,472	25%	1.25	6	24,566	2.5	61,416	8%	66,329	22%	80,988	Passenger	KSF
10 Camps (DAPER) - Visitors	6,079	100%	2	4	12,157	25.0	303,925	3%	314,258	26%	395,966	Passenger	UG Beds
11 Camps (DAPER) - Locals	6,079	100%	2	6	18,236	10.0	182,355	3%	188,555	26%	237,579	Passenger	UG Beds
12 Walking Tours - Buses	40,000	100%	40	2	2,000	25.0	50,000	0%	50,000	0%	50,000	Passenger	No change
13 Walking Tours - Cars	40,000	100%	3	2	26,667	25.0	666,667	0%	666,667	0%	666,667	Passenger	No change
14 Stanford Live Performances, Major events	64,388	75%	2	2	48,291	10.0	482,910	0%	482,910	0%	482,910	Passenger	No change
15 Visitors by Tour Bus	170,000	100%	40	2	8,500	40.0	340,000	0%	340,000	0%	340,000	Coach buses, Vans	No change
16 Executive Education - to and from	1,300	100%	1	2	2,600	25.0	65,000	8%	70,200	22%	85,714	Passenger	KSF
17 Executive Education - during	1,300	25%	1	6	1,950	10.0	19,500	8%	21,060	22%	25,714	Passenger	KSF
18 Camps (Academic) - Visitors	300	100%	2	2	300	25.0	7,500	3%	7,755	26%	9,771	Passenger	UG Beds
19 Camps (Academic) - Locals	300	100%	2	2	300	10.0	3,000	3%	3,102	26%	3,909	Passenger	UG Beds
20 Marguerite Shuttle/Bus Fleet							1,983,931	8%	2,144,233	22%	2,618,108	Bus	KSF
21 LBRE Fleet							2,601,593	0%	2,601,593	0%	2,601,593	Mix	No change
22 Bonair Fleet							3,775,762	-5%	3,586,974	0%	3,586,974	Mix	No change
23 Public Safety Fleet							232,720	0%	232,720	0%	232,720	Passenger	No change
24													

26 Category	Annual Trips	Daily Trips		Fall 2015	2018 Baseline		2035 GUP		Avg Day Cordon	Number of days
27 Vendors / business or academic meetings				25,001,480	8%	27,001,598	22%	32,968,952	Passenger	
28 Worker Non-commute - Personal Business				935,952	8%	1,010,828	22%	1,234,221	Passenger	
29 Deliveries / trucks @ 2% of traffic				2,083,870	8%	2,250,579	22%	2,977,821	Trucks	
30 **Event Trips**	540,995	299,917	NA	6,652,357		6,695,507		6,980,045		
31 **Non-Event Trips (daily)**	344,484	150,547	500	3,338,443		3,520,985		4,065,599	11,088	303
32 **Fleet Vehicles**		NA	NA	8,594,006		8,565,520		9,039,395		

Column B Estiamted attendance provided by Stanford Event Planning or Athletics
Column C Ramboll assumption
Column D Ramboll assumption
Column E 2 - in/out or 6 include mid-day or evening trips by attendees
Column F Column B * Column C / Column D * Column E
Column G Ramboll assumption
Column H Column F * Column G
Columns I & K Growth assumption as documented in **Column N**
Columns J & L Calculated using I & K
Column M Vehicle type for emissions calculation
Column N Basis for growth in 2018 and 2035

L-29 Truck VMT was increased by 229,864 vehicle miles to account for the construction of the additional housing.

APPENDIX B: HALF OFFSET HOUSING ALTERNATIVE
FALL 2035 VMT CALCULATIONS

STANFORD FALL 2035 WITH PROJECT VMT - HO Alternative
DAILY VMT SUMMARY

Category	Workers		Students		Residents All Ages		Source Tab
Workers	People	VMT	People	VMT	People	VMT	
Worker Commute - all employee types including all resident F/S	29,938	306,262					Worker Student - D29 & J29
Student Commute to Campus (live off campus)	2,908	16,259	2,908	16,259			Worker Student - D31+D34, & J36
Resident Students - Grad / Undergrad	16,605	0	16,605	0			Worker Student - D37+D38, & J39
Residents							
Commute Trips - Off Campus						(HBW)	
Faculty / Staff (including other household members)					3,945	15,789	Resident Daily - C8 & T8+U8
Graduate Students (including other household members)					9,611	8,355	Resident Daily - C9 & T9+U9
Undergrad Students					8,317	0	Resident Daily - C10 & T10+U10
Post Doctoral Students					606	2,605	Resident Daily - C11 & T11+U11
Home-based Other						(HBO)	
Faculty / Staff (including other household members)					Same	50,960	Resident Daily - V8 + W8
Graduate Students (including other household members)					as	124,826	Resident Daily - V9 + W9
Undergrad Students					above	44,567	Resident Daily - V10 + W10
Post Doctoral (including other household members)						8,399	Resident Daily - V11 + W11
Totals	**49,451**	**322,521**	**19,513**	**16,259**	**22,479**	**255,501**	
2035 Trip Length Adjustment based on VTA Model (2% HBW* / 3% HBO)		**328,971**		**16,584**		**262,899**	

VMT / Person - Workers Including Students	Absentee	HBW	**VMT****	**VMT*****	**VMT*****
non-students only (HBW trips)	90%	73%	216,134		
			4.37	0.85	11.70
Threshold - 85% of the VTA Model Regional VMT			13.75		14.73
VMT / Person - Workers Excluding Students	Absentee	HBW	**VMT***		
Adjustments for comparison to model HBW VMT	90%	73%	205,238		
			6.86		

* The 2% growth factor was applied to all Home-Based Work trips including HBW trips on campus. This is a conservative approach for campus trips.

** For the comparison to the VTA model threshold, the manual calculation is reduced to reflect that HBW trips are only 73% of trips at the work place and by 10% for daily absenteeism.

*** No adjustments required for Student or Resident VMT since the calculated and model results are directly comparable.

STANFORD FALL 2035 WITH PROJECT - HO Alternative
WORKER STUDENT VMT (COMMUTE 100% HOME BASED)

Col >	B	C	D	E	F	G	H	I	J	K	L	M	N	O
							Daily				Annual			
Row	Workers	Workers / Students	Commute Population	Commute Frequency	Vehicle Mode Split	Vehicle Occup	Total Daily Vehicle Trips	Home - Work Trip Length	VMT	VMT / Capita	Days per Year	VT	VMT	VMT / Capita
6	Benefit Eligible Employees													
7	Off Campus - Faculty	2,195	2,195	92%	58%	1.14	2,041	12.47	25,447	11.59	222	453,020	5,649,158	2,574
8	Off-Campus - Staff	10,476	10,476	92%	58%	1.14	9,739	12.47	121,448	11.59	222	2,162,112	26,961,542	2,574
9	University Terrace*	180	180	92%	58%	1.00	192	2.00	384	2.13	222	42,645	85,291	474
10	On Campus - Faculty/Staff in Faculty Subdivision**	899	899	92%	58%	100%	959	2.0	1,918.8	2.13	222	212989.6416	425,979	473.8
11	On Campus - Faculty/Staff within GUP Study Area	1,535	1,535	92%	58%	1.00	1,638	1.00	1,638	1.07	222	363,670	363,670	237
12	Post-Docs													
13	Off-Campus	3,111	3,111	96%	31%	1.18	1,544	9.48	14,640	4.71	222	342,838	3,250,109	1,045
14	On-Campus	253	253	92%	58%	1.00	270	1.0	270.0	1.07	222	59940.3552	59,940	236.9
15	Casual	2,746	2,746	20%	80%	1.10	797	13.39	10,665	3.88	222	176,826	2,367,699	862
16	Contingent	1,294	1,294	52%	63%	1.09	775	12.25	9,495	7.34	222	172,068	2,107,835	1,629
17	Temporary	1,835	1,835	78%	65%	1.16	1,594	12.76	20,344	11.09	222	353,942	4,516,305	2,462
18	Non-Employee Affiliates													
19	Non-Employee Affiliates: 20% FTEs	1,662	1,662	17%	83%	1.05	447	11.88	5,308	3.19	222	99,182	1,178,277	709
20	Non-Employee Affiliates: FTEs	1,818	1,818	85%	83%	1.05	2,443	11.88	29,026	15.96	222	542,399	6,443,705	3,544
21	***Subtotal Workers (Stanford Employees)***	***28,003***	***28,003***				***22,440***	***10.72***	***240,583***	***8.59***	***222***	***4,981,633***	***53,409,510***	***1,907***
22	Third Party Contractors	396	396	100%	87%	1.07	643	14.21	9,132	23.08	222	142,671	2,027,352	5,124
23	Janitorial Shift Workers	316	316	100%	87%	1.07	514	14.21	7,300	23.08	222	114,049	1,620,630	5,124
24	Construction	1,223	1,223	100%	87%	1.07	1,987	14.21	28,230	23.08	222	441,030	6,267,037	5,124
25	***Subtotal Workers (Contract Workers)***	***1,935***	***1,935***				***3,143***	***14.21***	***44,662***	***23.08***	***na***	***697,749***	***9,915,019***	***5,124***
26	First Mile to Transit All Workers (Carpool)			94%	1%	2.00	331	5.02	1,662	0.06	222	73,492	368,929	12
27	First Mile to Transit All Workers (Drive-Alone)			91%	9%	1.00	4,744	4.08	19,354	0.65	222	1,053,093	4,296,620	144
28	***First Mile to Transit (all workers)***						**5,075**	***4.14***	**21,016**	**0.70**	**na**	**1,126,585**	**4,665,550**	**156**
29	***Total Workers (excluding students)***	***29,938***	***29,938***				***30,658***	***9.99***	***306,262***	***10.23***	***na***	***6,805,968***	***67,990,079***	***2,271***
30	**Students**													
31	Off Campus - Graduate	2,440	2,440	82%	41%	1.12	1,465	9.15	13,405	5.49	*208*	304,720	2,788,191	1,143
32	First Mile to Transit (Carpool)			100%	0.4%	2.00	10	2.42	25	0.01	*208*	2,147	5,195	2
33	First Mile to Transit (Drive-Alone)			92%	1.2%	1.00	52	2.56	134	0.05	*208*	10,862	27,808	11
34	Off Campus - Undergraduate	468	468	89%	50%	1.12	370	7.29	2,696	5.76	*150*	55,470	404,378	864
35	Non-Matriculated (trips in visitor trips)	1,397	0	0%	0%	1.00	0	0.00	0	0.00	*208*	0	0	0
36	***Subtotal Student Non-resident***	***4,305***	***2,908***				***1,897***	***8.57***	***16,259***	***5.59***	***na***	***373,200***	***3,225,572***	***1,109***
37	Resident - Graduate	8,288	8,288	100%	0%	1.00	0	1.00	0	0.00	*208*	0	0	0
38	Resident -Uundergraduate	8,317	8,317	100%	0%	1.00	0	1.00	0	0.00	*150*	0	0	0
39	***Subtotal Student Residents***	***16,605***	***16,605***				***0***	***1.00***	***0***	0.00	***na***	***0***	***0***	0
40	***Total Stanford Students***	***20,910***	***19,513***				***1,897***		***16,259***	***0.83***	***na***	***373,200***	***3,225,572***	***165***
41	***Total Wokers (including Students)***	***50,848***	***49,451***				***32,555***		***322,521***	***6.52***	***na***	***7,179,168***	***71,215,651***	***1,440***

* University Terrace is located very close to the campus in the area bounded by Page Mill Road, California Avenue and Hanover Street.
** The Faculty Subdivision is housing areas adjacent to the campus, outside the GUP study area. The area is bounded by Junipero Serra Blvd, Page Mill Road, Bowdoin Avenue, and Mayfield Road

Column C Workers & Students provided by Stanford Land Use Environmental Planning (LUEP) / Institutional Research & Decision Support (IRDS)

Column D Population equals workers or student except for Non-Matriculating Students whose trips are treated as visitors. Residential tables add family members.

Column E P&TS Annual Survey (2015) commute frequency adjustment for how often workers come to campus

Column F P&TS Annual Survey (2015) vehicle mode split including drive alone, carpool, and vanpool

For non Stanford workers (third party, janitorial and construction) mode split from Census Fact Finder 2014 Journey to Work data Santa Clara County workers

Column G P&TS Annual Survey (2015) vehicle occupancy drive alone = 1, carpool = 2 and vanpool = 5

Column H Calculation = Population * Commute Frequenct * Vehicle Mode Split / Vehicle Occupancy * 2

Column I Average one-way trip length ror campus workers and off campus students, calculated by P&TS from place of residence and survey mode choice data
For non Stanford workers (third party, janitorial and construction) HBW trip length from the Santa Clara Valley Transportation Authority (VTA) 2015 model checked against California Household Transportation Survey (CHTS) 2012 for Santa Clara County workers

Column J Calculation = Daily Vehicle Trips x Trip Length

Column K Calculation total VMT / total population

Column L Work day estimated by P&TS adjusting for weekends, holidays and standard PTO for Stanford

Students estiamted by P&TS based on academic schedule for Grad and Undergrads

Columns M, N, & O Calculations daily VT & VMT times number of days per year and VMT divided by population

Journey to work, FactFinders, 2014	**Mode**	%
	Drive Alone	76.5%
	2-person	8.2%
	3-person	1.4%
	4+ person	0.8%
	Total	86.9%
	Persns/Veh	1.07

http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

Input Changes for Full Offset Housing Alternative

Cells	**Modification**	
C-8	-947	Staff & other workers living off campus moved onto campus
C-11	947	Staff & other workers moved onto campus in new housing units
C-13	-225	Post Doctoral living off campus moved onto campus
C-14	225	Post Doctorals moved onto campus in new housing units
E-14,F-14, G-14, I-14		Changed to match on-campus staff travel behavior
C-24	23	Additional construction workers for housing construction
C-31	-105	Graduate students living off campus moved onto campus
C-37	105	Graduate students moved onto campus in new beds
F-26, F-27	0.93	Reduced to account for higher percentage of staff on-campus

STANFORD FALL 2035 WITH PROJECT VMT - HO Alternative
RESIDENTIAL DAILY VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Resident Type	Stanford Affiliates Units/Affiliates	Population	Daily Trips (weekday)	Palo Alto Distribution		Stanford Workforce HBW Adjustment	Stanford Adjusted		HBO		Vehicle Trips				Trip Length (miles)				Total Daily VMT (Weekday)						
				HBW %	HBO %		HBW %	HBO %	External %	Internal %	HBW External	HBW Internal	HBO External	HBO Internal	HBW External	HBW Internal	HBO External	HBO Internal	HBW External	HBW Internal	HBO External	HBO Internal	Total	VMT / capita	Average Trip Len
Existing				**Used for Calculating Columns H & I**																					
Faculty / Staff	1,535	3,945	12,106	24%	76%	100%	24%	76%	85%	15%	1,267	1,638	7,820	1,381	11.17	1.0	6.34	1.0	14,151	1,638	49,579	1,381	66,749	16.92	5.5
Graduate Student	8,288	9,611	27,094	24%	76%	12%	3%	97%	70%	30%	748	0	18,442	7,904	11.17	1.0	6.34	1.0	8,355	0	116,922	7,904	133,181	13.86	4.9
Undergraduate Student	8,317	8,317	12,143	24%	76%	0%	0%	100%	50%	50%	0	0	6,072	6,071	11.17	1.0	6.34	1.0	0	0	38,496	6,071	44,567	5.36	3.7
Post Doctoral	253	606	1,995	24%	76%	100%	24%	76%	85%	15%	209	270	1,289	227	11.17	1.0	6.34	1.0	2,335	270	8,172	227	11,004	18.16	5.5
	18,393	**22,479**	**53,338**								**2,224**	**1,908**	**33,623**	**15,583**					**24,840**	**1,908**	**213,170**	**15,583**	**255,501**	**11.37**	**4.8**

Column B **Affiliates**
Households for Faculty Staff / Students for Graduates & Undergraduates
Source: Land Use & Environmental Planning, Institutional Research & Decision Support

Cloumn C **Population**

	Fall 2015		2018 GUP		2035 GUP	
	Affiliates	Population	Affiliates	Population	Affiliates	Population
F/S	38	98	38	98	1,535	3,945
Grads	5,001	6,065	5,245	6,531	8,288	9,611
UG	6,401	6,401	6,617	6,617	8,317	8,317
Post Doc	28	28	28	28	253	606
		12,592		13,274		22,479

Column D **Daily Trip Generation (Fehr & Peers)**

Affiliate	Number	Rate	Trips
Faculty	1,535	7.89	12,106
Grads	8,288	3.27	27,094
Undergrad	8,317	1.46	12,143
Post Doc	253	7.89	1,995

Residential trip generation rates are based on ground counts at existing sites on-campus and parking permit data. Additional detail in report.

Columns E & F **Relationship of HBW to HBO** for Palo Alto Residents for weekdays from California Household Transportation Survey 2012

Column G **Stanford Force Adjustment** - modified Palo Alto distribution of HBW and HBO trips based on the relation of Graduate affiliates to spouses.

Columsn H & I **Adjusted HBW & HBO** split for daily trips to reflect fewer external HBW trips for students.

Input Changes for Full Offset Housing Alternative

Cells	Modification	
G-11, H-11, I-11, K-11, D-30		Post Doctoral travel behavior changed to reflect on-campus staff
G-20	947	Staff & other workers moved onto campus in new housing units
H-20	1487	Additional family members
G-21	105	Graduate students moved onto campus in new beds
H-21	9	Additonal non-student spouses
G-22	225	Graduate students living off campus moved onto campus
H-22	353	Additional family members (same assumptions as faculty / staff)

Column J & K **External / Internal Trips**
Split derived from P&TS Survey info on peak period travel

Column L **Column D * Column H**

Column M **Come from Worker Student VMT - "Resident Faculty/Staff Inside Cordon" Column H**

Column N **Column D * Column J** 1511.16

2,434 2433.79

Column O **Column D - Column L -- Column M - Column O**

Column P, Q, R, S **Trip Length**
HBW & HBO trip lengths from from VTA 2015 model checked against CHTS 2012 for Palo Alto Residents
Interal trip length F&P assumption based on campus size (~2 miles wide)

Column T, U, V, W **Calculated Daily VMT**

Column X **Total Daily VMT (Sum of T, U, V & W)**

Column Y **Total VMT / Total Population**

Column Z **Total VMT / Total Trips**

STANFORD FALL 2035 WITH PROJECT VMT - HO Alternative
ANNUAL VMT SUMMARY

Category		Annual VMT Total Population			Source Tab
Workers		People	VT	Annual VMT	
Worker Commute - all employee types including all resident F/S	●	29,938	6,805,968	67,990,079	Worker-Student D29, M29, N29
Student Commute to Campus (live off campus)	●	2,908	373,200	3,225,572	Worker-Student D36, M36, N36
Resident Students - Grad / Undergrad	●	16,605	0	0	Worker-Student D39, M39, N39
Residents					
Home-based Work / Home-based Other				(All Trips)	
Faculty / Staff (including family members)	●	3,945	3,820,765	24,991,369	Resident Annual C9, T9, U9
Graduate Students (including family members)	●	9,611	8,724,268	45,666,544	Resident Annual C10, T10, U10
Undergraduate Students	●	8,317	2,550,030	9,891,078	Resident Annual C11, T11, U11
Post Doctoral	●	606	629,624	4,119,845	Resident Annual C12, T12, U12
Visitors					
General Visitors (Vendor) - business/academic meetings, deliveries by auto, informal unhosted conferences	●		5,313,101	32,968,952	Other GHG Inputs H27
Worker Non-Commute Trips	●		397,810	1,234,221	Other GHG Inputs H28
Deliveries via trucks	●		449,580	2,862,879	Other GHG Inputs H29
Non-event Visitor Trips - Alumni Center, Conferences, Tours distributed over 303 days excludes Sundays & Holidays	●			4,065,599	Other GHG Inputs H31
Event Visitor Traffic (not typical weekday)	●			6,980,045	Other GHG Inputs H30
Marguerite Shuttle/Bus Fleet	●			2,618,108	Other GHG Inputs H21
PSSI Fleet	●			2,601,593	Other GHG Inputs H22
Bonair Fleet	●			3,586,974	Other GHG Inputs H23
Public Safety Fleet	●			232,720	Other GHG Inputs H24
Totals	●	**71,930**	**29,064,346**	**213,035,578**	

STANFORD FALL 2035 WITH PROJECT VMT - HO Alternative
RESIDENTIAL ANNUAL VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
				Weekday						Weekends / Holidays										
Resident Type	Stanford Affiliates Units/Affiliates	Population	Daily Trips (weekday)	Vehicle Trips						Vehicle Trips				Trip Length						
				HBW		HBO		Total	Annual	HBW		HBO		HBW	HBO	Internal	Total	Total	Total	Total
				External	Internal	External	Internal	VMT	VMT	External	Internal	External	Internal	miles/trip	miles/trip	miles/trip	Daily	Annual	VT	VMT
Existing																				
Faculty / Staff	1,535	3,945	12,106	1,267	0	7,820	1,381	66,749	16,753,910	0	0	9,087	1,381	5.10	7.80	1.00	72,258	8,237,459	3,820,765	24,991,369
Graduate Student	8,288	9,611	27,094	748	0	18,442	7,904	133,181	27,701,740	0	0	19,190	7,904	5.10	7.80	1.00	157,586	17,964,804	8,724,268	45,666,544
Undergraduate Student	8,317	8,317	12,143	0	0	6,072	6,071	44,567	6,685,122	0	0	6,072	6,071	5.10	7.80	1.00	53,433	3,205,956	2,550,030	9,891,078
Post Doctoral	253	606	1,995	209	0	1,289	227	11,004	2,761,947	0	0	1,498	227	5.10	7.80	1.00	11,911	1,357,898	629,624	4,119,845
	18,393	**22,479**	**53,338**	**2,224**	**0**	**33,623**	**15,583**	**255,501**	**53,902,718**	**0**	**0**	**35,847**	**15,583**				**295,188**	**30,766,117**	**15,724,687**	**84,668,836**

F/S Week daysper year 251 — 52 Weekends / 10 Holiday days per year 114
Graduate Week days per year 208 — 52 Weekends / 10 Holiday days per year 114
UG Week days per year 150 — 30 Weekends / No Holiday days per year 60
Post Doc Week daysper year 251 Same as F/S — 52 Weekends / 10 Holiday days per year 114

Columns B through I Carried over from Residential VMT Daily Calculation
Column F is not carried over to avoid double counting affiliate HBW trips.

Column J Calculated annual week day VMT using week days shown below calculations

Columns K, L, M, N Weekend trip generation was assumed to be equal to daily based on ITE Trip Generation data.
ITE shows that Saturday trip generation is 5 - 9 percent higher and Sunday is 8 percent lower.
Assumed that all trips are HBO trips.
Used same internal to external relationship for weekend trips.

ITE Trips Rates			Saturday		Sunday		Averaged
Single Family Housing - Faculty	D.U.	9.57	10.08	105%	8.77	92%	98%
Condo/Townhouse - Faculty	D.U.	6.59	7.16	109%	6.07	92%	100%
Graduate Apartments - Low Rise	D.U.	6.59	7.16	109%	6.07	92%	100%

Columns O, P, Q Weekend trip lengths from California Household Transportation Suvey 2012 data for Palo Alto

Column R Calculated average weekend daily VMT = trips x trip length

Column S Calculated annual weekend VMT using weekend daily VMT and weekend/holiday days shown

Column T Total Daily Vehicle Trips = Column I + Column R

Column U Total Daily Vehicle Miles Traveled = Column J + Column S

STANFORD FALL 2035 WITH PROJECT VMT - HO Alternative
OTHER GREENHOUSE GAS VMT

	B	C	D	E	F	G	H	I	J	K	L	M	N
	Categories	Population	Mode Split: % Driving	Persons/ vehicle	Trips per Vehicle per Year	Total Vehicle Trips	Trip Length [miles]	Fall 2015 Total VMT	2018 Baseline		2035 GUP		Fleet Assumption (Passenger, Vans, Bus, Mix)	Proposal for Scaling for 2018/2035
5	Athletic events	411,250	68%	3	2	186,083	26.0	4,838,167	0%	4,838,167	0%	4,838,167	Passenger	No change
6	Alumni center	53,540	75%	1.25	2	64,248	25.0	1,606,200	8%	1,734,696	22%	2,118,064	Passenger	KSF
7	Big 5	50,000	75%	2.5	2	30,000	25.0	750,000	3%	769,500	17%	900,315	Passenger	Students
8	Conferences - to and from	20,472	75%	1.25	2	24,566	25.0	614,160	8%	663,293	22%	809,881	Passenger	KSF
9	Conferences - during	20,472	25%	1.25	6	24,566	2.5	61,416	8%	66,329	22%	80,988	Passenger	KSF
10	Camps (DAPER) - Visitors	6,079	100%	2	4	12,157	25.0	303,925	3%	314,258	26%	395,966	Passenger	UG Beds
11	Camps (DAPER) - Locals	6,079	100%	2	6	18,236	10.0	182,355	3%	188,555	26%	237,579	Passenger	UG Beds
12	Walking Tours - Buses	40,000	100%	40	2	2,000	25.0	50,000	0%	50,000	0%	50,000	Passenger	No change
13	Walking Tours - Cars	40,000	100%	3	2	26,667	25.0	666,667	0%	666,667	0%	666,667	Passenger	No change
14	Stanford Live Performances, Major events	64,388	75%	2	2	48,291	10.0	482,910	0%	482,910	0%	482,910	Passenger	No change
15	Visitors by Tour Bus	170,000	100%	40	2	8,500	40.0	340,000	0%	340,000	0%	340,000	Coach buses, Vans	No change
16	Executive Education - to and from	1,300	100%	1	2	2,600	25.0	65,000	8%	70,200	22%	85,714	Passenger	KSF
17	Executive Education - during	1,300	25%	1	6	1,950	10.0	19,500	8%	21,060	22%	25,714	Passenger	KSF
18	Camps (Academic) - Visitors	300	100%	2	2	300	25.0	7,500	3%	7,755	26%	9,771	Passenger	UG Beds
19	Camps (Academic) - Locals	300	100%	2	2	300	10.0	3,000	3%	3,102	26%	3,909	Passenger	UG Beds
20	Marguerite Shuttle/Bus Fleet							1,983,931	8%	2,144,233	22%	2,618,108	Bus	KSF
21	LBRE Fleet							2,601,593	0%	2,601,593	0%	2,601,593	Mix	No change
22	Bonair Fleet							3,775,762	-5%	3,586,974	0%	3,586,974	Mix	No change
23	Public Safety Fleet							232,720	0%	232,720	0%	232,720	Passenger	No change
24														

26	Category	Annual Trips	Daily Trips		Fall 2015	2018 Baseline		2035 GUP		Avg Day Cordon	Number of days
27	Vendors / business or academic meetings				25,001,480	8%	27,001,598	22%	32,968,952	Passenger	
28	Worker Non-commute - Personal Business				935,952	8%	1,010,828	22%	1,234,221	Passenger	
29	Deliveries / trucks @ 2% of traffic				2,083,870	8%	2,250,579	22%	2,862,879	Trucks	
30	**Event Trips**	540,995	299,917	NA	6,652,357		6,695,507		6,980,045		
31	**Non-Event Trips (daily)**	344,484	150,547	500	3,338,443		3,520,985		4,065,599	11,088	303
32	**Fleet Vehicles**		NA	NA	8,594,006		8,565,520		9,039,395		

Column B Estiamted attendance provided by Stanford Event Planning or Athletics
Column C Ramboll assumption
Column D Ramboll assumption

Column E 2 - in/out or 6 include mid-day or evening trips by attendees
Column F Column B * Column C / Column D * Column E
Column G Ramboll assumption
Column H Column F * Column G
Columns I & K Growth assumption as documented in **Column N**
Columns J & L Calculated using I & K
Column M Vehicle type for emissions calculation
Column N Basis for growth in 2018 and 2035

L-29 Truck VMT was increased by 114, 922 vehicle miles to account for the construction of the additional housing.

APPENDIX ALT-WAW

2018 General Use Permit EIR: Wastewater for Housing Alternatives

ESA

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memorandum

date	March 28, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Jennifer Brown - ESA
subject	**ESA Peer Review of Stanford University 2018 General Use Permit EIR: Wastewater for Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *2018 General Use Permit EIR: Wastewater for Housing Alternatives* memo, prepared on March 16, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Stanford prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Stanford on March 28 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor numerical and editorial adjustments.

Based on the peer review conducted; ESA concludes that this *2018 General Use Permit EIR: Wastewater for Housing Alternatives* memo is appropriate for use as reference in the EIR.

memorandum

date March 28, 2018

to Steve Piasecki, County of Santa Clara

cc Brian Boxer, ESA; Paul Mitchell, ESA

from Catherine Palter, Stanford University

subject 2018 General Use Permit EIR: Wastewater for Housing Alternatives *Revised*

This technical report presents estimates for wastewater resulting from each of the two housing alternatives that the County has elected to study in response to Draft EIR comments.

The technical data in this memo follow the methodologies established in the 2018 General Use Permit application (November 21, 2016) and the corresponding Draft Environmental Impact Report prepared by the County and its consultant (October 2017).

Housing Alternative Descriptions
The two housing offset alternatives that the County of Santa Clara has chosen to study in response to comments on the 2018 General Use Permit Draft EIR would provide housing within the Academic Growth Boundary at the following levels:

- Full Offset Housing Alternative: Adds to the proposed project 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- Half Offset Housing Alternative: Adds to the proposed project 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

Wastewater Collection
Stanford's wastewater is collected in its sanitary sewer system and conveyed to and through Palo Alto sewer lines to the City of Palo Alto owned and operated Harold L. May Regional Wastewater Quality Control Plant (RWQCP), at the north side of the city, where it is treated prior to discharge into the San Francisco Bay. The campus sanitary sewer system consists of 43 miles of pipe and is owned and managed by Stanford.

The RWQCP is funded by and serves six partners: Palo Alto, Stanford, Mountain View, East Palo Alto Sanitary District, Los Altos, and Los Altos Hills. Approximately 220,000 people live in the RWQCP service area. Of the wastewater flow to the RWQCP, about 60 percent is estimated to come from residences, 10 percent from

industries, and 30 percent from commercial businesses and institutions.[1] The RWQCP treated 21 million gallons per day (mgd) of effluent from all the partner agencies before the drought (2012-2013), and just under 18 mgd in the July 2015-June 2016 plant fiscal year.[2]

Existing Capacity

The RWQCP is designed to have an average dry weather flow (ADWF) capacity of 39 mgd and an average wet weather flow capacity of 80 mgd.[3] According to the City of Palo Alto, the RWQCP does not experience any major treatment system constraints and capacity is sufficient for current dry and wet weather loads and for future load projections.

In 2012, Palo Alto adopted the Long Range Facilities Plan which outlined capital reinvestment, wastewater treatment services for the six partners, and ongoing water quality control to protect the San Francisco Bay and local creeks.

The City of Palo Alto, serving as the Discharger, has an approved pretreatment program, which includes approved local limits as required by the NPDES permit. The permit requires the Discharger to evaluate its local limits, such as those established by the other entities contributing to the RWQCP, to ensure compliance with updated effluent limits. The RWQCP is required to monitor the permitted discharges into the collection system in order to evaluate compliance with the RWQCP's permit conditions.

Stanford Existing Discharge

The City of Palo Alto reports that Stanford's current average daily sewer discharge is 1.1 mgd, which represents approximately 2.8 percent of the plant's total average dry weather flow capacity.[4] Stanford owns capacity in the plant of up to 2.11 mgd average dry weather flow, which is 5.26 percent of the plant's capacity. Actual metered sanitary sewer flows between 2010 and 2016 at Stanford range from approximately 0.5 mgd to 1.6 mgd, as flows vary based on activities, and whether students are on campus. The campus has separate sanitary sewer and stormwater systems. Therefore, any elevation in sanitary sewer flow during wet weather days are related to infiltration and inflow and not intentionally conveyed storm drainage flows.

Wastewater Use under the Housing Alternatives

In the Draft EIR, wastewater demand was estimated for the proposed project as follows:

- Existing wastewater demand of 1.1 mgd
- Increase due to 2018 General Use Permit of 0.4 mgd (conservatively assumed to be the same as the increase in water demand)
- Increase due to remaining development under the 2000 General Use Permit of 0.2 mgd
- Total wastewater demand in 2035 of 1.7 mgd

[1] City of Palo Alto, Draft Existing Conditions Report, Comprehensive Plan Update, Utilities and Services Systems. August 2014.
[2] Ibid.
[3] City of Palo Alto, Draft Existing Conditions Report, Comprehensive Plan Update, Utilities and Services Systems. August 2014.
[4] Palo Alto Regional Water Quality Control Plant, Fourth Quarter Partners Share Estimate Spreadsheet, Fiscal Years 2012-2013 and 2015-2016.

The total incremental potable water demand of the housing alternatives (compared to proposed project conditions) is estimated [5] as:

- Full Offset Housing Alternative = 0.54 mgd
- Half Offset Housing Alternative = 0.27 mgd.

Option 1. Wastewater Demand using Draft EIR assumptions

Using the conservative assumption used in the Draft EIR that 100 percent of the net increase in indoor domestic water demand becomes wastewater, the estimated total wastewater generation rate at buildout of the Full Offset Housing Alternative and Half Offset Housing Alternative would be approximately 2.24 mgd (1.7 + 0.54) and 1.97 mgd (1.7 + 0.27) respectively. The Full Offset Housing Alternative would exceed Stanford's current allocation in the wastewater treatment plant of 2.11 mgd. The Half Offset Housing Alternative would not exceed Stanford's current wastewater allocation.

Option 2. Wastewater Demand using historic demand assumptions

Historic wastewater metering data show that Stanford's average annual wastewater demand is approximately 70 percent of Stanford's average annual domestic water use, due to water use that does not enter the wastewater stream (see Attachment A). Applying that percentage to the anticipated water demand of the housing alternatives, the Full Offset and Half Offset housing alternatives would result in a total demand of 2.09 and 1.90 mgd, respectively. Both Housing Alternatives would not exceed Stanford's current allocation in the wastewater treatment plant of 2.11 mgd.

Conveyance

Stanford sanitary sewer flow discharges to the City of Palo Alto main that runs parallel to El Camino Real. This main is 21 inches in diameter and has a calculated maximum flow capacity of approximately 4,370 gallons per minute (gpm). Current measured daily dry weather peak flows are approximately between 1,000-1,700 gpm dependent on the time of year.[6] The potential increase in peak flow under the 2018 General Use Permit and Housing Alternatives would not result in the need to upsize the City of Palo Alto main.

[5] Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternative by Schaaf & Wheeler, dated March 16, 2018.

[6] Stanford University Water Resources and Civil Infrastructure Group Records. April 2017.

ATTACHMENT A

Table A-1 provides historic annual average data for Stanford's wastewater demand, domestic water demand, and the percentage of wastewater use compared to domestic water use. Between 2000 and 2014, before the new Central Energy Facility was constructed, wastewater demand was approximately 56 percent of domestic water demand. In 2015, once the new Central Energy Facility reduced the consumption of water in energy production, wastewater demand increased to approximately 69 percent of domestic water demand. The percentage increased to 81 percent in 2016, but this was an extreme drought year when domestic water demand dropped to an unusual level. Therefore, future wastewater demand will be predicted as 70 percent of future domestic water demand.

Table A-1: Annual Wastewater and Domestic Water Use

Annual Totals – Units: MGD	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
Wastewater	1.59	1.46	1.40	1.41	1.26	1.22	1.19	1.14	1.15	1.24	1.36	1.25	1.14	1.14	1.17	1.11	1.12
Domestic Water	2.70	2.63	2.29	2.42	2.47	2.30	2.14	2.34	2.21	2.15	2.13	2.10	2.10	2.12	2.02	1.60	1.39
Wastewater % of Domestic	0.59	0.56	0.61	0.58	0.51	0.53	0.55	0.49	0.52	0.57	0.64	0.59	0.55	0.54	0.58	0.69	0.81
Average	0.56															**0.69**	0.81

Data in Table A-1 are gathered from Stanford's meters and then checked against Palo Alto's metering data on a monthly basis.

APPENDIX ALT-WSA

Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternatives

ESA

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memorandum

date	March 28, 2018
to	David Rader, Senior Planner Santa Clara County Department of Planning and Development
from	Brian Boxer, Paul Mitchell, Jennifer Brown - ESA
subject	**ESA Peer Review of Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternatives**

In support of the 2018 General Use Permit EIR additional housing alternatives, Stanford prepared and submitted the *Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternatives* memo, prepared by Shaaf & Wheeler for Stanford on March 16, 2018.

At the request of the County, ESA conducted an independent peer review of this report to verify the technical accuracy of the information, and identify any apparent deficiencies, errors and omissions affecting the completeness, methodologies, findings and adequacies of the report. The ultimate goal of the peer review is to help ensure that the information contained in the report met accepted professional standards for use in the EIR.

As part of the peer review, ESA advised County staff of any revisions or additions to the memo that were necessary. ESA prepared and submitted a technical peer review memoranda to the County documenting its comments. In turn, Shaaf & Wheeler prepared a response memoranda indicating how ESA peer review comments were responded to; and updated the memo accordingly. The memo was revised by Shaaf & Wheeler on March 26, 2018. In general, revisions to the memo made in response to peer review comments and Stanford staff-initiated changes include miscellaneous minor numerical and editorial adjustments.

Based on the peer review conducted; ESA concludes that this *Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternatives* memo is appropriate for use as reference in the EIR.

Schaaf & Wheeler
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MEMORANDUM

TO:	Lesley Lowe, Stanford University, Land Use and Environmental Planning	DATE:	March 26, 2018
FROM:	Andrew Sterbenz, PE	JOB#:	STAN.10.15
SUBJECT:	Water Supply Assessment for the Stanford 2018 General Use Permit EIR Analysis of Housing Alternatives		

Schaaf & Wheeler prepared the Water Supply Assessment for the Stanford 2018 General Use Permit, dated April 2017, for peer review by Santa Clara County and inclusion in the Draft Environmental Impact Report (EIR) for the Stanford 2018 General Use Permit Update (the Proposed Project). In response to comments received on the Draft EIR, Santa Clara County has chosen to study two housing offset alternatives:

- Full Offset Housing Alternative: 2,549 additional units/beds, including 2,342 faculty/staff units and 207 graduate student beds (for a total of 5,699 net new housing units/beds when combined with the 3,150 units/beds that Stanford proposes to construct);
- Half Offset Housing Alternative: 1,275 additional units/beds, including 1,171 faculty/staff units and 104 graduate student beds (for a total of 4,425 net new housing units when combined with the 3,150 units/beds that Stanford proposes to construct).

The purpose of this memorandum is to provide supplemental water demand analysis of these alternatives, and the revised Water Supply Assessment (WSA) results and summary tables for each alternative. This analysis uses the same methodology and demand factors as in our report for the Proposed Project. The analysis used to determine the number of student beds and faculty/staff units under each scenario was prepared by Stanford University[1].

The housing offset alternatives increase the number of student beds and faculty/staff dwelling units, as summarized in Values for unchanged items are carried forward from the 2017 WSA report without discussion in this memorandum. Although it is possible that additional housing units constructed under these alternatives may replace some existing irrigated landscaping, for this analysis we assume there is no change in irrigation demand from the analysis for the Proposed Project.

Table 1 (below). The following elements from the WSA for the Proposed Project are unchanged:

- Planned additional academic and childcare facilities
- Energy system cooling water demands
- Landscape irrigation demands
- Available water supply from existing surface water rights, groundwater wells and the SFPUC

Values for unchanged items are carried forward from the 2017 WSA report without discussion in this memorandum. Although it is possible that additional housing units constructed under these alternatives

[1] Memorandum: 2018 General Use Permit EIR: Housing Alternative Description *Revised*, dated March 12, 2018

may replace some existing irrigated landscaping, for this analysis we assume there is no change in irrigation demand from the analysis for the Proposed Project.

Table 1, Comparison of Housing Alternatives

	2018 General Use Permit			Full Offset Housing Alternative		Half Offset Housing Alternative	
Water use category	Existing by 2020	2018 GUP Adds	Total in 2035	Adds to 2018 GUP	Total in 2035	Adds to 2018 GUP	Total in 2035
Student housing (beds)	14,318	2,600	16,918	207	17,125	104	17,022
Faculty/staff housing (units)	937	550	1,487	2,342	3,829	1,171	2,658
TOTAL	**15,255**	**3,150**	**18,405**	**2,549**	**20,954**	**1,275**	**19,680**

Full Offset Housing Alternative

The Full Offset Housing Alternative would add 2,549 additional units/beds to those proposed in the 2018 General Use Permit. The 2018 General Use Permit included the addition of 550 faculty/staff units to the campus and this alternative would add 2,342 more, for a total increase of 2,892 new units and a campus total at buildout of 3,829 faculty/staff dwelling units. The 2018 General Use Permit included the addition of 2,600 student beds and this alternative would add 207 more graduate student beds, for a total increase of 2,807 beds and a campus total at buildout of 17,125 student beds. The resulting totals for the Full Offset Housing Alternative are reflected in Table 2, below.

Table 2, Summary of Existing and Proposed Development for Full Offset Housing Alternative[2]

Water use category	Unit of Measure	Existing development in 2012	Completed development 2012-2015	Projected development 2015-2018	Projected development 2018-2020	2018 GUP development 2018-2035	Full Offset Housing Alternative	Total at Buildout Fall 2035
Academic and Childcare	sq. ft.	9,104,902	412,603	769,354	0	2,315,000	0	12,601,859
Student housing	beds	11,323	559	416	2,020	2,600	207	17,125
Faculty/staff housing	dwelling units	937	0	0	0	550	2,342	3,829

The existing and projected future potable water demands for the campus are provided in Table 3, below. Total campus water demand, including non-potable irrigation, is provided in Table 4.

[2] This table revises values presented in Table 2-1 of the 2017 WSA.

Table 3, Summary of Existing and Projected Potable Water Demand for Full Offset Housing Alternative[3]

Water use category	Unit of Measure	Existing development in 2012	Water Use FY2012-13 mgd	Water Use factor gal/day/unit	Buildout total Fall 2035	Water Use at Buildout, mgd
Academic and Childcare	sq. ft.	9,104,902	0.66	0.072	12,601,859	0.91
Student housing	beds	11,323	0.46	40.6	17,125	0.70
Faculty/staff housing	dwelling units	937	0.52	555	3,829	1.17 **
Energy Systems			0.46	NA		0.20
TOTAL			**2.10**			**2.98**

** As in the 2017 WSA for the Proposed Project, future FSH usage is based on a projected water consumption rate of 225 gal/day/unit for new FSH units, which will be more urban in nature than the existing FSH units. 225 gal/day/unit is based on current usage data for comparable existing units (Olmsted Terrace, Pearce Mitchell, Peter Courts)

Table 4, Projected Total Water Demands, 2020-2035 (mgd) for Full Offset Housing Alternative[4]

Water Use Category	FY2012-13 Actual	FY2015-16 Actual	2020 Projected	2025 Projected	2030 Projected	2035 Projected
Academic	0.66	0.47	0.74	0.80	0.86	0.91
Student housing	0.46	0.42	0.53	0.59	0.64	0.70
Faculty/staff housing	0.52	0.32	0.73	0.87	1.02	1.17
Energy Systems	0.46	0.18	0.17	0.18	0.19	0.20
TOTAL POTABLE	**2.10**	**1.39**	**2.17**	**2.44**	**2.71**	**2.98**
Landscape (Non-Potable)	1.23	0.81	1.27	1.29	1.32	1.35
TOTAL	**3.33**	**2.20**	**3.44**	**3.73**	**4.03**	**4.33**

In the 2017 WSA for the Proposed Project, the projected total water demand in 2035 was 2.44 mgd (potable) and 3.79 mgd (total). Compared to the Proposed Project, this alternative increases potable and total water demand by 0.54 mgd. The campus receives water supply as a wholesale customer of the San Francisco Public Utilities Commission (SFPUC), from surface water rights and groundwater wells. Currently, only the SFPUC supply is used to meet potable demands. Demands and supply projections are summarized in Table 5, below. The projected potable demand under this alternative is almost equal to the SFPUC contract amount (Individual Supply Guarantee of 3.03 mgd).

[3] This table revises values presented in Table 2-2 of the 2017 WSA.
[4] This table revises values presented in Table 2-4 of the 2017 WSA.

Table 5, Summary of Projected Demands and Projected Supply (mgd) for Full Offset Housing Alternative [5]

Water use category		FY2012-13 Actual	FY2015-16 Actual	2020 Projected	2025 Projected	2030 Projected	2035 Projected (Buildout)
DEMAND	Potable	2.10	1.39	2.17	2.44	2.71	2.98
	Non-Potable	1.23	0.81	1.27	1.29	1.32	1.35
	TOTAL	**3.33**	**2.20**	**3.44**	**3.73**	**4.03**	**4.33**
SUPPLY	Potable	2.91	2.91	3.03	3.03	3.03	3.03
	Groundwater	1.52	1.52	1.52	1.52	1.52	1.52
	Surface Water	1.12	1.12	1.12	1.12	1.12	1.12
	TOTAL	**5.55**	**5.55**	**5.67**	**5.67**	**5.67**	**5.67**

An analysis of drought-year supply and demand is presented in Table 6, below. Drought-years are presented for a single dry year, and for a three-year drought. The SFPUC advises wholesale customers to anticipate seeing their supply allocations reduced to as low as 83% of normal for a single dry year. In multiple dry years, supply may be further reduced to 72% of normal. In Table 6, the supply available from the SFPUC during droughts reflects 83% in the first year and 72% in subsequent years. Groundwater is assumed to be used to meet remaining potable demands in excess of the SFPUC supply. For non-potable (irrigation) use, surface water is assumed to be the primary source, with groundwater meeting the remaining demand. As in the 2017 WSA for the Proposed Project, the water demands would increase in the first dry year due to increased landscape irrigation, and would decrease in subsequent years due to mandatory conservation restrictions.

[5] This table revises values presented in Table 5-1 of the 2017 WSA.

Table 6, Dry Year Supply and Demand Summary (mgd) for Full Offset Housing Alternative [6,7]

Supply	Water Year Type				
	Normal Year	Single Dry Year	Multiple Dry Years		
			1	2	3
Potable Supply (SFPUC)					
ISG	3.03	2.51	2.51	2.18	2.18
ISL	2.91	2.42	2.42	2.10	2.10
Surface Water Supply	1.12	0.94	0.94	0.06	0.06
Groundwater Supply	1.52	1.52	1.52	1.52	1.52
Total Supply (ISG)	5.67	4.97	4.97	3.76	3.76
Total Supply (ISL)	5.55	4.88	4.88	3.68	3.68
Baseline Demand					
Potable Demand	2.10	2.11	2.11	1.79	1.58
met by ISL	2.10	2.11	2.11	1.79	1.58
Non-potable Demand	1.23	1.29	1.29	0.98	0.98
met by surface water	1.12	0.94	0.94	0.06	0.06
met by groundwater	0.11	0.35	0.35	0.92	0.92
Total Demand	3.33	3.41	3.41	2.77	2.56
2035 Demands					
Potable Demand	2.98	3.00	3.00	2.53	2.23
met by ISG	2.98	2.51	2.51	2.18	2.18
met by groundwater	0.00	0.49	0.49	0.35	0.05
Non-potable Demand	1.35	1.42	1.42	1.08	1.08
met by surface water	1.12	0.94	0.94	0.06	0.06
met by groundwater	0.23	0.48	0.48	1.02	1.02
Total Demand	4.33	4.42	4.42	3.61	3.31

Under this Full Offset Housing Alternative, the reduced SFPUC supply during drought periods is less than the projected 2035 campus potable water demand. Groundwater may be used as supplemental potable supply, or more-stringent water conservation measures may need to be implemented on-campus. Table 6 assumes a 15% conservation reduction in potable demand in the second dry year, and a 25% reduction in the third dry year, based upon savings during the 2013-2015 drought. Depending upon the timing of this campus infill development, drought-period shortfalls could occur as early as 2025.

The campus portfolio of water supplies is sufficient to meet the projected water demands during normal, single dry years and multiple dry years. Dry year sufficiency is based upon implementing mandatory water conservation measures and the increased use of groundwater.

Half Offset Housing Alternative

The Half Offset Housing Alternative would add 1,275 additional units/beds to those proposed in the 2018 General Use Permit. The 2018 General Use Permit included the addition of 550 faculty/staff units to the

[6] This table revises values presented in Table 3-1 of the 2017 WSA.

[7] ISL is Interim Supply Limit (valid until 12/31/2018); ISG is Individual Supply Guarantee

campus and this alternative would add 1,171 more, for a total increase of 1,721 new units and a campus total at buildout of 2,658 faculty/staff dwelling units. The 2018 General Use Permit included the addition of 2,600 student beds and this alternative would add 104 more graduate student beds, for a total increase of 2,704 beds and a campus total at buildout of 17,022 student beds. The resulting totals for the Half Offset Housing Alternative are reflected in Table 7, below.

Table 7, Summary of Existing and Proposed Development for Half Offset Alternative[8]

Water use category	Unit of Measure	Existing development in 2012	Completed development 2012-2015	Projected development 2015-2018	Projected development 2018-2020	2018 GUP development 2018-2035	Half Offset Housing Alternative	Total at Buildout Fall 2035
Academic and Childcare	sq. ft.	9,104,902	412,603	769,354	0	2,315,000	0	12,601,859
Student housing	beds	11,323	559	416	2,020	2,600	104	17,022
Faculty/staff housing	dwelling units	937	0	0	0	550	1,171	2,658

The existing and projected future potable water demands for the campus are provided in Table 8, below. Total campus water demand, including non-potable irrigation, is provided in Table 9.

Table 8, Summary of Existing and Projected Potable Water Demand for Half Offset Alternative[9]

Water use category	Unit of Measure	Existing development in 2012	Water Use FY2012-13 mgd	Water Use factor gal/day/unit	Buildout total Fall 2035	Water Use at Buildout, mgd
Academic and Childcare	sq. ft.	9,104,902	0.66	0.072	12,601,859	0.91
Student housing	beds	11,323	0.46	40.6	17,022	0.69
Faculty/staff housing	dwelling units	937	0.52	555	2,658	0.91 **
Energy Systems			0.46	NA		0.20
TOTAL			**2.10**			**2.71**

** As in the 2017 WSA for the Proposed Project, future FSH usage is based on a projected water consumption rate of 225 gal/day/unit for new FSH units, which will be more urban in nature than the existing FSH units. 225 gal/day/unit is based on current usage data for comparable existing units (Olmsted Terrace, Pearce Mitchell, Peter Courts).

[8] This table revises values presented in Table 2-1 of the 2017 WSA.
[9] This table revises values presented in Table 2-2 of the 2017 WSA.

Table 9, Projected Total Water Demands, 2020-2035 (mgd) for Half Offset Alternative [10]

Water Use Category	FY2012-13 Actual	FY2015-16 Actual	2020 Projected	2025 Projected	2030 Projected	2035 Projected
Academic	0.66	0.47	0.74	0.80	0.86	0.91
Student housing	0.46	0.42	0.53	0.59	0.64	0.69
Faculty/staff housing	0.52	0.32	0.64	0.73	0.82	0.91
Energy Systems	0.46	0.18	0.17	0.18	0.19	0.20
TOTAL POTABLE	**2.10**	**1.39**	**2.09**	**2.30**	**2.50**	**2.71**
Landscape (Non-Potable)	1.23	0.81	1.27	1.29	1.32	1.35
TOTAL	**3.33**	**2.20**	**3.36**	**3.59**	**3.82**	**4.06**

In the 2017 WSA for the Proposed Project, the projected total water demand in 2035 was 2.44 mgd (potable) and 3.79 mgd (total). Compared to the Proposed Project, this alternative increases potable and total water demand by 0.27 mgd. Demands and supply projections are summarized in Table 10, below. The projected potable demand under this alternative is approximately 90% of the SFPUC contract amount (Individual Supply Guarantee of 3.03 mgd).

Table 10, Summary of Projected Demands and Projected Supply (mgd) for Half Offset Alternative [11]

Water use category		FY2012-13 Actual	FY2015-16 Actual	2020 Projected	2025 Projected	2030 Projected	2035 Projected (Buildout)
DEMAND	Potable	2.10	1.39	2.09	2.30	2.50	2.71
	Non-Potable	1.23	0.81	1.27	1.29	1.32	1.35
	TOTAL	**3.33**	**2.20**	**3.36**	**3.59**	**3.82**	**4.06**
SUPPLY	Potable	2.91	2.91	3.03	3.03	3.03	3.03
	Groundwater	1.52	1.52	1.52	1.52	1.52	1.52
	Surface Water	1.12	1.12	1.12	1.12	1.12	1.12
	TOTAL	**5.55**	**5.55**	**5.67**	**5.67**	**5.67**	**5.67**

An analysis of drought-year supply and demand is presented in Table 11, below. As in the Full Offset Housing Alternative, groundwater is assumed to meet a portion of the potable demand. It is anticipated that mandatory conservation measures will reduce potable demand by up to 25%, which can then be met using SFPUC supply only.

[10] This table revises values presented in Table 2-4 of the 2017 WSA.
[11] This table revises values presented in Table 5-1 of the 2017 WSA.

Table 11, Dry Year Supply and Demand Summary (mgd) for Half Offset Alternative [12]

Supply	Water Year Type				
	Normal Year	Single Dry Year	Multiple Dry Years		
			1	2	3
Potable Supply (SFPUC)					
ISG	3.03	2.51	2.51	2.18	2.18
ISL	2.91	2.42	2.42	2.10	2.10
Surface Water Supply	1.12	0.94	0.94	0.06	0.06
Groundwater Supply	1.52	1.52	1.52	1.52	1.52
Total Supply (ISG)	5.67	4.97	4.97	3.76	3.76
Total Supply (ISL)	5.55	4.88	4.88	3.68	3.68
Baseline Demand					
Potable Demand	2.10	2.11	2.11	1.79	1.58
met by ISL	2.10	2.11	2.11	1.79	1.58
Non-potable Demand	1.23	1.29	1.29	0.98	0.98
met by surface water	1.12	0.94	0.94	0.06	0.06
met by groundwater	0.11	0.35	0.35	0.92	0.92
Total Demand	3.33	3.41	3.41	2.77	2.56
2035 Demands					
Potable Demand	2.71	2.73	2.73	2.31	2.03
met by ISG	2.71	2.51	2.51	2.18	2.03
met by groundwater	0.00	0.22	0.22	0.13	0.00
Non-potable Demand	1.35	1.42	1.42	1.08	1.08
met by surface water	1.12	0.94	0.94	0.06	0.06
met by groundwater	0.23	0.48	0.48	1.02	1.02
Total Demand	4.06	4.15	4.15	3.39	3.11

Under this Half Offset Housing Alternative, the reduced SFPUC supply during drought periods is less than the projected 2035 campus potable water demand. Groundwater may need to be used as supplemental potable supply, or more-stringent water conservation measures may need to be implemented on-campus. Depending upon the timing of this campus infill development, drought-period shortfalls could occur as early as 2030.

The campus portfolio of water supplies is sufficient to meet the projected water demands during normal, single dry years and multiple dry years. Dry year sufficiency is based upon implementing mandatory water conservation measures and the increased use of groundwater.

Summary Comparison of 2018 General Use Permit and Housing Alternatives

In the 2017 WSA for the Proposed Project, the existing campus water supplies were determined to be sufficient to meet the projected demand in 2035 under normal, single dry year and multiple dry year conditions. Most importantly, the available potable supply from the SFPUC was determined to be sufficient to meet the campus potable water demands, even with dry year restrictions. In the Housing

[12] This table revises values presented in Table 3-1 of the 2017 WSA.

Alternatives analyzed in this report, the projected potable water demands would exceed the available water supply from the SFPUC during most dry years, but sufficient groundwater supply is available to meet the remaining demand. A comparison of the water demands from the Proposed Project and the two Housing Alternatives is provided in Table 12.

Table 12, Comparison of Water Demand Projections, by Alternative (mgd)[13]

Alternative	Potable by Year Type				Non-Potable by Year Type				Total
	Normal	1st Dry	2nd Dry	3rd Dry	Normal	1st Dry	2nd Dry	3rd Dry	
2018 General Use Permit	2.44				1.35				3.79
		2.46				1.42			3.88
			2.07				1.08		3.15
				1.83				1.08	2.91
Full Offset Housing Alternative	2.98				1.35				4.33
		3.00				1.42			4.42
			2.53				1.08		3.61
				2.23				1.08	3.31
Half Offset Housing Alternative	2.71				1.35				4.06
		2.73				1.42			4.15
			2.31				1.08		3.39
				2.03				1.08	3.11

[13] Values for the 2018 General Use Permit come from Table 3-1 of the 2017 Water Supply Assessment.

References:

San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016

Santa Clara Valley Water District, 2015 Urban Water Management Plan, adopted June 2016

Schaaf & Wheeler, Water Supply Assessment for the 2018 General Use Plan, prepared for Stanford University, dated April 2017

Stanford University, Memorandum: 2018 General Use Permit EIR: Housing Alternative Description, Revised March 12, 2018

APPENDIX PMR

Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard

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Memorandum

To	ESA: Paul Mitchell	Pages	1
For	Santa Clara County: David Rader and Kavitha Kumar		
Subject	Peer Review of Stanford's 2018 General Use Permit (GUP) – Housing Alternative Analysis		
From	AECOM: Nichole Seow and Greg Gleichman		
Date	May 7, 2018		

AECOM, as a member of the ESA team, is tasked with conducting a peer review of each transportation-related document submitted as part of the Stanford 2018 General Use Permit (GUP) application to verify that the documents follow generally-acceptable transportation planning practice, address the appropriate study area, and were conducted using methodologies that are clear and replicable.[1] This peer review memo represents AECOM's review of the revised '*Stanford University 2018 General Use Permit Housing Alternatives Transportation Impact Analysis'* dated April 2018, '*Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard*' memo dated 4/23/2018 and '*Response to County Peer Review Comments on the Stanford 2018 General Use Permit Housing Alternatives TIA*' memo dated 4/23/2018.

AECOM finds the information provided sufficient in clarifying and addressing the 8 comments listed in our memo dated April 19, 2018. In addition, ESA has confirmed that comments #6 and #7 have been adequately addressed as well. We therefore have no further questions on the documents listed above.

[1] This language is from the scope of work in the AECOM contract for this project.

FEHR PEERS

MEMORANDUM

Date: April 23, 2018

To: Catherine Palter and Lesley Lowe, Stanford University

From: Ellen Poling and Ashley Brooks, Fehr & Peers

Subject: Stanford 2018 General Use Permit: Cumulative (2035) Conditions with Four-Lane Page Mill Road from I-280 to Junipero Serra Boulevard

SJ15-1585

This memorandum summarizes the results of a sensitivity test performed at the request of Santa Clara County Roads & Airports (SCC R&A) staff. The traffic model used to prepare the Transportation Impact Assessment (TIA) for the proposed Stanford University 2018 General Use Permit assumed that under future Cumulative (2035) Conditions, Page Mill Road between the I-280 interchange and Foothill Expressway would be widened to six lanes. The sensitivity test evaluates whether the 2018 General Use Permit would result in any new significant project or cumulative impacts if Page Mill Road were assumed to remain at four lanes under Cumulative (2035) Conditions.

The scenario evaluated with Page Mill Road as four lanes is referred to as "Four-Lane PMR Cumulative (2035) Conditions". The 2018 General Use Permit: Transportation Impact Analysis Part 2, which presented the results with the original six-lane assumption, is referred to as "TIA Part 2 Cumulative (2035) Conditions".

This memorandum updates the first draft, prepared on December 13, 2017, to incorporate peer review comments provided by AECOM in their December 29, 2017 memorandum, which was provided to Stanford on February 21, 2018. This update also presents the results of the intersection mitigation analysis for the Four-Lane PMR Cumulative (2035) Conditions; the freeway segment impact analysis for the Four-Lane PMR Cumulative (2035) Conditions; and the transit delay analysis for the Four-Lane PMR Cumulative (2035) Conditions.

OVERVIEW: PAGE MILL ROAD LANE GEOMETRY ASSUMPTIONS

Fehr & Peers received the VTA-CCAG model from VTA staff in December 2016 for use in the TIA. Fehr & Peers conducted a review of the land uses and highway network within the traffic study area for Existing Conditions, Year 2020, and Year 2040. The forecasting assumptions are presented in Appendix I of TIA Part 2.

The 2040 VTA-CCAG model, as received, included the widening of Page Mill Road between the I-280 interchange and El Camino Real. Fehr & Peers reviewed the *Page Mill Expressway Corridor Study Report*, dated June 2015, and based on the improvements shown in that report, adjusted the widening assumed in the VTA model to extend only between the I-280 interchange and Foothill Expressway. The intersection geometry used in TIA Part 2 aligned with the geometries presented in Appendix A of the *Page Mill Expressway Corridor Study Report*.

PAGE MILL ROAD SENSITIVITY TESTING

On October 19, 2017, SCC R&A requested that Fehr & Peers re-run the 2040 VTA-CCAG model assuming that Page Mill Road remains four lanes. Fehr & Peers adjusted the 2040 VTA-CCAG model to eliminate widening of Page Mill Road, and re-ran the model. The adjusted 2040 VTA-CCAG model run showed that a portion of the traffic that the 2040 VTA-CCAG model previously had placed on Page Mill Road would shift to Arastradero Road, Foothill Expressway, and other connecting roadways, when Page Mill Road is assumed to remain at four lanes.

Intersection Geometry Modifications

Five intersection lane geometries were adjusted to reflect the four-lane Page Mill Road as compared to the six-lane roadway. **Table 1** shows the geometry assumed under the TIA Part 2 Cumulative (2035) Conditions and Four-Lane PMR Cumulative (2035) Conditions. (The Four-Lane PMR Cumulative (2035) Conditions resembles the existing geometries.)

TABLE 1: INTERSECTION GEOMETRY CHANGES BETWEEN TIA PART 2 CUMULATIVE (2035) AND FOUR-LANE PMR CUMULATIVE (2035)

	Intersection	TIA Part 2 Cumulative (2035)	Four-Lane PMR Cumulative (2035)*
13	I-280 SB Ramps / Page Mill Rd	NB: 1L, 1R SB: 1L, 1L/T, 1R EB: 2T, 1R WB: 1L, 2T, 2R	NB: 1L, 1R SB: 1L, 1L/T, 1R EB: 2T, 1R WB: 1L, **1T**, 2R
14	I-280 NB Ramps / Page Mill Rd	NB: 1L, 2R SB: N/A EB: 2T, 1R WB: 3T (incl. 1HOV), 1R	NB: 1L, 2R SB: N/A EB: **1T**, 1R WB: **2T**, 1R
15	Deer Creek Rd / Page Mill Rd	NB: 2L, 1R SB: N/A EB: 1L, 3T (incl. 1HOV), 1R WB: 1L, 3T (incl. 1HOV)	NB: 2L, 1R SB: N/A EB: 1L, **2T,** 1R WB: 1L, **2T**
16	Coyote Hill Rd / Page Mill Rd	NB: 2L, 1R SB: N/A EB: 3T (incl. 1HOV), 1R WB: 1L, 3T (incl. 1HOV)	NB: 2L, 1R SB: N/A EB: **2T**, 1R WB: 1L, **2T**
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	NB: 2L, 2T, 1R SB: 1L, 2T, 1R EB: 2L, 3T (incl. 1HOV), 1R WB: 2L, 2T, 1R	NB: 2L, 2T, 1R SB: 1L, 2T, 1R EB: 2L, **2T**, 1R WB: 2L, 2T, 1R

Notes:
*The Four-Lane PMR Cumulative (2035) Conditions resembles existing conditions.
Bold text indicates geometry that has changed.

SIGNIFICANCE CRITERIA & ANALYSIS METHODOLOGY

The determination of significance for impacts under the Four-Lane PMR Cumulative (2035) Conditions is based on the same policies, regulations, goals, and guidelines defined by Santa Clara County and the surrounding jurisdictions of San Mateo County, Palo Alto, Menlo Park, East Palo Alto, Mountain View, Los Altos, and Atherton that the TIA used to assess significance. These criteria and methods are presented in Chapter 3 of TIA Part 2.

INTERSECTION ANALYSIS

The service levels for the Four-Lane PMR Cumulative (2035) Conditions are shown in **Table 2,** and the TRAFFIX 8.0 calculations sheets may be found in **Attachment A**. **Table 3** shows a side-by-side comparison of service levels for the TIA Part 2 Cumulative (2035) Conditions and the Four-Lane PMR Cumulative (2035) Conditions,

The Four-Lane PMR Cumulative (2035) With Project Conditions analysis resulted in the same impacted locations as the TIA Part 2 Cumulative (2035) With Project Conditions (see below). No additional impact locations are identified for the Four-Lane PMR Cumulative (2035) With Project scenario.

- Intersection #2: I-280 NB Off-Ramp/Sand Hill Road (AM peak hour)
- Intersection #17: Junipero Serra Blvd./Foothill Expressway/Page Mill Road (AM and PM peak hours)
- Intersection #19: Hanover Street/Page Mill Road (AM peak hour)
- Intersection #20: El Camino Real/Page Mill Road-Oregon Expressway (AM and PM peak hours)
- Intersection #21: Middlefield Road/Oregon Expressway (AM peak hour)
- Intersection #29: Foothill Expressway/Hillview Avenue (AM peak hour)
- Intersection #30: Foothill Expressway/Arastradero Road (AM and PM peak hours)
- Intersection #31: Foothill Expressway/San Antonio Road (PM peak hour)
- Intersection #32: Foothill Expressway/El Monte Avenue (AM peak hour)
- Intersection #33: Foothill Expressway/Springer Road-Magdalena Avenue (AM and PM peak hours)
- Intersection #37: El Camino Real/Encinal Avenue (PM peak hour)
- Intersection #38: El Camino Real/Valparaiso Avenue (PM peak hour)
- Intersection #41: El Camino Real/Ravenswood Road (PM peak hour)
- Intersection #48: El Camino Real/Embarcadero Road (PM peak hour)
- Intersection #56: Alma Street/Hamilton Avenue (PM peak hour)
- Intersection #58: Alma Street/Charleston Road (PM peak hour)
- Intersection #59: Middlefield Road/Marsh Road (AM peak hour)
- Intersection #63: Middlefield Road/Lytton Avenue (PM peak hour)
- Intersection #66: Middlefield Road/Embarcadero Road (AM and PM peak hours)
- Intersection #89: Central Expressway/Castro Street-Moffett Boulevard (AM peak hour)
- Intersection #90: Foothill Expressway/Edith Avenue (PM peak hour)

In summary, the suggested adjustment to the 2040 VTA-CCAG model would not change the impact locations of the proposed 2018 General Use Permit compared to the impact locations that were disclosed in TIA Part 2.

INTERSECTION MITIGATION MEASURES

The mitigation measures presented in TIA Part 2 were applied to the impacted intersections under the Four-Lane PMR Cumulative (2035) With Project scenario, to ensure that the mitigations would continue to

mitigate the impacts under this scenario. At all intersections except Intersection #17 (Page Mill Road/Junipero Serra Boulevard – Foothill Expressway), the TIA Part 2 mitigation measures would mitigate the Four-Lane PMR Cumulative (2035) With Project impacts similarly to the results presented in TIA Part 2. At Intersection #17, an additional mitigation component is needed to mitigate the Four-Lane PMR Cumulative (2035) With Project condition. TIA Part 2 identified the following mitigation measure for this intersection: Contribute fair share funding toward installation of an overlap phase for northbound and southbound right-turning vehicles and widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane. To address the Four-Lane PMR Cumulative (2035) With Project condition, the following additional mitigation components would be added:

- addition of a third through lane on Page Mill Road in the westbound direction (for a total of two left-turn lanes, three through lanes and a right turn lane (plus a bike lane)), and
- addition of a receiving lane to westbound Page Mill Road (resulting in three lanes from Junipero Serra Boulevard approximately to Old Page Mill Road).

The results for all significantly impacted intersections are presented below. Where feasible physical capacity improvements or other operational improvements are possible, they have been identified, along with the post-mitigation level of service and resulting impact level of significance. A bicycle and pedestrian QOS evaluation was performed for each mitigation location, to assess the impacts on bicycle and pedestrian conditions of the proposed mitigation, using the methodology described in Chapter 3, Section 3.6.2. These impacts are also described below. **Table 4** summarizes all of this information, for the 21 impact locations. **Attachment B** contains the mitigation LOS calculations. **Attachment C** shows the bicycle and pedestrian StreetScore+ QOS results for Intersection #17, Junipero Serra Boulevard-Foothill Expressway and Page Mill Road because it is the only mitigation location that has changed compared to TIA Part 2. All other StreetScore+ QOS results may be found in Appendix M of TIA Part 2.

Santa Clara County

Junipero Serra Boulevard-Foothill Expressway/Page Mill Road (Intersection #17) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an unacceptable LOS F during the AM and PM peak hours. It would continue to function at LOS F under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors that connect to I-280, and provides a parallel route to I-280. As such, it serves a large existing traffic volume and is projected to serve

substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested intersection in 2035.

The following improvements would be capable of reducing this impact:

- Int. #17 Mitigation: Contribute fair share funding toward
    - (1) addition of a third through lane on Page Mill Road in the westbound direction (for a total of two left-turn lanes, three through lanes and a right turn lane (plus a bike lane));
    - (2) addition of a receiving lane to westbound Page Mill Road (resulting in three lanes from Junipero Serra Boulevard approximately to Old Page Mill Road); and
    - (3) installation of an overlap phase for northbound and southbound right-turning vehicles and widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.[1]

The new westbound improvements would require some right of way (10-12 feet) from the subdivision corner (northeast) and along the dish parcel for the receiving lane (northwest). Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal, which requires no additional right-of-way. Widening the southbound approach to two lanes between Page Mill Road and Stanford Avenue will likely require the acquisition of additional right-of-way. This improvement would allow southbound right-turning vehicles additional queuing space so southbound through vehicles do not block the right-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because the provision of these improvements may require additional funding that has not yet been identified, Santa Clara County may find that the improvements would not be implemented in a timely manner such that the Project's impact is mitigated. Therefore, the impact would remain **significant and unavoidable.**

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 and QOS 4, respectively. With the proposed mitigation, a second lane would be added traveling southbound between Stanford Avenue and Page Mill Road, aligning with the existing designated southbound right-turn lane at Page Mill Road, and would not impact the existing intersection configuration of the southbound approach. A third through lane would be added to the westbound approach and continued on the westbound receiving lanes, requiring additional right-of-way, and increasing the pedestrian crossing distance on the east and west legs of the intersection. In addition, the north/south bicycle crossing distances would increase slightly due to the

[1] The third improvement was identified as a mitigation measure in TIA Part 2 and the Draft EIR. Two additional improvements have been added to ensure the impact is mitigated to a less-than-significant level under the assumption that Page Mill Road is four lanes, rather than six lanes as previously depicted in the VTA 2040 model.

additional through lane while maintaining but not exacerbating the current uncomfortable conditions for bicyclists and pedestrians at the intersection.

It is noted that there is a Tier 1 improvement identified in the draft *Santa Clara County Expressway Plan 2040* to widen Page Mill Road from just east of Junipero Serra Boulevard-Foothill Expressway to the I-280 ramps. The Tier 1 improvement is fully funded through Measure B but conservatively is not anticipated to be in place by 2035. This was evaluated as a potential mitigation measure and was determined not to bring the impact to a less-than-significant level under Four-Lane PMR Cumulative (2035) Conditions. The second improvement at this intersection, a Tier 3 improvement, is to grade separate Page Mill Road. This improvement was not identified as mitigation because the identified mitigation, which is a smaller project and would have fewer secondary environmental effects, mitigates the Project's impact to a less-than-significant level. In addition, the grade separation project has not undergone CEQA review, may not be approved, and may not receive funding.

Hanover Street/Page Mill Road (Intersection #19) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Page Mill Road serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on the local roadway network. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of mitigating this impact:

- Int. #19 Mitigation: Contribute fair-share funding toward installation of a second westbound left-turn lane, identified as an option in the *Page Mill Expressway Corridor Study Report*.

To accommodate the construction of a second westbound left-turn lane, the westbound approach would be widened from three to four lanes and may require the removal of the center median, reduction in lane width, and/or reduction in bicycle lane width at the intersection. The City of Palo Alto has adequate right-of-way to accommodate the dual westbound left-turn lanes and associated receiving lanes on Hanover Street. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. However, because the provision of this improvement may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 4 and QOS 3, respectively. With the proposed mitigation, limited bicycle infrastructure on the north/south approaches would remain as well as the intersection crossing distance, maintaining but not exacerbating the current uncomfortable conditions for bicyclists at the intersection. Pedestrian crossing distances would be unchanged (curb-to-curb) on all approaches. The proposed mitigation measure would not create additional conflicts for the City of Palo Alto's proposed Class I facility on the south side of Page Mill Road as identified in their *Bicycle and Pedestrian Transportation Plan*.

It is noted that there is a Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040*. The improvement is to convert the signal phasing to an eight-phase signal. This improvement is not anticipated to reduce the Project's impact to a less-than-significant level. Therefore, it was not identified as a potential mitigation measure. The proposed mitigation measure does not conflict with the County's Tier 1 intersection improvement.

El Camino Real/Page Mill Road-Oregon Expressway (Intersection #20) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM and PM peak hours. It would continue to function at LOS E in the AM peak hour under Four-Lane PMR Cumulative (2035) No Project Conditions, but it would function at unacceptable LOS F in the AM peak hour under Four-Lane PMR Cumulative (2035) With Project Conditions. In addition, it would function at unacceptable LOS F in the PM hour under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions where Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors, one connecting to I-280 and US 101 and the other traversing the peninsula and south bay. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested intersection in 2035.

The following physical improvements are capable of mitigating this impact:

- Int. #20 Mitigation: Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two extended left-turn lanes, two receiving lanes, and no on-street parking; and to the extension of the double left-turn lanes as identified in the *Page Mill Expressway Corridor Study Report*.

To accommodate the reconfiguration of the east leg of the intersection, parking would need to be removed along the south side of Page Mill Road and the median island would need to be shifted further to the south to accommodate the additional westbound lane. Little to no right-of-way would be needed to

accommodate this improvement; however, an easement on the north side of the roadway to preserve the sidewalk width would be needed, and the existing bus stop located on the southeast corner of the intersection on Oregon Expressway may need to be relocated or further addressed during design. These improvements are identified in Santa Clara County's *Page Mill Corridor Expressway Plan*, and the extension of the double westbound left-turn lanes is identified as a Tier 1 improvement in the draft *Santa Clara County Expressway Plan 2040* along with enhanced pedestrian facilities on the southwest and southeast corners of the intersection. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. The Tier 1 improvements are fully funded through Measure B. However, because the provision of the remaining improvements may require additional funding that has not yet been identified and all improvements at this intersection would require approval from Caltrans, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable.**

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 4. With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions assuming the parking is removed next to the eastbound receiving lanes, with right-turn slip lanes and/or high vehicle turning speeds preserving uncomfortable environments at the intersection. The proposed mitigation measure would not conflict with the City of Palo Alto's *Bicycle and Pedestrian Transportation Plan* to implement a Class III facility on Oregon Expressway east of the intersection.

Middlefield Road/Oregon Expressway (Intersection #21) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Four-Lane PMR Cumulative (2035) No Project Conditions and under Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more in the AM peak hour. This intersection serves two major corridors, one connecting to I-280, El Camino Real, and US 101, and the other traversing the City of Palo Alto and adjacent communities. As such, it serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested intersection in 2035.

Due to the close proximity of the Oregon Avenue frontage road and the County's desire to preserve the shoulder striping along Oregon Expressway for use by bicyclists, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

Foothill Expressway/Hillview Avenue (Intersection #29) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

Due to the close proximity of the Miranda Avenue/Hillview Avenue intersection and lack of improvement identified in the Santa Clara *County Expressway Plan 2040* at this intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle StreetScore+ QOS would not be affected.

Foothill Expressway/Arastradero Road (Intersection #30) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour and LOS F in the PM peak hour. It would function at unacceptable LOS F in the AM and PM peak hours under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would decrease the average critical delay in the PM peak hour and increase the average critical delay by more than four seconds in the AM peak hour and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors, one connecting to I-280, El Camino Real, and US 101, and the other connecting the Cities of Menlo Park, Palo Alto, Los Alto and Mountain View. As such, the intersection serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested intersection in 2035.

The following physical improvements are capable of mitigating this impact:

- Int. #30 Mitigation: If such grade separation is approved and implemented, contribute fair-share funding toward grade separation as identified in the draft *Santa Clara County Expressway Plan 2040*. The grade separation assumed for purposes of analysis includes a separated throughway for vehicles on Foothill Expressway.

Although the configuration of this proposed interchange has yet to be determined, additional right-of-way would be required to construct this improvement. Due to the close proximity of the Miranda Avenue/Arastradero Road intersection, additional modifications to roadway alignment and turning movements would need to be evaluated along with adequate access for bicyclists and pedestrians. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this Tier 3 improvement has not undergone CEQA review, may not be approved, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

With the exception of construction related impacts, the mitigation would not have a substantial adverse effect on bicycle QOS, which would remain at QOS 3.5. Right-turn lanes and high vehicle speeds would continue to cause uncomfortable conditions for bicyclists at the intersection. However, the mitigation would cause pedestrian QOS to improve from QOS 4 to QOS 2.5. With the proposed mitigation, the pedestrian crossing distances at the northbound and southbound approaches would be reduced from the existing 6+ lanes to an estimated three lanes, providing more favorable pedestrian crossing conditions at the intersection.

Foothill Expressway/San Antonio Road (Intersection #31) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the PM peak hour. It would function at LOS F under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #31 Mitigation: Contribute fair-share funding toward the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue as identified in the draft *Santa Clara County Expressway Plan 2040*.

A third receiving lane would be added on the south leg of Foothill Expressway as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the southbound right-turn lane from El Monte Avenue to San Antonio Road, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement would

require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle QOS; the bicycle QOS would remain unchanged at QOS 4. With the proposed mitigation, right-turn slip lanes and high vehicle turning speeds would remain preserving uncomfortable environments for bicyclists at the intersection.

There is no pedestrian access at this intersection; therefore, the proposed mitigation measure would have no effect on pedestrian quality of service.

It is noted that the full Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* includes widening Foothill Expressway from four to six lanes between San Antonio Road and El Monte Avenue. The proposed mitigation implements the southbound widening.

Foothill Expressway/El Monte Avenue (Intersection #32) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at LOS F under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more in the AM peak hour. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #32 Mitigation: Contribute fair-share funding toward the construction of a third northbound through lane at the intersection and associated receiving lane as identified in the draft *Santa Clara County Expressway Plan 2040*.

To accommodate the construction of a third northbound through lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. The receiving lanes on the north side of the intersection would also need to be widened as identified as a Tier 1 improvement in the *Santa Clara County Expressway Plan 2040* to extend the northbound right-turn lane from San Antonio Road to El Monte Avenue, which will likely require additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. The Tier 1 improvements are fully funded through Measure B. Because the remainder of these improvements would require additional funding

that has not yet been identified, Santa Clara County may find that this improvement will not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian QOS would remain unchanged, at QOS 4 (for both). The east/west bicycle and pedestrian crossing distances would increase slightly due to the additional through lane and continue to have right-turn slip lanes and high vehicle turning speeds, while maintaining the current quality of service score.

It is noted that the full Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040* Includes widening Foothill Expressway from four to six lanes between San Antonio Road and El Monte Avenue. The proposed mitigation implements the northbound widening, but the southbound widening, although would increase the available storage capacity, would not reduce the Project's AM peak hour impact to a less-than-significant level. Therefore, the southbound widening was not identified as a potential mitigation measure at this intersection.

Foothill Expressway/Springer Road–Magdalena Avenue (Intersection #33) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM and PM peak hours. It would function at unacceptable LOS F in the AM and PM peak hours under Four-Lane PMR Cumulative (2035) No Project Conditions and Four-Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #33 Mitigation: Contribute fair-share funding toward the following improvements:
    - Convert to an eight-phase signal as identified in the draft *Santa Clara County Expressway Plan 2040*
    - Change the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane
    - Change the lane configuration for the west leg to have one left-turn lane, two through lanes, and one right-turn lane

Converting the existing phasing to an eight-phase signal with the associated lane configuration changes above is identified as a Tier 2 improvement in the Santa Clara County *Expressway Plan 2040*. In order to accommodate an eight-phase signal, the eastbound and westbound left-turn movements would require designated left-turn lanes and may require the acquisition of additional right-of-way. The above mitigation measure would reduce the Project's impact to a less-than-significant level while also incorporating the Tier 2 improvement. In order to accommodate this improvement, the center median on the west leg of the intersection would need to be shifted to incorporate a designated left-turn lane and remove one receiving lane from the west leg. The eastbound approach would require re-striping to change the shared left-turn/through lane to a designated left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. However, because the provision of this improvement may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable.**

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.5 and QOS 4, respectively. With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, with right-turn slip lanes and high vehicle turning speeds maintaining the current uncomfortable environment at the intersection. To construct the designated eastbound left-turn lane, the eastbound lanes will be narrowed and the center median may be reduced resulting in the same curb-to-curb width, but increasing the number of travel lanes. The proposed mitigation would not adversely affect the City of Los Alto's existing Class II bicycle facilities at the Foothill Expressway/Springer Road-Magdalena Avenue intersection.

It is noted that the full Tier 2 intersection improvement identified for this intersection in the draft Santa Clara County Expressway Plan 2040 includes converting to an eight-phase signal, operational/safety improvements at the County Club Drive intersection, and potentially adding a signal at the adjacent Berry Avenue intersection. The proposed mitigation implements the eight-phase signal and associated lane configuration changes at the intersection.

Central Expressway/Castro Street-Moffett Boulevard (Intersection #89) – The addition of Project traffic under Four-Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County CMP signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS E in the AM peak hour. It would function at LOS F under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Central Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes

including US 101. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #89 Mitigation: Close Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard, consistent with recommendations in the *Mountain View Transit Center Master Plan (May 2017)*.

It is noted that there is a Tier 1 intersection improvement identified for this intersection in the draft *Santa Clara County Expressway Plan 2040*. The improvement is to grade separate the train tracks from the intersection. Although this improvement would increase the available capacity at the intersection and would reduce the Project's impact to a less-than-significant level, the City of Mountain View has approved plans to close Castro Street (the west leg) at the train tracks, which would change the current four-leg intersection to a T-intersection of Central Expressway and Moffett Boulevard. This improvement will not require any additional right-of-way if implemented by the City of Mountain View. Given that this is the City's preferred improvement and would reduce the Project's impact to a ***less-than-significant*** level, the closure of Castro Street is the identified mitigation measure at this intersection; if Castro Street is closed, Stanford would not need to contribute to any improvements at this intersection. Because this improvement would require approval from the City of Mountain View, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation is anticipated to improve bicycle and pedestrian QOS; the bicycle QOS would shift from 3.3 to 1.7 and the pedestrian QOS would shift from 4 to 2. With the closure of Castro Street, pedestrian and bicycle crossings will be moved to a separated underground facility to cross Central Expressway and the Caltrain tracks with the exception of the east leg of the intersection where pedestrian crossings would still occur at grade. Northbound and southbound bicyclists would continue to travel on Central Expressway, but bicyclists traveling from Moffett Boulevard to Castro Street would use the underground crossing.

If the closure of Castro Street is not implemented in a timely manner and/or the City of Mountain View does not pursue the improvement, a second back-up mitigation measure is proposed. The following secondary physical improvements are capable of reducing this impact to a less than significant level:

- Int. #89 Mitigation Alternative: If the City of Mountain View does not close Castro Street, contribute fair-share funding toward the construction of a second southbound left-turn lane from Central Expressway to Moffett Boulevard.

To accommodate the construction of a second southbound left-turn lane, the Central Expressway center median would need to be reduced and/or removed, and the improvement would not require any additional

right-of-way. Given the existing and proposed geometry, signal timings may also need to be adjusted to lead-lag lefts to account for potential truck turn conflicts. With this mitigation, the impact would be reduced to a less-than-significant level. Because this improvement would require approval from the City of Mountain View, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain significant and unavoidable.

Foothill Expressway/Edith Avenue (Intersection #90) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Santa Clara County signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Foothill Expressway serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators, due to the limited available capacity on parallel routes including I-280. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

Due to the close proximity of the residential units and retail space near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

City of Palo Alto

El Camino Real/Embarcadero Road (Intersection #48) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto / Santa Clara County CMP signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at acceptable LOS E in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions, but would function at unacceptable LOS F in the PM peak hour under Four Lane PMR Cumulative (2035) With Project Conditions. This intersection serves two major corridors, one connecting to US 101 and the other traversing the peninsula and south bay. The intersection serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested intersection in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #48 Mitigation: Contribute fair-share funding toward the addition of a second northbound left-turn lane.

To accommodate the construction of a second northbound left-turn lane, the northbound approach would be widened from four to five lanes by potentially reducing the lane widths, reducing the width of the center median, and/or removing on-street parking for the length of the additional left-turn pocket and taper. Right-of-way may be required to accommodate the second northbound left-turn lane. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto and Caltrans, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

The VTA El Camino Real Bus Rapid Transit (BRT) Project would upgrade the 522 Rapid Bus Route to have Bus Rapid Transit status. The geometric alternatives included in the draft Environmental Impact Report for the BRT Project do not include a separate bus lane through this intersection. Some alternatives studied include the creation of outboard bus lanes through the removal of parking on the south side of El Camino Real. Since there is no final design for this intersection and the BRT project completion data is uncertain, it is not possible to determine what, if any, effect of the mitigation would have on the BRT Project. However, the existing bus stop on the northeast corner on El Camino Real may block through traffic when boarding and alighting passengers if the proposed mitigation measure is built. This is typical for bus stops on El Camino Real and other major arterials.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 3.8 and QOS 4, respectively. With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, but would add an additional travel lane on the south leg of the intersection, with right-turn slip lanes and high vehicle turning speeds maintaining the current uncomfortable environment at the intersection. This proposed mitigation would not adversely affect the City of Palo Alto's proposed Class III facilities as identified in their *Bicycle and Pedestrian Transportation Plan*. It should be noted that the City is currently designing bicycle improvements at this intersection.

Alma Street/Hamilton Avenue (Intersection #56) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS B in the PM peak hour. It would function at unacceptable LOS E in the PM peak hours under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Alma Street provides a key north-south connection in Palo Alto and communities to the south, and given the limited capacity on parallel routes such as El Camino Real, it is projected to serve substantial traffic

growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #56 Mitigation: Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing on-street parking.

By removing on-street parking, the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane would not require the acquisition of additional right-of-way, but would require the removal of potentially four on-street parking spaces on the north side of Hamilton Avenue. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. However, because the provision of this improvement may require additional funding that has not yet been identified as well action by the City of Palo Alto, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is avoided or mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain QOS 2.5 and QOS 2, respectively. With the proposed mitigation, bicycle and pedestrian crossing distances would remain unchanged (curb-to-curb) in all directions, with a single right-turn lane in the westbound direction and low vehicle turning speeds, preserving a generally comfortable environment at the intersection. This proposed mitigation would not adversely affect the City of Palo Alto's proposed Class III facilities as identified in their *Bicycle and Pedestrian Transportation Plan*.

Alma Street/Charleston Road (Intersection #58) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two major corridors serving Palo Alto and Mountain View, including connections to US 101, El Camino Real and I-280. As such, it is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #58 Mitigation: Contribute fair-share funding toward the addition of a designated northbound right-turn lane and install an overlap phase for the northbound and southbound right-turn movements.

To accommodate the construction of a designated northbound right-turn lane, the northbound approach would need to be widened and will likely require the acquisition of additional right-of-way. Installation of an overlap phase for northbound and southbound right-turning vehicles would be accommodated through the modification of the existing traffic signal. With this mitigation, the level of service would be improved and the impact would be reduced, but not to a less than significant level. Therefore, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.3 and QOS 3.5, respectively. With the proposed mitigation, pedestrian crossing distances would increase slightly on the south leg of the intersection and remain unchanged on all other approaches while maintaining the current quality of service score at the intersection. Bicycle lanes on the eastbound and westbound approaches, and low right-turn speeds would remain, resulting in slightly better conditions compared to what bicyclists experience on the northbound and southbound approaches. The proposed mitigation measure would not conflict with the City of Palo Alto's proposed Class III facility along Alma Street as identified in the City of Palo Alto Bicycle & Pedestrian Transportation Plan. With a Class III facility, bicyclists travel in the vehicle lane and do not require a separated space as with a bicycle lane.

Middlefield Road/Lytton Avenue (Intersection #63) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. Middlefield Road provides a key north-south connection in Palo Alto and communities to the north and south, and given the limited capacity on parallel routes such as El Camino Real, it is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

Due to the close proximity of the residential units near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

It is noted that a mitigation was identified for this intersection in the *Menlo Park Facebook Campus Expansion Project FEIR (November 2016)*. The mitigation was to add a second eastbound left-turn lane. However, because of the inability to widen the roadway due to the close proximity of the residential units, it is considered infeasible.

Middlefield Road/Embarcadero Road (Intersection #66) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a City of Palo Alto signalized intersection during the AM and PM peak hours. Under Existing Conditions, this intersection functions at an acceptable LOS C and D in the AM and PM peak hours, respectively. It would function at unacceptable LOS E in the AM and PM peak hours under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project conditions. Project-generated traffic would increase the average critical delay by more than four seconds and would increase the critical volume-to-capacity ratio by 0.01 or more. This intersection serves two key transportation corridors connecting to US 101 and El Camino Real, and connecting Palo Alto to communities to the north and south. As such, it is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

Based on the close proximity of the residential units near the intersection, no feasible mitigation measures have been identified. Therefore, the impact would remain **significant and unavoidable.** Since no mitigation is proposed, the pedestrian and bicycle QOS would not be affected.

City of Menlo Park

I-280 Northbound Off-Ramp/Sand Hill Road (Intersection #2) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions causes a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the AM peak hour. It would function at unacceptable LOS F in the AM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and under Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average delay on the eastbound through (local) approach by more than 0.8 seconds. The poor AM peak hour conditions in 2035 are the result of a substantial increase in non-Project traffic growth at the Sand Hill Road interchange, along with Project traffic primarily entering the northbound ramps intersection from the west (i.e. from the southbound off-ramp).

The following physical improvements are capable of reducing this impact:

- Int. #2 Mitigation: Contribute fair-share funding toward the addition of a second northbound right-turn lane as identified in the *ConnectMenlo Final Environmental Impact Report*.

To accommodate the construction of a second northbound right-turn lane, the northbound approach would be widened from two to three lanes and may require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement depends on the actions of Caltrans and the City of Menlo Park, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in

a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and QOS; the bicycle StreetScore+ QOS would remain at QOS 4. With the proposed mitigation, limited infrastructure to accommodate bicycle and pedestrian crossings, coupled with high vehicle speeds along Sand Hill Road, create an uncomfortable condition for bicyclists and pedestrians at the intersection. Aside from an eastbound bicycle lane, there are no other bicycle or pedestrian facilities at this intersection. The northbound right-turn lane from the off-ramp to Sand Hill Road is currently protected; meaning vehicles are not permitted to turn right on red. The addition of a second northbound right-turn lane would not conflict with eastbound bicyclists if the right-turn lanes were to remain protected.

Pedestrians interested in walking across the interchange must do so on the northern bridge that carries westbound traffic. The proposed mitigation measure would have no effect on pedestrian quality of service as pedestrians are not allowed at the intersection.

El Camino Real/Encinal Avenue (Intersection #37) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the PM peak hour. It would function at unacceptable LOS F in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average delay on the westbound right-turn (critical) movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #37 Mitigation: Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.

By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain at QOS 2.8 and QOS 2.7, respectively. With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) on all approaches. Low right-turn speeds and short right-turn lanes would remain, maintaining better conditions for bicyclists traveling along the eastbound and westbound approaches, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach will not improve, bicyclists will no longer move left across the right-turn conflict area and RTOR will be reduced, because vehicles will no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) proposes Class II facilities on El Camino Real between Valparaiso Avenue and Alejandra Avenue while the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) proposed Class III facilities on El Camino Real at Encinal Avenue. The proposed mitigation measure could conflict with a Class II facility (bicycle lane) if only on-street parking is removed in order to add a third through lane. However, if the center median were narrowed, space for a bicycle lane could be provided. The proposed mitigation measure would not conflict with a Class III facility. The existing bus stop on the northeast corner on El Camino Real may block through traffic when boarding and alighting passengers if the proposed mitigation measure is constructed. However, this is typical for bus stops on El Camino Real and other major arterials.

El Camino Real/Valparaiso Avenue (Intersection #38) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average delay on the eastbound left-turn and westbound through (critical) movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #38 Mitigation: Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.

By removing on-street parking on the east side of El Camino Real, the conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be

implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; with the proposed mitigation, the bicycle and pedestrian StreetScore+ QOS would remain at QOS 3.3 and QOS 4, respectively. With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) across all legs of the intersection, maintaining the current uncomfortable crossing conditions. Bicycle lanes and low right-turn speeds would remain along Valparaiso Avenue, maintaining better conditions for bicyclists traveling along the eastbound and westbound approaches, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach would not improve, bicyclists would no longer move left across the right-turn conflict area and RTOR will be reduced because vehicles would no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) and the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) propose Class III facilities on El Camino Real at Valparaiso Avenue. The proposed mitigation measure would not conflict with a Class III facility.

El Camino Real/Ravenswood Road (Intersection #41) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a City of Menlo Park signalized intersection during the PM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS D in the PM peak hour. It would function at unacceptable LOS E in the PM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase the average delay on the eastbound and westbound left-turn (critical movements by more than 0.8 seconds. El Camino Real is a major north-south corridor serving the peninsula and south bay, which serves a large existing traffic volume and is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #41 Mitigation: Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane by removing on-street parking.

The conversion of the northbound right-turn lane to a shared through/right-turn lane would not require the acquisition of additional right-of-way. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement depends on the actions of the City of Menlo Park and Caltrans, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The mitigation would not have a substantial adverse effect on bicycle and pedestrian QOS; the bicycle and pedestrian StreetScore+ QOS would remain unchanged at QOS 3.5 (for both). With the proposed mitigation, pedestrian crossing distances would remain unchanged (curb-to-curb) across all legs of the intersection, maintaining the current crossing conditions. Bicycle routes and low right-turn speeds would remain along Ravenswood Road, maintaining better conditions for bicyclists traveling in the eastbound and westbound directions, compared to what bicyclists experience on El Camino Real. While the bicycle StreetScore+ QOS at the northbound approach will not improve, bicyclists would no longer move left across the right-turn conflict area and RTOR would be reduced because vehicles would no long have a designated turn lane. The San Mateo *County Comprehensive Bicycle and Pedestrian Plan* (2011) and the City of Menlo Park *Comprehensive Bicycle Development Plan* (2005) propose Class III facilities on El Camino Real at Valparaiso Avenue. The proposed mitigation measure would not conflict with a Class III facility.

City of East Palo Alto

No significant impacts are identified for East Palo Alto intersections.

Town of Atherton

Middlefield Road/Marsh Road (Intersection #59) – The addition of Project traffic under Four Lane PMR Cumulative (2035) With Project Conditions would cause a significant impact based on the significance criteria for a Town of Atherton signalized intersection during the AM peak hour. Under Existing Conditions, this intersection functions at an acceptable LOS C in the AM peak hour. It would function at unacceptable LOS E in the AM peak hour under Four Lane PMR Cumulative (2035) No Project Conditions and Four Lane PMR Cumulative (2035) With Project Conditions. Project-generated traffic would increase average critical delay by more than four seconds and increase the volume to capacity ratio by 0.01 or more. This intersection serves a key north-south connector roadway in the region, and a key connecting roadway which provides access to US 101. As such, it is projected to serve substantial traffic growth from other non-Project regional generators. The significant impact is thus the result of adding Project traffic to an already-congested corridor in 2035.

The following physical improvements are capable of reducing this impact:

- Int. #59 Mitigation: Contribute fair-share funding toward the addition of a second westbound left-turn lane and add a second receiving lane on the south leg, consistent with the recommendations in the *ConnectMenlo Final EIR (November 2016*) and the *Middle Plaza at 500 El Camino Real Draft EIR (March 2017)*.

Right-of-way acquisition would be required to accommodate the construction of a second westbound left-turn lane and a second receiving lane on the south leg. This mitigation measure may also be found in the Facebook Campus Expansion FEIR and the Menlo Gateway FEIR. The Town of Atherton has preliminary plans

to redesign the intersection. With this mitigation, the impact would be reduced to a ***less-than-significant*** level. Because this improvement depends on the actions of the City of Menlo Park and Town of Atherton, and may require additional funding that has not yet been identified, Santa Clara County may find that this improvement would not be implemented in a timely manner such that the Project's impact is mitigated. In such case, the impact would remain **significant and unavoidable**.

The proposed mitigation would cause the bicycle StreetScore+ QOS to fall from QOS 2.7 to QOS 3; the pedestrian StreetScore+ QOS would remain at QOS 3. With the proposed mitigation, a second receiving lane would be added on the southbound approach, causing an uncomfortable situation where bicyclists travel along a four-lane roadway compared to a three-lane roadway existing today. Missing sidewalks and curb ramps cause uncomfortable situations for pedestrians at all intersection crossings.

FREEWAY SEGMENT ANALYSIS

The Four-lane PMR Cumulative (2035) with Project scenario results in two additional freeway segments meeting the significance criteria as compared to the freeway segments identified in the TIA Part 2 Cumulative (2035) with Project Conditions, identified below. Freeway segments with significant Project impacts under Four-Lane PMR Cumulative (2035) With Project Conditions are:

- Northbound State Route 85
    - South De Anza Boulevard to Stevens Creek Boulevard (AM peak hour);
    - Stevens Creek Boulevard to I-280 (AM Peak hour);
- Southbound State Route 85
    - Stevens Creek Boulevard to South De Anza Boulevard (PM peak hour);
- Northbound Interstate 280
    - Wolfe Road to De Anza Boulevard (AM peak hour);
    - State Route 85 to Foothill Expressway (AM and PM peak hours);
    - Foothill Expressway to Magdalena Avenue (AM peak hour);
    - Sand Hill Road to Woodside Road (PM peak hour);
- Southbound Interstate 280
    - Sheep Camp Trail to Edgewood Road (AM peak hour);
    - Woodside Road to Sand Hill Road (AM peak hour)*
    - Magdalena Avenue to Foothill Expressway (PM peak hour);
    - Foothill Expressway to State Route 85 (PM peak hour);
    - State Route 85 to De Anza Boulevard (PM peak hour)*
    - De Anza Boulevard to Wolfe Road (PM peak hour).

*Indicates this impact location is new compared to the TIA Part 2 Cumulative (2035) with Project Conditions.

Attachment D includes the freeway V/C ratio calculations, levels of service, and impact assessment.

FREEWAY SEGMENT MITIGATIONS

The mitigation discussion presented in TIA Part 2 continues to be applicable to the impacted freeway segments under the Four-Lane PMR Cumulative (2035) With Project scenario. The Project is determined to cause a significant impact to freeway facilities based on the criteria described in Chapter 3 of TIA Part 2. Implementation of the Project would increase vehicle traffic and congestion, resulting in either unacceptable freeway segment LOS or increases in traffic volumes that would exceed the allowable percent increase threshold. This would be considered a significant impact on thirteen segments under the Four-Lane PMR Cumulative (2035) with Project Conditions.

There are limited options to widen the impacted freeway segments due to right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity on a particular route), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

Mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or local agency to:

1. Acquire right-of-way for freeway widening, Freeway improvements would require approval by VTA and Caltrans, and as such the local agency cannot guarantee implementation of any improvement in the freeway right-of-way.
2. Fully fund a major freeway mainline improvement. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, local agency impact fees, and/or a future regional impact fee. The County of Santa Clara could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

For these reasons, the Project's freeway impacts would remain **significant and unavoidable**.

TRANSIT DELAY ANALYSIS

The Project would add traffic along major transit corridors throughout the Cities of Palo Alto and Menlo Park, which could affect operations of VTA and SamTrans bus routes. The bus routes evaluated along with the methodology for estimating this delay are described in Chapter 3 of TIA Part 2. The additional delay to transit service in the area due to implementation of the Project can be found in **Table 5**. Attachment E contains the calculation summary for each transit route.

The Project would not substantially increase transit delay relative to the total route travel times, for the transit routes identified in Transit Service Analysis Methods. As shown in **Table 5**, the traffic created by the Project in 2035 would increase the travel times by less than 30 seconds on all but three routes. VTA Route 22 would experience a longer delay change, at 35.8 seconds (eastbound direction in the PM peak hour only), VTA Route 522 experiences a longer delay change, at 34.1 seconds (eastbound direction in the PM peak hour only), and Dumbarton Express 1 experiences a longer delay change, at 31.1 seconds (westbound in the AM peak hour only).

TABLE 5: FOUR-LANE PMR CUMULATIVE (2035) WITH PROJECT TRANSIT ROUTE DELAY

Route		Direction	Peak Hour	Additional Route Average Delay with Project (seconds)[1]
22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	Eastbound	AM PM	12.2 35.8
		Westbound	AM PM	20.9 17.4
35	Downtown Mountain View to Stanford Shopping Center	Northbound	AM PM	11.8 22.0
		Southbound	AM PM	16.7 13.2
89	California Avenue Caltrain Station to Palo Alto Veterans Hospital	Northbound	AM PM	< 5.0 < 5.0
		Southbound	AM PM	< 5.0 < 5.0
102	South San Jose to Palo Alto	Northbound	AM	< 5.0
		Southbound	PM	16.7
104	Penitencia Creek Transit Center to Palo Alto	Eastbound	PM	< 5.0
		Westbound	AM	26.3
522	Palo Alto Transit Center to Eastridge Transit Center	Eastbound	AM PM	9.1 34.1
		Westbound	AM PM	20.9 17.4
281	Onetta Harris Center to Stanford Shopping Center	Eastbound	AM PM	6.5 9.6
		Westbound	AM PM	< 5.0 < 5.0
ECR	Daly City BART to Palo Alto Transit Center	Northbound	AM PM	< 5.0 10.0
		Southbound	AM PM	< 5.0 < 5.0
DB	Dumbarton Express - Union City BART to Stanford Oval	Eastbound	AM PM	< 5.0 7.4

TABLE 5: FOUR-LANE PMR CUMULATIVE (2035) WITH PROJECT TRANSIT ROUTE DELAY

Route		Direction	Peak Hour	Additional Route Average Delay with Project (seconds)[1]
DB1	Dumbarton Express 1 - Union City BART to Stanford Research Park	Westbound	AM PM	22.6 9.2
		Eastbound	AM PM	< 5.0 8.6
U	Fremont BART to Stanford Oval	Westbound	AM PM	31.1 26.2
		Eastbound	PM	29.4
E	University Avenue Caltrain Station to Baylands Business Parks	Westbound	AM	17.0
		Eastbound	AM PM	5.9 14.2
		Westbound	AM PM	11.8 < 5.0
C	University Avenue/Downtown to South Palo Alto at Charleston Road	Eastbound	AM PM	< 5.0 8.9
		Westbound	AM PM	29.1 6.3

Note:

1. The Project was not considered to have a measureable change in overall transit delay if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in signal timing, critical movement changes, etc.).

Source: Fehr & Peers, 2018.

Attachments:

Attachment A – Intersection Level of Service Calculation Sheets: Four Lane PMR Cumulative (2035) No Project and With Project Conditions

Attachment B – Intersection Level of Service Calculation Sheets: Four Lane PMR Cumulative (2035) With Project Mitigated Conditions

Attachment C – Bicycle and Pedestrian StreetScore+ QOS Results

Attachment D – Freeway Analysis Calculations

Attachment E – Transit Delay Calculations

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
1	I-280 NB On-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM	10.3	B+	10.1	B+	0.015	-0.2
				PM	12.6	B	13.7	B	0.032	1.2
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM	**136.9**	**F**	**155.2**	**F**	**0.038**	**19.2**
				PM	18.4	B-	18.6	B-	0.021	0.2
3	Addison Wesley / Sand Hill Rd	Menlo Park	LOS D	AM	37.9	D+	49.6	D	0.037	18.3
				PM	21.5	C+	22.3	C+	0.032	1.4
4	Saga Ln / Sand Hill Rd	Menlo Park	LOS D	AM	19.4	B-	19.6	B-	0.036	0.5
				PM	30.1	C	29.8	C	0.031	-0.2
5	Sharon Park Dr / Sand Hill Rd	Menlo Park	LOS D	AM	17.4	B	17.4	B	0.036	0.3
				PM	18.9	B-	18.6	B-	0.032	0.0
6	Alameda de las Pulgas / Santa Cruz Ave	San Mateo County	LOS D	AM	13.3	B	13.3	B	0.000	0.0
				PM	14.6	B	14.5	B	0.000	0.0
7	Santa Cruz Ave / Sand Hill Rd	Menlo Park	LOS D	AM	51.3	D-	52.8	D-	0.030	2.1
				PM	46.2	D	47.2	D	0.038	1.7
8	Oak Ave / Sand Hill Rd	Menlo Park	LOS D	AM	10.5	B+	10.5	B+	0.025	0.1
				PM	3.9	A	3.9	A	0.024	0.1
9	Stock Farm Rd / Sand Hill Rd	Palo Alto	LOS D	AM	24.3	C	25.4	C	0.028	1.7
				PM	29.4	C	30.3	C	0.022	0.9
10	Pasteur Dr / Sand Hill Rd	Palo Alto	LOS D	AM	20.7	C+	20.8	C+	0.009	0.4
				PM	26.8	C	27.4	C	0.017	0.7
11	Arboretum Rd / Sand Hill Rd	Palo Alto	LOS D	AM	25.3	C	26.0	C	0.013	1.3
				PM	31.7	C	32.3	C-	0.012	0.9
12	El Camino Real / Sand Hill Rd	Palo Alto (SC CMP)	LOS E	AM	43.8	D	43.6	D	0.019	-3.1
				PM	39.8	D	40.3	D	0.013	0.6
13	I-280 SB Ramps / Page Mill Rd	Santa Clara County	LOS E	AM	37.0	D+	37.2	D+	0.003	0.3
				PM	44.7	D	45.0	D	0.003	0.2

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
14	I-280 NB Ramps / Page Mill Rd	Santa Clara County	LOS E	AM	14.4	B	14.5	B	0.005	0.6
				PM	12.4	B	12.5	B	0.004	0.7
15	Deer Creek Rd / Page Mill Rd	Santa Clara County	LOS E	AM	17.5	B	19.1	B-	0.026	2.7
				PM	11.5	B+	11.8	B+	0.021	0.1
16	Coyote Hill Rd / Page Mill Rd	Santa Clara County	LOS E	AM	8.9	A	9.8	A	0.014	0.0
				PM	8.5	A	8.9	A	0.021	-0.1
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM	**180.4**	**F**	**186.9**	**F**	**0.028**	**4.5**
				PM	**162.9**	**F**	**175.2**	**F**	**0.044**	**27.8**
18	Peter Coutts / Page Mill Rd	Santa Clara County	LOS E	AM	22.3	C+	22.9	C+	0.020	0.8
				PM	30.5	C	30.8	C	0.015	0.0
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM	**85.6**	**F**	**92.1**	**F**	**0.025**	**11.2**
				PM	51.9	D-	52.8	D-	0.018	0.6
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM	75.1	E-	**84.9**	**F**	**0.047**	**13.2**
				PM	**83.1**	**F**	**90.2**	**F**	**0.035**	**11.0**
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM	**122.7**	**F**	**125.6**	**F**	**0.014**	**4.7**
				PM	**101.5**	**F**	**103.6**	**F**	**0.012**	**3.1**
22	Oregon Expy / West Bayshore Rd	Santa Clara County	LOS E	AM	23.4	C	23.4	C	0.003	0.0
				PM	20.8	C+	21.0	C+	0.008	0.1
23	I-280 SB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM	42.0	E	42.7	E	N/A	N/A
				PM	16.7	C	16.9	C		
24	I-280 NB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM	26.7	D	27.8	D	N/A	N/A
				PM	29.1	D	32.5	D		
25	Junipero Serra Blvd / Alpine Rd	Menlo Park	LOS D	AM	48.1	D	51.6	D-	0.049	4.6
				PM	50.6	D	52.8	D-	0.029	1.7
26	Junipero Serra Blvd / Campus Drive West	Santa Clara County	LOS E	AM	30.1	C	32.5	C-	0.009	1.5
				PM	44.1	D	50.3	D	0.043	8.6

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
27	Junipero Serra Blvd / Campus Drive East	Santa Clara County	LOS E	AM	14.0	B	14.4	B	0.020	0.7
				PM	17.8	B	19.5	B-	0.037	2.8
28	Junipero Serra Blvd / Stanford Ave	Santa Clara County	LOS E	AM	20.6	C+	22.4	C+	0.061	2.5
				PM	24.9	C	29.9	C	0.084	6.8
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	AM	**124.6**	**F**	**135.0**	**F**	**0.024**	**16.1**
				PM	58.3	E+	64.2	E	0.015	9.0
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	AM	**194.5**	**F**	**201.2**	**F**	**0.016**	**10.4**
				PM	**202.5**	**F**	**208.9**	**F**	**0.095**	**18.2**
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	AM	38.8	D+	43.2	D	0.016	6.7
				PM	**165.8**	**F**	**171.0**	**F**	**0.021**	**8.1**
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	AM	**142.6**	**F**	**149.3**	**F**	**0.014**	**13.5**
				PM	**133.5**	**F**	**137.9**	**F**	**0.004**	**1.9**
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	AM	**128.7**	**F**	**131.9**	**F**	**0.014**	**4.8**
				PM	**151.5**	**F**	**154.4**	**F**	**0.010**	**5.1**
34	Bowdoin St / Stanford Ave*	Palo Alto	LOS E (warrant)	AM	16.7	C	22.8	C	N/A	N/A
				PM	25.8	D	43.2	E		
35	Arboretum Rd / Quarry Rd	Palo Alto	LOS D	AM	46.8	D	47.5	D	0.040	1.3
				PM	43.3	D	44.2	D	0.039	1.8
36	Arboretum Rd / Palm Dr	Palo Alto	LOS D	AM	31.0	C	32.4	C-	0.080	2.1
				PM	31.1	C	32.5	C-	0.049	2.5
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	AM	44.9	D	45.4	D	0.007	1.4
				PM	**89.9**	**F**	**92.9**	**F**	**0.015**	**5.5**
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	AM	53.5	D-	54.0	D-	0.017	1.9
				PM	**56.0**	**E+**	**57.4**	**E+**	**0.015**	**2.7**
39	El Camino Real / Oak Grove Ave	Menlo Park	LOS D	AM	34.4	C-	34.1	C-	0.018	-0.2
				PM	39.0	D+	38.9	D+	0.017	0.0

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
40	El Camino Real / Santa Cruz Ave	Menlo Park	LOS D	AM	26.8	C	26.5	C	0.018	-0.1
				PM	35.5	D+	35.5	D+	0.010	0.0
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	AM	48.0	D	48.7	D	0.008	1.0
				PM	**63.8**	**E**	**65.8**	**E**	**0.020**	**3.8**
42	El Camino Real / Roble Ave	Menlo Park	LOS D	AM	12.8	B	12.7	B	0.006	-0.1
				PM	15.3	B	15.2	B	0.009	-0.1
43	El Camino Real / Middle Ave	Menlo Park	LOS D	AM	25.1	C	24.9	C	0.014	-0.2
				PM	28.5	C	28.3	C	0.009	0.1
44	El Camino Real / Cambridge Ave	Menlo Park	LOS D	AM	15.2	B	15.0	B	0.014	-0.2
				PM	24.8	C	24.8	C	0.009	0.2
45	El Camino Real / Quarry Rd	Palo Alto	LOS D	AM	11.9	B+	13.3	B	0.029	1.6
				PM	33.0	C-	34.8	C-	0.032	2.7
46	El Camino Real (SB) / University Ave	Palo Alto (SC CMP)	LOS E	AM	21.0	C+	20.7	C+	0.016	-0.1
				PM	22.7	C+	22.5	C+	0.031	0.0
47	El Camino Real (NB) / University Ave	Palo Alto (SC CMP)	LOS E	AM	27.3	C	28.6	C	0.008	0.5
				PM	25.2	C	26.1	C	0.016	0.7
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	AM	56.9	E+	60.4	E	0.032	5.2
				PM	72.1	E	**82.2**	**F**	**0.059**	**20.0**
49	El Camino Real / Churchill Ave	Palo Alto	LOS D	AM	25.4	C	25.4	C	0.017	0.1
				PM	26.7	C	26.6	C	0.018	0.1
50	El Camino Real / Serra St	Palo Alto	LOS D	AM	24.6	C	28.3	C	0.082	6.1
				PM	29.3	C	36.1	D+	0.111	10.7
51	El Camino Real / Stanford Ave	Palo Alto	LOS D	AM	31.1	C	31.7	C	0.033	1.0
				PM	32.2	C-	34.7	C-	0.054	3.9
52	El Camino Real / California Ave	Palo Alto	LOS D	AM	22.8	C+	22.1	C+	0.029	-0.4
				PM	27.8	C	27.5	C	0.031	0.0

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
53	El Camino Real / Arastradero Rd - Charleston Rd	Palo Alto (SC CMP)	LOS E	AM	67.1	E	70.2	E	0.020	5.5
				PM	68.7	E	70.3	E	0.019	3.8
54	El Camino Real / San Antonio Rd	Mountain View (SC CMP)	LOS E	AM	60.8	E	61.3	E	0.008	0.8
				PM	55.6	E+	55.7	E+	0.007	0.0
55	Alma St / Lytton Ave	Palo Alto	LOS D	AM	28.2	C	30.9	C	0.017	4.1
				PM	25.9	C	27.1	C	0.015	1.9
56	Alma St / Hamilton Ave	Palo Alto	LOS D	AM	10.2	B+	10.4	B+	0.007	0.3
				PM	**57.7**	**E+**	**60.0**	**E**	**0.012**	**5.0**
57	Alma St / Churchill Ave	Palo Alto	LOS D	AM	32.4	C-	32.5	C-	0.005	0.2
				PM	**59.2**	**E+**	**59.8**	**E+**	**0.006**	**1.0**
58	Alma St / Charleston Rd	Palo Alto	LOS D	AM	**123.4**	**F**	**127.3**	**F**	**0.009**	**3.9**
				PM	**121.5**	**F**	**126.7**	**F**	**0.017**	**6.6**
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	AM	**76.9**	**E-**	**79.7**	**E-**	**0.012**	**4.6**
				PM	**76.0**	**E-**	**77.4**	**E-**	**0.000**	**0.0**
60	Middlefield Rd / Ravenswood Ave	Menlo Park	LOS D	AM	49.3	D	51.0	D	0.011	2.1
				PM	45.3	D	46.7	D	0.012	1.9
61	Middlefield Rd / Ringwood Ave	Menlo Park	LOS D	AM	43.2	D	43.4	D	0.004	0.2
				PM	52.6	D-	52.9	D-	0.006	0.4
62	Middlefield Rd / Willow Rd	Menlo Park	LOS D	AM	50.0	D	50.2	D	0.000	0.0
				PM	53.0	D-	53.4	D-	0.006	0.5
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	AM	49.2	D	51.1	D-	0.018	2.1
				PM	**66.1**	**E**	**70.1**	**E**	**0.017**	**4.4**
64	Middlefield Rd / University Ave	Palo Alto	LOS D	AM	35.1	D+	35.6	D+	0.019	0.5
				PM	39.4	D	40.8	D	0.031	2.0
65	Middlefield Rd / Hamilton Ave	Palo Alto	LOS D	AM	10.5	B+	10.6	B+	0.005	0.1
				PM	10.8	B+	10.9	B+	0.007	0.1

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	AM	55.0	D-	**59.4**	**E+**	**0.030**	**5.8**
				PM	**68.1**	**E**	**72.9**	**E**	**0.025**	**6.4**
67	St. Francis Drive / Embarcadero Road	Palo Alto	LOS D	AM	23.0	C+	23.0	C+	0.015	0.2
				PM	19.3	B-	19.1	B-	0.014	-0.1
68	E. Bayshore Rd / Embarcadero Rd	Palo Alto	LOS D	AM	**98.5**	**F**	**99.0**	**F**	**0.006**	**0.5**
				PM	**77.7**	**E-**	**78.7**	**E-**	**0.004**	**0.9**
69	Middlefield Rd / Charleston Rd	Palo Alto	LOS D	AM	**58.0**	**E+**	**58.3**	**E+**	**0.004**	**0.4**
				PM	**67.7**	**E**	**68.5**	**E**	**0.007**	**1.6**
70	US 101 SB Ramps / Marsh Rd	Menlo Park	LOS D	AM	**77.3**	**E-**	**77.2**	**E-**	**0.000**	**0.0**
				PM	**78.0**	**E-**	**77.9**	**E-**	**0.000**	**0.0**
71	US 101 NB Ramps / Marsh Rd	Menlo Park	LOS D	AM	23.2	C	23.2	C	0.000	0.0
				PM	41.1	D	41.1	D	0.000	0.0
72	Bay Rd / Willow Rd	Menlo Park	LOS D	AM	19.7	B-	19.7	B-	0.008	0.1
				PM	11.3	B+	11.3	B+	0.006	0.1
73	Newbridge St / Willow Rd	Menlo Park	LOS D	AM	42.7	D	42.7	D	0.005	0.1
				PM	53.6	D-	53.9	D-	0.004	0.6
74	O'Brien Dr / Willow Rd	Menlo Park	LOS D	AM	19.4	B-	19.4	B-	0.003	0.0
				PM	20.1	C+	20.0	C+	0.004	0.0
75	Hamilton Ave / Willow Rd	Menlo Park	LOS D	AM	41.3	D	42.0	D	0.005	1.2
				PM	40.9	D	41.1	D	0.004	0.3
76	Bayfront Expy / Willow Rd	Menlo Park (SM CMP)	LOS F	AM	51.1	D-	51.1	D-	0.000	0.0
				PM	64.9	E	65.3	E	0.004	0.6
77	Woodland Ave / University Ave	East Palo Alto	LOS D	AM	**71.7**	**E**	**72.7**	**E**	**0.000**	**0.0**
				PM	**66.1**	**E**	**66.4**	**E**	**0.006**	**0.9**
78	US 101 SB Ramps / University Ave	East Palo Alto	LOS D	AM	27.9	C	28.0	C	0.004	0.2
				PM	25.8	C	25.8	C	0.006	0.1

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
79	Donohoe St / University Ave	East Palo Alto	LOS D	AM	**76.3**	**E-**	**77.1**	**E-**	**0.005**	**1.3**
				PM	43.4	D	43.5	D	0.004	0.1
80	University Ave / Bay Rd	East Palo Alto	LOS D	AM	54.1	D-	54.4	D-	0.005	0.5
				PM	51.8	D-	52.4	D-	0.009	1.1
81	University Ave / Bayfront Expy	Menlo Park (SM CMP)	LOS F	AM	26.4	C	26.6	C	0.008	0.5
				PM	137.3	F	140.0	F	0.007	3.3
82	Town & Country Driveway / Embarcadero Rd	Palo Alto	LOS D	AM	27.8	C	27.2	C	0.031	-0.4
				PM	28.3	C	27.9	C	0.021	-0.3
83	Charleston Rd / San Antonio Rd	Palo Alto (SC CMP)	LOS E	AM	79.2	E-	79.4	E-	0.001	0.4
				PM	68.3	E	68.6	E	0.002	0.5
84	US 101 SB Ramps / Willow Rd	Menlo Park	LOS D	AM	11.1	B+	11.2	B+	0.003	0.2
				PM	12.8	B	12.8	B	0.000	0.0
85	US 101 NB Ramps / Willow Rd	Menlo Park	LOS D	AM	25.0	C	25.1	C	0.000	0.0
				PM	24.2	C	24.2	C	0.003	0.1
86	Central Expy / Rengstorff Ave	Santa Clara County (SC CMP)	LOS E	AM	**447.1**	**F**	**449.7**	**F**	**0.010**	**2.2**
				PM	**248.1**	**F**	**250.5**	**F**	**0.008**	**2.6**
87	Central Expy / Shoreline Blvd (N)	Santa Clara County (SC CMP)	LOS E	AM	**224.5**	**F**	**223.6**	**F**	**0.004**	**0.2**
				PM	**97.4**	**F**	**97.1**	**F**	**0.006**	**-0.1**
88	Central Expy / Shoreline Blvd (S)	Santa Clara County (SC CMP)	LOS E	AM	11.2	B+	11.2	B+	0.003	-0.1
				PM	7.5	A	7.5	A	0.005	0.0
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	AM	**240.1**	**F**	**243.7**	**F**	**0.010**	**5.2**
				PM	**222.1**	**F**	**225.7**	**F**	**0.009**	**4.5**
90	Foothill Expy / Edith Ave	Santa Clara County	LOS E	AM	55.9	E+	61.5	E	0.016	10.2
				PM	**105.5**	**F**	**112.6**	**F**	**0.015**	**11.8**
91	Foothill Expy / Main St	Santa Clara County (SC CMP)	LOS E	AM	44.6	D	49.9	D	0.016	8.5
				PM	54.8	D-	55.8	E+	0.009	-1.3

TABLE 2: FOUR-LANE PMR CUMULATIVE (2035) NO PROJECT AND WITH PROJECT INTERSECTION LEVEL OF SERVICE

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project		Cumulative (2035) With Project			
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Δ in Crit. V/C[6]	Δ in Crit. Delay[7]
92	University Ave / O'Brien Dr	Menlo Park	LOS D	AM	9.1	A	9.1	A	0.005	0.0
				PM	13.4	B	13.3	B	0.006	0.0
Additional Intersections										
93	University Ave / Adams Dr*	Menlo Park	LOS E (warrant)	AM	425.5	F[8]	456.2	F[8]	N/A	N/A
				PM	39.6	E	41.4	E		
94	University Ave / Runnymede St	East Palo Alto	LOS D	AM	15.3	B	15.3	B	0.005	0.0
				PM	19.1	B-	19.1	B-	0.005	0.0
95	University Avenue / Bell Street	East Palo Alto	LOS D	AM	14.8	B	14.7	B	0.005	0.0
				PM	17.3	B	17.2	B	0.005	0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

*Indicates unsignalized intersection.

2. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
   (SC CMP) – CMP intersection in Santa Clara County
   (SM CMP) – CMP intersection in San Mateo County
3. LOS Threshold is the threshold between acceptable and unacceptable level of service.
4. AM = morning peak hour, PM = evening peak hour.
5. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
6. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
7. Change in critical volume to capacity ratio between Four-Lane PMR Cumulative (2035) and Four-Lane PMR Cumulative (2035) With Project Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
8. Change in average critical movement delay between Four-Lane PMR Cumulative (2035) and Four-Lane PMR Cumulative (2035) With Project Conditions. This ratio is not applicable for side-street stop controlled intersections and is denoted by "N/A".
9. A signal warrant is not met for this intersection.

Source: Fehr & Peers, March 2018.

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
1	I-280 NB On-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM	10.3	B+	10.3	B+	10.1	B+	10.1	B+
				PM	12.6	B	12.6	B	13.7	B	13.7	B
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	AM	**136.9**	**F**	**136.9**	**F**	**155.2**	**F**	**155.2**	**F**
				PM	18.4	B-	18.4	B-	18.6	B-	18.6	B-
3	Addison Wesley / Sand Hill Rd	Menlo Park	LOS D	AM	37.9	D+	37.9	D+	49.6	D	49.6	D
				PM	21.5	C+	21.5	C+	22.3	C+	22.3	C+
4	Saga Ln / Sand Hill Rd	Menlo Park	LOS D	AM	19.4	B-	19.4	B-	19.6	B-	19.6	B-
				PM	30.1	C	30.1	C	29.8	C	29.8	C
5	Sharon Park Dr / Sand Hill Rd	Menlo Park	LOS D	AM	17.4	B	17.4	B	17.4	B	17.4	B
				PM	18.9	B-	18.9	B-	18.6	B-	18.6	B-
6	Alameda de las Pulgas / Santa Cruz Ave	San Mateo County	LOS D	AM	13.3	B	13.3	B	13.3	B	13.3	B
				PM	14.6	B	14.6	B	14.5	B	14.5	B
7	Santa Cruz Ave / Sand Hill Rd	Menlo Park	LOS D	AM	50.6	D	51.3	D-	52.1	D-	52.8	D-
				PM	45.9	D	46.2	D	46.9	D	47.2	D
8	Oak Ave / Sand Hill Rd	Menlo Park	LOS D	AM	10.5	B+	10.5	B+	10.5	B+	10.5	B+
				PM	3.9	A	3.9	A	3.9	A	3.9	A
9	Stock Farm Rd / Sand Hill Rd	Palo Alto	LOS D	AM	24.3	C	24.3	C	25.4	C	25.4	C
				PM	29.4	C	29.4	C	30.3	C	30.3	C
10	Pasteur Dr / Sand Hill Rd	Palo Alto	LOS D	AM	20.8	C+	20.7	C+	20.8	C+	20.8	C+
				PM	26.9	C	26.8	C	27.7	C	27.4	C
11	Arboretum Rd / Sand Hill Rd	Palo Alto	LOS D	AM	25.2	C	25.3	C	25.9	C	26.0	C
				PM	31.6	C	31.7	C	32.3	C-	32.3	C-
12	El Camino Real / Sand Hill Rd	Palo Alto (SC CMP)	LOS E	AM	43.7	D	43.8	D	43.6	D	43.6	D
				PM	39.8	D	39.8	D	40.3	D	40.3	D
13	I-280 SB Ramps / Page Mill Rd	Santa Clara County	LOS E	AM	32.5	C-	37.0	D+	32.7	C-	37.2	D+
				PM	47.1	D	44.7	D	47.8	D	45.0	D

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
14	I-280 NB Ramps / Page Mill Rd	Santa Clara County	LOS E	AM	9.3	A	14.4	B	9.3	A	14.5	B
				PM	11.7	B+	12.4	B	12.2	B	12.5	B
15	Deer Creek Rd / Page Mill Rd	Santa Clara County	LOS E	AM	15.9	B	17.5	B	16.6	B	19.1	B-
				PM	13.8	B	11.5	B+	13.9	B	11.8	B+
16	Coyote Hill Rd / Page Mill Rd	Santa Clara County	LOS E	AM	8.0	A	8.9	A	8.5	A	9.8	A
				PM	8.7	A	8.5	A	9.0	A	8.9	A
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM	**163.6**	**F**	**180.4**	**F**	**169.5**	**F**	**186.9**	**F**
				PM	**152.6**	**F**	**162.9**	**F**	**166.9**	**F**	**175.2**	**F**
18	Peter Coutts / Page Mill Rd	Santa Clara County	LOS E	AM	22.7	C+	22.3	C+	23.3	C	22.9	C+
				PM	30.6	C	30.5	C	30.9	C	30.8	C
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	AM	**90.7**	**F**	**85.6**	**F**	**97.6**	**F**	**92.1**	**F**
				PM	52.7	D-	51.9	D-	53.8	D-	52.8	D-
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM	76.4	E-	75.1	E-	**86.3**	**F**	**84.9**	**F**
				PM	**83.1**	**F**	**83.1**	**F**	**90.7**	**F**	**90.2**	**F**
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	AM	**122.6**	**F**	**122.7**	**F**	**125.3**	**F**	**125.6**	**F**
				PM	**101.6**	**F**	**101.5**	**F**	**103.7**	**F**	**103.6**	**F**
22	Oregon Expy / West Bayshore Rd	Santa Clara County	LOS E	AM	23.6	C	23.4	C	23.6	C	23.4	C
				PM	20.9	C+	20.8	C+	21.0	C+	21.0	C+
23	I-280 SB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM	42.0	E	42.0	E	42.7	E	42.7	E
				PM	16.7	C	16.7	C	16.9	C	16.9	C
24	I-280 NB Ramps / Alpine Rd*	San Mateo County	LOS E (warrant)	AM	26.3	D	26.7	D	27.4	D	27.8	D
				PM	26.7	D	29.1	D	29.7	D	32.5	D
25	Junipero Serra Blvd / Alpine Rd	Menlo Park	LOS D	AM	47.3	D	48.1	D	50.7	D	51.6	D-
				PM	50.4	D	50.6	D	52.6	D-	52.8	D-
26	Junipero Serra Blvd / Campus Drive West	Santa Clara County	LOS E	AM	29.9	C	30.1	C	32.2	C-	32.5	C-
				PM	43.7	D	44.1	D	49.9	D	50.3	D

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
27	Junipero Serra Blvd / Campus Drive East	Santa Clara County	LOS E	AM	14.0	B	14.0	B	14.3	B	14.4	B
				PM	18.1	B-	17.8	B	19.7	B-	19.5	B-
28	Junipero Serra Blvd / Stanford Ave	Santa Clara County	LOS E	AM	20.6	C+	20.6	C+	22.4	C+	22.4	C+
				PM	25.9	C	24.9	C	31.3	C	29.9	C
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	AM	**121.1**	**F**	**124.6**	**F**	**131.6**	**F**	**135.0**	**F**
				PM	48.2	D	58.3	E+	52.4	D-	64.2	E
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	AM	**293.4**	**F**	**194.5**	**F**	**298.6**	**F**	**201.2**	**F**
				PM	**211.5**	**F**	**202.5**	**F**	**217.3**	**F**	**208.9**	**F**
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	AM	36.0	D+	38.8	D+	40.1	D	43.2	D
				PM	**156.3**	**F**	**165.8**	**F**	**161.2**	**F**	**171.0**	**F**
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	AM	**142.1**	**F**	**142.6**	**F**	**148.9**	**F**	**149.3**	**F**
				PM	**123.9**	**F**	**133.5**	**F**	**128.4**	**F**	**137.9**	**F**
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	AM	**128.7**	**F**	**128.7**	**F**	**131.9**	**F**	**131.9**	**F**
				PM	**148.3**	**F**	**151.5**	**F**	**151.1**	**F**	**154.4**	**F**
34	Bowdoin St / Stanford Ave*	Palo Alto	LOS E (warrant)	AM	16.7	C	16.7	C	22.8	C	22.8	C
				PM	25.8	D	25.8	D	43.2	E	43.2	E
35	Arboretum Rd / Quarry Rd	Palo Alto	LOS D	AM	46.8	D	46.8	D	47.5	D	47.5	D
				PM	43.3	D	43.3	D	44.2	D	44.2	D
36	Arboretum Rd / Palm Dr	Palo Alto	LOS D	AM	31.0	C	31.0	C	32.4	C-	32.4	C-
				PM	31.1	C	31.1	C	32.5	C-	32.5	C-
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	AM	44.9	D	44.9	D	45.4	D	45.4	D
				PM	**89.9**	**F**	**89.9**	**F**	**92.9**	**F**	**92.9**	**F**
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	AM	53.5	D-	53.5	D-	54.0	D-	54.0	D-
				PM	**56.0**	**E+**	**56.0**	**E+**	**57.4**	**E+**	**57.4**	**E+**
39	El Camino Real / Oak Grove Ave	Menlo Park	LOS D	AM	34.4	C-	34.4	C-	34.1	C-	34.1	C-
				PM	39.0	D+	39.0	D+	38.9	D+	38.9	D+

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
40	El Camino Real / Santa Cruz Ave	Menlo Park	LOS D	AM	26.8	C	26.8	C	26.5	C	26.5	C
				PM	35.5	D+	35.5	D+	35.5	D+	35.5	D+
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	AM	48.0	D	48.0	D	48.7	D	48.7	D
				PM	**63.8**	**E**	**63.8**	**E**	**65.8**	**E**	**65.8**	**E**
42	El Camino Real / Roble Ave	Menlo Park	LOS D	AM	12.8	B	12.8	B	12.7	B	12.7	B
				PM	15.3	B	15.3	B	15.2	B	15.2	B
43	El Camino Real / Middle Ave	Menlo Park	LOS D	AM	25.1	C	25.1	C	24.9	C	24.9	C
				PM	28.5	C	28.5	C	28.3	C	28.3	C
44	El Camino Real / Cambridge Ave	Menlo Park	LOS D	AM	15.2	B	15.2	B	15.0	B	15.0	B
				PM	24.8	C	24.8	C	24.8	C	24.8	C
45	El Camino Real / Quarry Rd	Palo Alto	LOS D	AM	12.0	B+	11.9	B+	13.3	B	13.3	B
				PM	33.0	C-	33.0	C-	34.8	C-	34.8	C-
46	El Camino Real (SB) / University Ave	Palo Alto (SC CMP)	LOS E	AM	21.0	C+	21.0	C+	20.7	C+	20.7	C+
				PM	22.7	C+	22.7	C+	22.5	C+	22.5	C+
47	El Camino Real (NB) / University Ave	Palo Alto (SC CMP)	LOS E	AM	27.3	C	27.3	C	28.6	C	28.6	C
				PM	25.2	C	25.2	C	26.1	C	26.1	C
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	AM	56.9	E+	56.9	E+	60.4	E	60.4	E
				PM	72.1	E	72.1	E	**82.2**	**F**	**82.2**	**F**
49	El Camino Real / Churchill Ave	Palo Alto	LOS D	AM	25.4	C	25.4	C	25.3	C	25.4	C
				PM	27.1	C	26.7	C	27.1	C	26.6	C
50	El Camino Real / Serra St	Palo Alto	LOS D	AM	25.2	C	24.6	C	28.8	C	28.3	C
				PM	29.0	C	29.3	C	35.8	D+	36.1	D+
51	El Camino Real / Stanford Ave	Palo Alto	LOS D	AM	31.0	C	31.1	C	31.7	C	31.7	C
				PM	32.3	C-	32.2	C-	34.8	C-	34.7	C-
52	El Camino Real / California Ave	Palo Alto	LOS D	AM	22.7	C+	22.8	C+	22.1	C+	22.1	C+
				PM	27.7	C	27.8	C	27.5	C	27.5	C

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
53	El Camino Real / Arastradero Rd - Charleston Rd	Palo Alto (SC CMP)	LOS E	AM	68.5	E	67.1	E	71.7	E	70.2	E
				PM	71.6	E	68.7	E	74.0	E	70.3	E
54	El Camino Real / San Antonio Rd	Mountain View (SC CMP)	LOS E	AM	60.9	E	60.8	E	61.4	E	61.3	E
				PM	55.7	E+	55.6	E+	55.8	E+	55.7	E+
55	Alma St / Lytton Ave	Palo Alto	LOS D	AM	28.2	C	28.2	C	30.9	C	30.9	C
				PM	25.9	C	25.9	C	27.1	C	27.1	C
56	Alma St / Hamilton Ave	Palo Alto	LOS D	AM	10.2	B+	10.2	B+	10.4	B+	10.4	B+
				PM	**57.7**	**E+**	**57.7**	**E+**	**60.0**	**E**	**60.0**	**E**
57	Alma St / Churchill Ave	Palo Alto	LOS D	AM	32.4	C-	32.4	C-	32.5	C-	32.5	C-
				PM	**59.2**	**E+**	**59.2**	**E+**	**59.8**	**E+**	**59.8**	**E+**
58	Alma St / Charleston Rd	Palo Alto	LOS D	AM	**123.7**	**F**	**123.4**	**F**	**127.5**	**F**	**127.3**	**F**
				PM	**117.4**	**F**	**121.5**	**F**	**122.5**	**F**	**126.7**	**F**
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	AM	**76.9**	**E-**	**76.9**	**E-**	**79.7**	**E-**	**79.7**	**E-**
				PM	**76.0**	**E-**	**76.0**	**E-**	**77.4**	**E-**	**77.4**	**E-**
60	Middlefield Rd / Ravenswood Ave	Menlo Park	LOS D	AM	49.3	D	49.3	D	51.0	D	51.0	D
				PM	45.3	D	45.3	D	46.7	D	46.7	D
61	Middlefield Rd / Ringwood Ave	Menlo Park	LOS D	AM	43.2	D	43.2	D	43.4	D	43.4	D
				PM	52.6	D-	52.6	D-	52.9	D-	52.9	D-
62	Middlefield Rd / Willow Rd	Menlo Park	LOS D	AM	50.0	D	50.0	D	50.2	D	50.2	D
				PM	53.0	D-	53.0	D-	53.4	D-	53.4	D-
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	AM	49.2	D	49.2	D	51.1	D-	51.1	D-
				PM	**66.1**	**E**	**66.1**	**E**	**70.1**	**E**	**70.1**	**E**
64	Middlefield Rd / University Ave	Palo Alto	LOS D	AM	35.1	D+	35.1	D+	35.6	D+	35.6	D+
				PM	39.4	D	39.4	D	40.8	D	40.8	D
65	Middlefield Rd / Hamilton Ave	Palo Alto	LOS D	AM	10.5	B+	10.5	B+	10.6	B+	10.6	B+
				PM	10.8	B+	10.8	B+	10.9	B+	10.9	B+

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	AM	55.0	D-	55.0	D-	**59.4**	**E+**	**59.4**	**E+**
				PM	**68.1**	**E**	**68.1**	**E**	**72.9**	**E**	**72.9**	**E**
67	St. Francis Drive / Embarcadero Road	Palo Alto	LOS D	AM	23.0	C+	23.0	C+	23.0	C+	23.0	C+
				PM	19.3	B-	19.3	B-	19.1	B-	19.1	B-
68	E. Bayshore Rd / Embarcadero Rd	Palo Alto	LOS D	AM	**98.5**	**F**	**98.5**	**F**	**99.0**	**F**	**99.0**	**F**
				PM	**77.7**	**E-**	**77.7**	**E-**	**78.7**	**E-**	**78.7**	**E-**
69	Middlefield Rd / Charleston Rd	Palo Alto	LOS D	AM	**56.9**	**E+**	**58.0**	**E+**	**57.2**	**E+**	**58.3**	**E+**
				PM	**66.5**	**E**	**67.7**	**E**	**67.2**	**E**	**68.5**	**E**
70	US 101 SB Ramps / Marsh Rd	Menlo Park	LOS D	AM	**77.3**	**E-**	**77.3**	**E-**	**77.2**	**E-**	**77.2**	**E-**
				PM	**78.0**	**E-**	**78.0**	**E-**	**77.9**	**E-**	**77.9**	**E-**
71	US 101 NB Ramps / Marsh Rd	Menlo Park	LOS D	AM	23.2	C	23.2	C	23.2	C	23.2	C
				PM	41.1	D	41.1	D	41.1	D	41.1	D
72	Bay Rd / Willow Rd	Menlo Park	LOS D	AM	19.7	B-	19.7	B-	19.7	B-	19.7	B-
				PM	11.3	B+	11.3	B+	11.3	B+	11.3	B+
73	Newbridge St / Willow Rd	Menlo Park	LOS D	AM	42.7	D	42.7	D	42.7	D	42.7	D
				PM	53.6	D-	53.6	D-	53.9	D-	53.9	D-
74	O'Brien Dr / Willow Rd	Menlo Park	LOS D	AM	19.4	B-	19.4	B-	19.4	B-	19.4	B-
				PM	20.1	C+	20.1	C+	20.0	C+	20.0	C+
75	Hamilton Ave / Willow Rd	Menlo Park	LOS D	AM	41.3	D	41.3	D	42.0	D	42.0	D
				PM	40.9	D	40.9	D	41.1	D	41.1	D
76	Bayfront Expy / Willow Rd	Menlo Park (SM CMP)	LOS F	AM	51.1	D-	51.1	D-	51.1	D-	51.1	D-
				PM	64.9	E	64.9	E	65.3	E	65.3	E
77	Woodland Ave / University Ave	East Palo Alto	LOS D	AM	**71.7**	**E**	**71.7**	**E**	**72.7**	**E**	**72.7**	**E**
				PM	**66.1**	**E**	**66.1**	**E**	**66.4**	**E**	**66.4**	**E**
78	US 101 SB Ramps / University Ave	East Palo Alto	LOS D	AM	27.9	C	27.9	C	28.0	C	28.0	C
				PM	25.8	C	25.8	C	25.8	C	25.8	C

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
79	Donohoe St / University Ave	East Palo Alto	LOS D	AM	**76.3**	**E-**	**76.3**	**E-**	**77.1**	**E-**	**77.1**	**E-**
				PM	43.4	D	43.4	D	43.5	D	43.5	D
80	University Ave / Bay Rd	East Palo Alto	LOS D	AM	54.1	D-	54.1	D-	54.4	D-	54.4	D-
				PM	51.8	D-	51.8	D-	52.4	D-	52.4	D-
81	University Ave / Bayfront Expy	Menlo Park (SM CMP)	LOS F	AM	26.4	C	26.4	C	26.6	C	26.6	C
				PM	137.3	F	137.3	F	140	F	140.0	F
82	Town & Country Driveway / Embarcadero Rd	Palo Alto	LOS D	AM	27.8	C	27.8	C	27.2	C	27.2	C
				PM	28.3	C	28.3	C	27.9	C	27.9	C
83	Charleston Rd / San Antonio Rd	Palo Alto (SC CMP)	LOS E	AM	79.2	E-	79.2	E-	79.4	E-	79.4	E-
				PM	66.8	E	68.3	E	67.0	E	68.6	E
84	US 101 SB Ramps / Willow Rd	Menlo Park	LOS D	AM	11.1	B+	11.1	B+	11.2	B+	11.2	B+
				PM	12.8	B	12.8	B	12.8	B	12.8	B
85	US 101 NB Ramps / Willow Rd	Menlo Park	LOS D	AM	25.0	C	25.0	C	25.1	C	25.1	C
				PM	24.2	C	24.2	C	24.2	C	24.2	C
86	Central Expy / Rengstorff Ave	Santa Clara County (SC CMP)	LOS E	AM	**449.7**	**F**	**447.1**	**F**	**452.3**	**F**	**449.7**	**F**
				PM	**247.6**	**F**	**248.1**	**F**	**250.0**	**F**	**250.5**	**F**
87	Central Expy / Shoreline Blvd (N)	Santa Clara County (SC CMP)	LOS E	AM	**227.3**	**F**	**224.5**	**F**	**226.4**	**F**	**223.6**	**F**
				PM	**97.6**	**F**	**97.4**	**F**	**97.4**	**F**	**97.1**	**F**
88	Central Expy / Shoreline Blvd (S)	Santa Clara County (SC CMP)	LOS E	AM	11.2	B+	11.2	B+	11.2	B+	11.2	B+
				PM	7.5	A	7.5	A	7.5	A	7.5	A
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	AM	**241.9**	**F**	**240.1**	**F**	**245.4**	**F**	**243.7**	**F**
				PM	**221.4**	**F**	**222.1**	**F**	**225.0**	**F**	**225.7**	**F**
90	Foothill Expy / Edith Ave	Santa Clara County	LOS E	AM	52.2	D-	55.9	E+	57.5	E+	61.5	E
				PM	**92.8**	**F**	**105.5**	**F**	**99.7**	**F**	**112.6**	**F**
91	Foothill Expy / Main St	Santa Clara County (SC CMP)	LOS E	AM	41.1	D	44.6	D	46.0	D	49.9	D
				PM	53.8	D-	54.8	D-	54.2	D-	55.8	E+

TABLE 3: COMPARISON OF FOUR LANE PMR CUMULATIVE (2035) CONDITIONS TO TIA PART 2 CUMULATIVE (2035) CONDITIONS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Peak Hour[3]	Cumulative (2035) No Project				Cumulative (2035) With Project			
					Six-Lanes (TIA)		Four-Lanes		Six-Lanes (TIA)		Four-Lanes	
					Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]	Delay[4]	LOS[5]
92	University Ave / O'Brien Dr	Menlo Park	LOS D	AM	9.1	A	9.1	A	9.1	A	9.1	A
				PM	13.4	B	13.4	B	13.3	B	13.3	B
Additional Intersections												
93	University Ave / Adams Dr*	Menlo Park	LOS E (warrant)	AM	425.5	F[6]	425.5	F[6]	456.2	F[6]	456.2	F[6]
				PM	39.6	E	39.6	E	41.4	E	41.4	E
94	University Ave / Runnymede St	East Palo Alto	LOS D	AM	15.3	B	15.3	B	15.3	B	15.3	B
				PM	19.1	B-	19.1	B-	19.1	B-	19.1	B-
95	University Avenue / Bell Street	East Palo Alto	LOS D	AM	14.8	B	14.8	B	14.7	B	14.7	B
				PM	17.3	B	17.3	B	17.2	B	17.2	B

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
   (SC CMP) – CMP intersection in Santa Clara County
   (SM CMP) – CMP intersection in San Mateo County
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. A signal warrant is not met for this intersection

Source: Fehr & Peers, April 2018.

TABLE 4: FOUR-LANE PMR CUMULATIVE (2035) WITH PROJECT MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Four-Lane PMR Cumulative (2035) No Project Conditions		Four-Lane PMR Cumulative (2035) With Project Conditions				Four-Lane PMR Cumulative (2035) With Project and Mitigation Conditions				Impact Significance With Mitigation[8]
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	
2	I-280 NB Off-Ramp / Sand Hill Rd	Menlo Park	LOS D	Contribute fair-share funding toward the addition of a second northbound right-turn lane (ConnectMenlo Final EIR).	AM PM	**136.9** 18.4	**F** B-	**155.2** 18.6	**F** B-	4	4	**68.1** 15.7	**E** B	4	4	LTS/SU
17	Junipero Serra Blvd - Foothill Expy / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the widening of the westbound approach to add a through lane (for a total of two left turn lanes, three through lanes, a bike lane, and a right turn lane; provide an acceptance lane on the west side of the intersection, resulting in three westbound lanes from Junipero Serra Boulevard to approximately Old Page Mill Road; installation of an overlap phase for northbound and southbound right-turning vehicles; and the widening of the southbound approach to two lanes between Page Mill Road and Stanford Avenue to align with the existing designated right-turn lane.	AM PM	**180.4** **162.9**	**F** **F**	**186.9** **175.2**	**F** **F**	4	3.5	**147.8** **162.5**	**F** **F**	4	3.5	LTS/SU
19	Hanover St / Page Mill Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second westbound left-turn lane (Page Mill Expressway Corridor Study Report).	AM PM	**85.6** 51.9	**F** D-	**92.1** 52.8	**F** D-	3	4	73.7 50.3	E D	3	4	LTS/SU
20	El Camino Real / Page Mill Rd - Oregon Expy	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the reconfiguration of the east leg of the intersection to include one right-turn lane, two through lanes, two left-turn lanes, two receiving lanes, and no on-street parking, as well as the extension of the double left-turn lanes (Page Mill Expressway Corridor Study Report).	AM PM	75.1 **83.1**	E- **F**	**84.9** **90.2**	**F** **F**	4	4	69.7 **82.4**	E **F**	4	4	LTS/SU
21	Middlefield Rd / Oregon Expy	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	**122.7** **101.5**	**F** **F**	**125.6** **103.6**	**F** **F**	3	3.7	N/A	N/A	N/A	N/A	SU
29	Foothill Expy / Hillview Ave	Santa Clara County	LOS E	No feasible mitigation measure.	AM PM	**124.6** 58.3	**F** E+	**135.0** 64.2	**F** E	4	3.7	N/A	N/A	N/A	N/A	SU
30	Foothill Expy / Arastradero Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward grade separation (County Expressway Plan 2040).	AM PM	**194.5** **202.5**	**F** **F**	**201.2** **208.9**	**F** **F**	4	3.5	41.9 70.7	D E	2.5	3.5	LTS/SU
31	Foothill Expy / San Antonio Rd	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding to the construction of a third southbound through lane on Foothill Expressway between San Antonio Road and El Monte Avenue (County Expressway Plan 2040).	AM PM	38.8 **165.8**	D+ **F**	43.2 **171.0**	D **F**	N/A	4	43.2 46.4	D D	N/A	4	LTS/SU
32	Foothill Expy / El Monte Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a third northbound through lane and associated receiving lane (County Expressway Plan 2040).	AM PM	**142.6** **133.5**	**F** **F**	**149.3** **137.9**	**F** **F**	4	4	75.0 **113.9**	E **F**	4	4	LTS/SU
33	Foothill Expy / Springer Road-Magdalena Ave	Santa Clara County (SC CMP)	LOS E	Contribute fair-share funding toward converting to an eight-phase signal; changing the lane configuration for the east leg to have two left-turn lanes, one through lane, and one right-turn lane, and changing the west leg to have one left-turn lane, two through lanes, and one right-turn lane (County Expressway Plan 2040).	AM PM	**128.7** **151.5**	**F** **F**	**131.9** **154.4**	**F** **F**	4	3.5	**122.9** **147.7**	**F** **F**	4	3.5	LTS/SU
37	El Camino Real / Encinal Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	44.9 **89.9**	D **F**	45.4 **92.9**	D **F**	2.7	2.8	35.5 67.2	D+ E	2.7	2.8	LTS/SU
38	El Camino Real / Valparaiso Ave	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	53.5 **56.0**	D- **E+**	54.0 **57.4**	D- **E+**	4	3.3	52.5 52.3	D- D-	4	3.3	LTS/SU
41	El Camino Real / Ravenswood Rd	Menlo Park	LOS D	Contribute fair-share funding toward the conversion of the northbound right-turn lane to a shared through/right-turn lane.	AM PM	48.0 **63.8**	D **E**	48.7 **65.8**	D **E**	3.5	3.5	47.6 **63.7**	D **E**	3.5	3.5	LTS/SU

TABLE 4: FOUR-LANE PMR CUMULATIVE (2035) WITH PROJECT MITIGATION INTERSECTION LEVEL OF SERVICE, BICYCLE AND PEDESTRIAN QUALITY OF SERVICE RESULTS

ID	Intersection	Jurisdiction/ CMP[1]	LOS Threshold[2]	Mitigation Description	Peak Hour[3]	Four-Lane PMR Cumulative (2035) No Project Conditions		Four-Lane PMR Cumulative (2035) With Project Conditions				Four-Lane PMR Cumulative (2035) With Project and Mitigation Conditions				Impact Significance With Mitigation[8]
						Delay[4]	LOS[5]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	Delay[4]	LOS[5]	Ped QOS[6]	Bike QOS[7]	
48	El Camino Real / Embarcadero Rd	Palo Alto (SC CMP)	LOS E	Contribute fair-share funding toward the addition of a second northbound left-turn lane.	AM PM	56.9 72.1	E+ E	60.4 **82.2**	E **F**	4	3.8	53.0 71.7	D- E	4	3.8	LTS/SU
56	Alma St / Hamilton Ave	Palo Alto	LOS D	Contribute fair-share funding toward the reconfiguration of the westbound approach to have one left-turn lane and one right-turn lane, by removing a portion of the parking.	AM PM	10.2 **57.7**	B+ **E+**	10.4 **60.0**	B+ **E**	2	2.5	10.0 39.3	B+ D	2	2.5	LTS/SU
58	Alma St / Charleston Rd	Palo Alto	LOS D	Contribute fair-share funding toward the addition of a designated northbound right-turn lane and installation of an overlap phase for the northbound and southbound right-turn movements.	AM PM	**123.4** **121.5**	**F** **F**	**127.3** **126.7**	**F** **F**	3.3	3.5	**120.5** **123.2**	**F** **F**	3.3	3.5	SU
59	Middlefield Rd / Marsh Rd	Atherton	LOS D	Contribute fair-share funding toward the addition of a second westbound left-turn lane and the addition of a second receiving lane on the south leg.	AM PM	**76.9** **76.0**	**E-** **E-**	**79.7** **77.4**	**E-** **E-**	3	2.7	41.7 68.6	D E	3	3	LTS/SU
63	Middlefield Rd / Lytton Ave	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	49.2 **66.1**	D **E**	51.1 **70.1**	D- **E**	2	2.5	N/A	N/A	N/A	N/A	SU
66	Middlefield Rd / Embarcadero Rd	Palo Alto	LOS D	No feasible mitigation measure.	AM PM	55.0 **68.1**	D- **E**	**59.4** **72.9**	**E+** **E**	2	3	N/A	N/A	N/A	N/A	SU
89	Central Expy / Castro St-Moffett Blvd	Santa Clara County (SC CMP)	LOS E	The City of Mountain View's planned closure of Castro Street at the train tracks to form a T-intersection of Central Expressway and Moffett Boulevard would mitigate the Project impact (Mountain View Transit Center Master Plan). The effects of this project are shown in the mitigation columns to the right. If the Castro Street closure project is not implemented, the secondary, back-up mitigation is to contribute fair-share funding toward the construction of a second southbound left turn lane from Central Expressway to Moffett Boulevard.	AM PM	**240.1** **222.1**	**F** **F**	**243.7** **225.7**	**F** **F**	4	3.3	85.2 94.0	F F	2	1.7	LTS/SU
90	Foothill Expy / Edith Ave	Santa Clara County (SC CMP)	LOS E	No feasible mitigation measure.	AM PM	55.9 **105.5**	E+ **F**	61.5 **112.6**	E **F**	4	3.5	N/A	N/A	N/A	N/A	SU

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates a significant impact.

1. Intersection jurisdiction and identification of CMP (Congestion Management Program) intersections.
2. LOS Threshold is the threshold between acceptable and unacceptable level of service.
3. AM = morning peak hour, PM = evening peak hour.
4. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections. For side-street stop-controlled intersections, delay and LOS are reported for the worst-case approach.
5. LOS = Level of Service. LOS calculations conducted using the TRAFFIX 8.0 analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
6. Based on average pedestrian StreetScore+ Quality of Service of all intersection legs. See Attachment C for calculations.
7. Based on average bicycle StreetScore+ Quality of Service of all intersection legs. See Attachment C for calculations.
8. LTS = less-than-significant with mitigation, SU = significant and unavoidable. LTS/SU = less-than-significant with mitigation, but is either (1) located outside Santa Clara County where mitigation measures depend on funding and actions by other jurisdictions, or (2) located in Santa Clara County but depends on other funding for the mitigation to be constructed and thus the mitigation measure may not be implemented in a timely manner to avoid the impact. Significance determination is based on draft mitigation and responsible jurisdiction of the intersection.

Source: Fehr & Peers, April 2018.

Attachment A

Intersection LOS Calculation Sheets

Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B+	10.3	0.435	9.3	B+	10.1	0.451	+ 0.015	9.1	- 0.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	F	136.9	1.108	146.4	F	155.2	1.146	+ 0.038	165.6	+ 19.2
#3	Sand Hill Rd / Addison Wesley (MP)	D+	37.9	0.807	49.6	D	49.6	0.844	+ 0.037	67.8	+ 18.3
#4	Sand Hill Rd / Saga Ln (MP)	B-	19.4	0.722	16.4	B-	19.6	0.757	+ 0.036	16.8	+ 0.5
#5	Sharon Park Drive / Sand Hill Road (MP)	B	17.4	0.647	15.0	B	17.4	0.682	+ 0.036	15.3	+ 0.3
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	13.3	0.585	18.8	B	13.3	0.585	+ 0.000	18.8	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D-	51.3	0.840	55.4	D-	52.8	0.871	+ 0.030	57.5	+ 2.1
#8	Oak Avenue / Sand Hill Road (MP)	B+	10.5	0.670	11.5	B+	10.5	0.696	+ 0.025	11.6	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	24.3	0.690	28.0	C	25.4	0.717	+ 0.028	29.7	+ 1.7
#10	Pastuer Drive / Sand Hill Road	C+	20.7	0.585	22.4	C+	20.8	0.594	+ 0.009	22.8	+ 0.4
#11	Arboretum Road / Sand Hill Road	C	25.3	0.714	32.5	C	26.0	0.727	+ 0.013	33.7	+ 1.3
#12	El Camino Real / Sand Hill Road (SC CMP)	D	43.8	0.690	46.7	D	43.6	0.709	+ 0.019	43.5	- 3.1
#13	I-280 SB Ramps / Page Mill Road (SCC)	D+	37.0	0.782	34.2	D+	37.2	0.785	+ 0.003	34.5	+ 0.3
#14	I-280 NB Ramps / Page Mill Road (SCC)	B	14.4	0.910	26.4	B	14.5	0.914	+ 0.005	27.0	+ 0.6
#15	Deer Creek Road / Page Mill Road (SCC)	B	17.5	0.811	21.8	B-	19.1	0.837	+ 0.026	24.5	+ 2.7
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.9	0.353	2.5	A	9.8	0.366	+ 0.014	2.6	+ 0.0
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	180.4	1.320	225.6	F	186.9	1.348	+ 0.028	230.1	+ 4.5
#18	Page Mill Rd / Peter Coutts (SCC)	C+	22.3	0.699	20.6	C+	22.9	0.719	+ 0.020	21.5	+ 0.8
#19	Hanover St / Page Mill Rd (SC CMP)	F	85.6	0.788	111.6	F	92.1	0.813	+ 0.025	122.8	+ 11.2
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E-	75.1	0.989	85.5	F	84.9	1.036	+ 0.047	98.7	+ 13.2
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	122.7	1.168	179.5	F	125.6	1.181	+ 0.014	184.2	+ 4.7
#22	Oregon Expy / West Bayshore Rd (SCC)	C	23.4	0.670	35.0	C	23.4	0.674	+ 0.003	35.0	+ 0.0
#23	I-280 SB Ramps / Alpine Road (SMC)	E	10.5	0.842	10.5	E	10.6	0.846	+ 0.004	10.6	+ 0.1
#24	I-280 NB Ramps / Alpine Road (SMC)	D	26.7	0.752	26.7	D	27.8	0.766	+ 0.014	27.8	+ 1.1
#25	Junipero Serra / Alpine Road (MP)	D	48.1	0.841	54.1	D-	51.6	0.890	+ 0.049	58.7	+ 4.6
#26	Junipero Serra / W Campus Dr (N) (SCC)	C	30.1	0.744	29.1	C-	32.5	0.754	+ 0.009	30.6	+ 1.5

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	14.0	0.567	24.1	B	14.4	0.587	+ 0.020	24.8	+ 0.7
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C+	20.6	0.647	30.2	C+	22.4	0.708	+ 0.061	32.7	+ 2.5
#29	Foothill Expressway / Hillview Avenue (SCC)	F	124.6	0.782	185.4	F	135.0	0.806	+ 0.024	201.5	+ 16.1
#30	Foothill Expressway / Arastradero Road (SCC)	F	194.5	1.309	239.7	F	201.2	1.325	+ 0.016	250.1	+ 10.4
#31	Foothill Expressway / San Antonio Road (SC CMP)	D+	38.8	0.939	51.9	D	43.2	0.955	+ 0.016	58.5	+ 6.7
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	142.6	1.053	236.3	F	149.3	1.067	+ 0.014	249.8	+ 13.5
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	128.7	1.088	154.0	F	131.9	1.102	+ 0.014	158.8	+ 4.8
#34	Bowdoin Street / Stanford Avenue	C	16.7	0.769	16.7	C	22.8	0.878	+ 0.109	22.8	+ 6.1
#35	Arboretum Road / Quarry Road	D	46.8	0.542	48.6	D	47.5	0.582	+ 0.040	49.9	+ 1.3
#36	Arboretum Road / Palm Drive	C	31.0	0.614	32.5	C-	32.4	0.694	+ 0.080	34.7	+ 2.1
#37	El Camino Real / Encinal Avenue (MP)	D	44.9	1.004	72.1	D	45.4	1.011	+ 0.007	73.5	+ 1.4
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	53.5	0.901	63.3	D-	54.0	0.918	+ 0.017	65.2	+ 1.9
#39	El Camino Real / Oak Grove Avenue (MP)	C-	34.4	0.644	33.2	C-	34.1	0.662	+ 0.018	32.9	- 0.2
#40	El Camino Real / Santa Cruz Avenue (MP)	C	26.8	0.691	30.1	C	26.5	0.710	+ 0.018	30.1	- 0.1
#41	El Camino Real / Ravenswood Avenue (MP)	D	48.0	0.874	64.7	D	48.7	0.882	+ 0.008	65.7	+ 1.0
#42	El Camino Real / Roble Avenue (MP)	B	12.8	0.533	13.2	B	12.7	0.540	+ 0.006	13.1	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	25.1	0.687	33.5	C	24.9	0.701	+ 0.014	33.3	- 0.2
#44	El Camino Real / Cambridge Avenue (MP)	B	15.2	0.590	18.8	B	15.0	0.605	+ 0.014	18.6	- 0.2
#45	El Camino Real / Quarry Road	B+	11.9	0.563	16.8	B	13.3	0.592	+ 0.029	18.4	+ 1.6
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	21.0	0.415	30.8	C+	20.7	0.431	+ 0.016	30.7	- 0.1
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	27.3	0.831	35.6	C	28.6	0.840	+ 0.008	36.1	+ 0.5
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E+	56.9	0.904	67.7	E	60.4	0.936	+ 0.032	73.0	+ 5.2
#49	El Camino Real / Churchill Avenue	C	25.4	0.692	31.6	C	25.4	0.708	+ 0.017	31.7	+ 0.1
#50	El Camino Real / Serra Street	C	24.6	0.621	33.4	C	28.3	0.703	+ 0.082	39.5	+ 6.1
#51	El Camino Real / Stanford Avenue	C	31.1	0.660	36.6	C	31.7	0.693	+ 0.033	37.6	+ 1.0
#52	El Camino Real / California Avenue	C+	22.8	0.581	20.9	C+	22.1	0.610	+ 0.029	20.4	- 0.4

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	67.1	0.980	77.6	E	70.2	1.000	+ 0.020	83.2	+ 5.5
#54	El Camino Real / San Antonio Road (SC CMP)	E	60.8	0.927	67.8	E	61.3	0.934	+ 0.008	68.6	+ 0.8
#55	Alma Street / Lytton Avenue	C	28.2	0.931	36.8	C	30.9	0.948	+ 0.017	40.9	+ 4.1
#56	Alma Street / Hamilton Avenue	B+	10.2	0.816	12.1	B+	10.4	0.823	+ 0.007	12.3	+ 0.3
#57	Alma Street / Churchill Avenue	C-	32.4	0.803	32.3	C-	32.5	0.808	+ 0.005	32.6	+ 0.2
#58	Alma Street / Charleston Road	F	123.4	1.145	137.6	F	127.3	1.154	+ 0.009	141.6	+ 3.9
#59	Middlefield Road / Marsh Road	E-	76.9	1.173	122.8	E-	79.7	1.184	+ 0.012	127.4	+ 4.6
#60	Middlefield Road / Ravenswood Avenue (MP)	D	49.3	0.910	65.6	D	51.0	0.921	+ 0.011	67.7	+ 2.1
#61	Middlefield Road / Ringwood Avenue (MP)	D	43.2	0.645	51.0	D	43.4	0.650	+ 0.004	51.2	+ 0.2
#62	Middlefield Road / Willow Road (MP)	D	50.0	0.674	48.9	D	50.2	0.674	+ 0.000	48.8	- 0.0
#63	Middlefield Road / Lytton Avenue	D	49.2	0.889	51.2	D-	51.1	0.907	+ 0.018	53.3	+ 2.1
#64	Middlefield Road / University Avenue	D+	35.1	0.679	34.8	D+	35.6	0.698	+ 0.019	35.3	+ 0.5
#65	Middlefield Road / Hamilton Avenue	B+	10.5	0.461	11.0	B+	10.6	0.466	+ 0.005	11.0	+ 0.1
#66	Middlefield Road / Embarcadero Road	D-	55.0	0.918	58.9	E+	59.4	0.948	+ 0.030	64.6	+ 5.8
#67	Saint Francis Drive / Embarcadero Road	C+	23.0	0.713	24.5	C+	23.0	0.729	+ 0.015	24.6	+ 0.2
#68	East Bayshore Road / Embarcadero Road	F	98.5	1.057	112.3	F	99.0	1.063	+ 0.006	112.8	+ 0.5
#69	Middlefield Road / Charleston Road	E+	58.0	0.866	62.7	E+	58.3	0.870	+ 0.004	63.0	+ 0.4
#70	US 101 SB Ramps / Marsh Road (MP)	E-	77.3	1.160	100.9	E-	77.2	1.160	+ 0.000	100.9	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	C	23.2	0.942	28.9	C	23.2	0.942	+ 0.000	28.9	+ 0.0
#72	Bay Road / Willow Road (MP)	B-	19.7	0.707	25.5	B-	19.7	0.715	+ 0.008	25.6	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D	42.7	0.795	50.3	D	42.7	0.800	+ 0.005	50.4	+ 0.1
#74	O'Brien Drive / Willow Road (MP)	B-	19.4	0.777	28.2	B-	19.4	0.780	+ 0.003	28.2	+ 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	41.3	0.983	58.4	D	42.0	0.988	+ 0.005	59.6	+ 1.2
#76	Bayfront Expressway / Willow Road (SM CMP)	D-	51.1	0.961	59.2	D-	51.1	0.961	+ 0.000	59.2	+ 0.0
#77	Woodland Drive / University Avenue	E	71.7	0.967	80.3	E	72.7	0.967	+ 0.000	80.3	+ 0.0
#78	US 101 SB Ramps / University Avenue	C	27.9	0.770	43.6	C	28.0	0.774	+ 0.004	43.8	+ 0.2

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 AM				2035 with Project AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	E-	76.3	1.012	90.9	E-	77.1	1.017	+ 0.005	92.3	+ 1.3
#80	University Avenue / Bay Road	D-	54.1	0.879	61.0	D-	54.4	0.884	+ 0.005	61.4	+ 0.5
#81	University Ave / Bayfront Expy (SM CMP)	C	26.4	0.844	54.3	C	26.6	0.852	+ 0.008	54.9	+ 0.5
#82	Town & Country Driveway / Embarcadero Road	C	27.8	0.579	25.7	C	27.2	0.610	+ 0.031	25.3	- 0.4
#83	San Antonio Avenue / Charleston Road (SC CMP)	E-	79.2	1.092	121.0	E-	79.4	1.093	+ 0.001	121.4	+ 0.4
#84	US 101 Ramps SB / Willow Rd (MP)	B+	11.1	0.735	20.8	B+	11.2	0.737	+ 0.003	21.1	+ 0.2
#85	US 101 NB Ramps / Willow Rd (MP)	C	25.0	0.768	23.7	C	25.1	0.768	+ 0.000	23.7	+ 0.0
#86	Central Expy / Rengstorff Ave (SC CMP)	F	447.1	1.865	635.7	F	449.7	1.875	+ 0.010	637.9	+ 2.2
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	224.5	0.817	304.6	F	223.6	0.821	+ 0.004	304.8	+ 0.2
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	B+	11.2	0.572	16.1	B+	11.2	0.574	+ 0.003	16.0	- 0.1
#89	Central Expy / Moffett Blvd (SC CMP)	F	240.1	1.342	343.4	F	243.7	1.352	+ 0.010	348.6	+ 5.2
#90	Foothill Expy / Edith Ave (SCC)	E+	55.9	0.781	73.7	E	61.5	0.797	+ 0.016	83.8	+ 10.2
#91	Foothill Expy / Main St (SC CMP)	D	44.6	0.776	58.0	D	49.9	0.792	+ 0.016	66.4	+ 8.5
#92	University Ave / O'Brien Dr	A	9.1	0.541	10.8	A	9.1	0.546	+ 0.005	10.8	+ 0.0
#93	University Ave / Adams Dr	F	6.6	1.082	6.6	F	7.0	1.132	+ 0.051	7.0	+ 0.3
#94	University Ave / Runnymede St	B	15.3	0.466	13.7	B	15.3	0.471	+ 0.005	13.7	- 0.0
#95	University Ave / Bell St	B	14.8	0.449	13.7	B	14.7	0.454	+ 0.005	13.7	- 0.0

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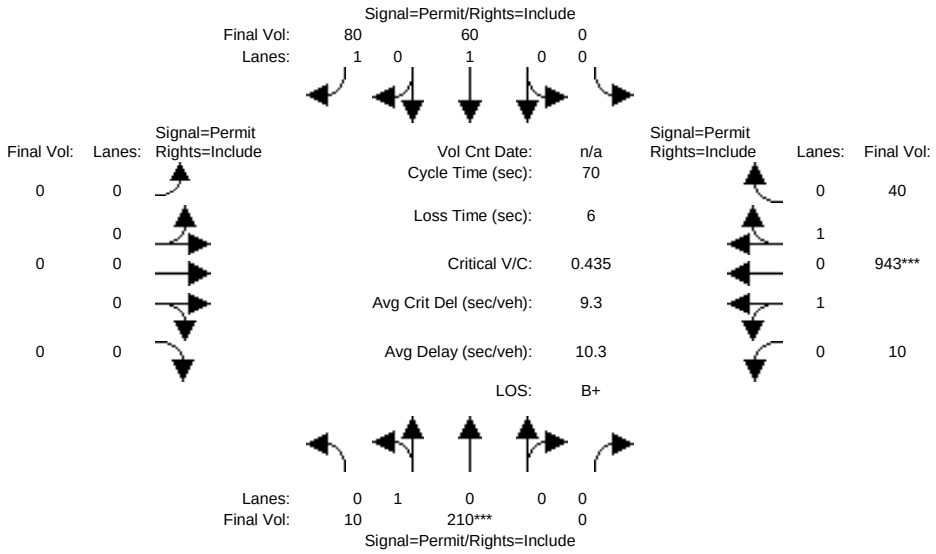
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	943	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	943	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	943	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	943	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	36	3419	145
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:		****									****	
Green Time:	19.7	19.7	0.0	0.0	19.7	19.7	0.0	0.0	0.0	44.3	44.3	44.3
Volume/Cap:	0.44	0.44	0.00	0.00	0.11	0.16	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	0.0	0.0	18.8	19.1	0.0	0.0	0.0	6.6	6.6	6.6
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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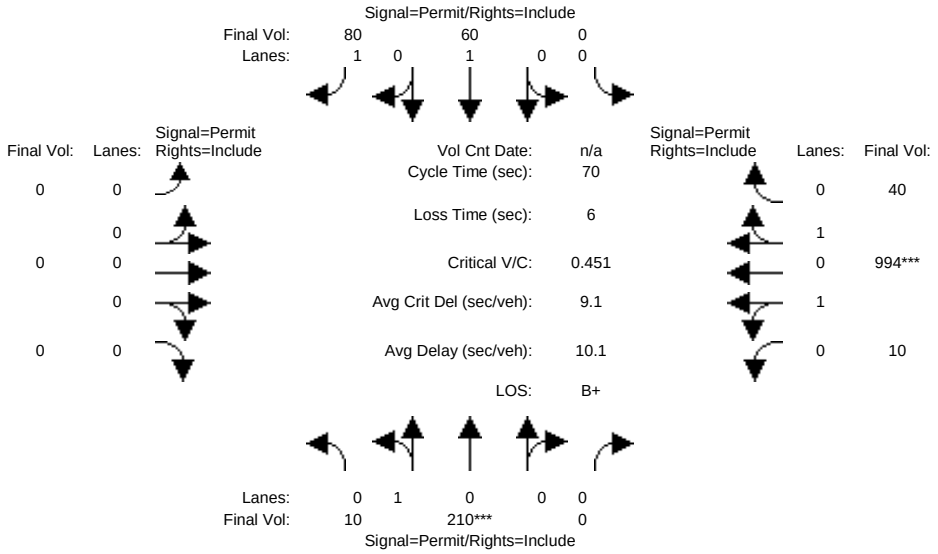
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	210	0	0	60	80	0	0	0	10	930	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	210	0	0	60	80	0	0	0	10	930	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	210	0	0	60	80	0	0	0	10	994	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	210	0	0	60	80	0	0	0	10	994	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	210	0	0	60	80	0	0	0	10	994	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	210	0	0	60	80	0	0	0	10	994	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.05	0.95	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	1.90	0.08
Final Sat.:	82	1718	0	0	1900	1750	0	0	0	34	3428	138
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:		****									****	
Green Time:	19.0	19.0	0.0	0.0	19.0	19.0	0.0	0.0	0.0	45.0	45.0	45.0
Volume/Cap:	0.45	0.45	0.00	0.00	0.12	0.17	0.00	0.00	0.00	0.45	0.45	0.45
Delay/Veh:	21.9	21.9	0.0	0.0	19.3	19.7	0.0	0.0	0.0	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	0.0	0.0	19.3	19.7	0.0	0.0	0.0	6.4	6.4	6.4
LOS by Move:	C+	C+	A	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	4	4	0	0	1	1	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

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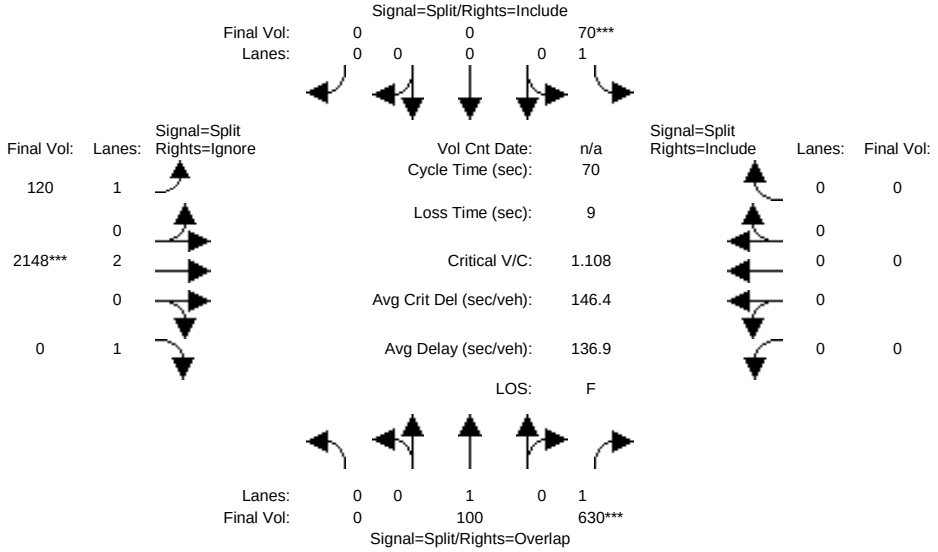
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp				Sand Hill Rd (Eastbound)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	0	10	10		10	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:												
Base Vol:	0	100	630		70	0	0		120	2110	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	100	630		70	0	0		120	2110	60	
Added Vol:	0	0	0		0	0	0		0	38	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	100	630		70	0	0		120	2148	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	100	630		70	0	0		120	2148	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	100	630		70	0	0		120	2148	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	100	630		70	0	0		120	2148	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	1.00		1.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	1900	1750		1750	0	0		1750	3800	1750	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.36		0.04	0.00	0.00		0.07	0.57	0.00	
Crit Moves:			****		****					****		
Green Time:	0.0	19.8	19.8		10.0	0.0	0.0		31.2	31.2	0.0	
Volume/Cap:	0.00	0.19	1.27		0.28	0.00	0.00		0.15	1.27	0.00	
Delay/Veh:	0.0	19.1	161.7		27.4	0.0	0.0		11.7	146	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.1	161.7		27.4	0.0	0.0		11.7	146	0.0	
LOS by Move:	A	B-	F		C	A	A		B+	F	A	
HCM2kAvgQ:	0	2	35		1	0	0		2	54	0	

Street Name:	Sand Hill Rd (Eastbound)				I-280 NB Off-Ramp							
Approach:	West Bound				North Bound				South Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	0	0	0		0	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:												
Base Vol:	0	0	0		0	100	630		70	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	100	630		70	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	100	630		70	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	100	630		70	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	100	630		70	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		0	100	630		70	0	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	1.00		0.00	1.00	1.00		1.00	0.00	0.00	
Final Sat.:	0	1900	1750		0	1900	1750		1750	0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00		0.00	0.05	0.36		0.04	0.00	0.00	
Crit Moves:							****		****			
Green Time:	0.0	0.0	0.0		0.0	19.8	19.8		10.0	0.0	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.19	1.27		0.28	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	19.1	161.7		27.4	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	19.1	161.7		27.4	0.0	0.0	
LOS by Move:	A	A	A		A	B-	F		C	A	A	
HCM2kAvgQ:	0	0	0		0	2	35		1	0	0	

Note: Queue reported is the number of cars per lane.

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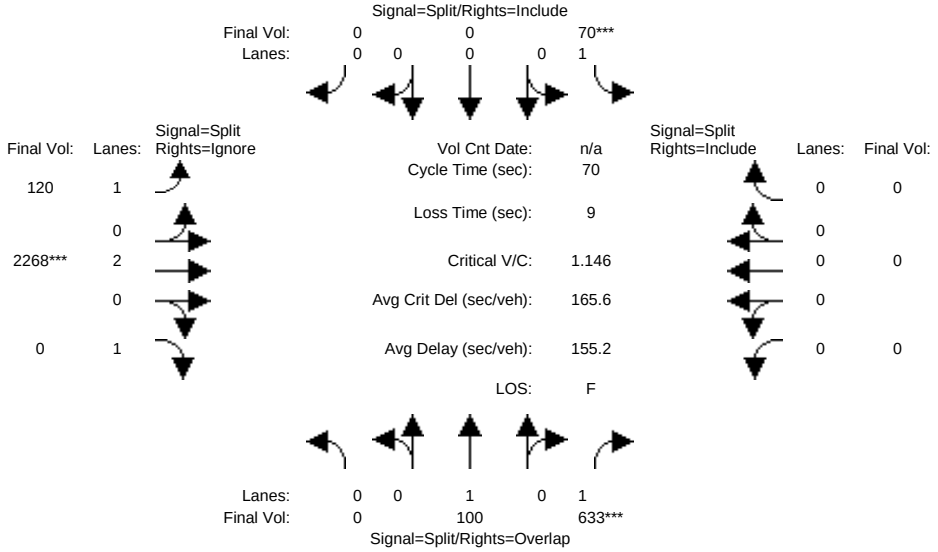
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp				Sand Hill Rd (Eastbound)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	0	10	10		10	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:												
Base Vol:	0	100	630		70	0	0		120	2110	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	100	630		70	0	0		120	2110	60	
Added Vol:	0	0	3		0	0	0		0	158	0	
PasserByVol:	0	0	0		0	0	0		0	0	0	
Initial Fut:	0	100	633		70	0	0		120	2268	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	100	633		70	0	0		120	2268	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	100	633		70	0	0		120	2268	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	100	633		70	0	0		120	2268	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	1.00		1.00	0.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	1900	1750		1750	0	0		1750	3800	1750	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.36		0.04	0.00	0.00		0.07	0.60	0.00	
Crit Moves:			****		****					****		
Green Time:	0.0	19.2	19.2		10.0	0.0	0.0		31.8	31.8	0.0	
Volume/Cap:	0.00	0.19	1.32		0.28	0.00	0.00		0.15	1.32	0.00	
Delay/Veh:	0.0	19.6	181.6		27.4	0.0	0.0		11.3	165	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.6	181.6		27.4	0.0	0.0		11.3	165	0.0	
LOS by Move:	A	B-	F		C	A	A		B+	F	A	
HCM2kAvgQ:	0	2	38		1	0	0		2	60	0	

Street Name:	Sand Hill Rd (Eastbound)							
Approach:	West Bound							
Movement:	L	T	R					
Min. Green:	0	0	0					
Y+R:	4.0	4.0	4.0					
Volume Module:								
Base Vol:	0	0	0					
Growth Adj:	1.00	1.00	1.00					
Initial Bse:	0	0	0					
Added Vol:	0	0	0					
PasserByVol:	0	0	0					
Initial Fut:	0	0	0					
User Adj:	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00					
PHF Volume:	0	0	0					
Reduct Vol:	0	0	0					
Reduced Vol:	0	0	0					
PCE Adj:	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00					
FinalVolume:	0	0	0					
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900					
Adjustment:	0.92	1.00	0.92					
Lanes:	0.00	0.00	0.00					
Final Sat.:	0	0	0					
Capacity Analysis Module:								
Vol/Sat:	0.00	0.00	0.00					
Crit Moves:								
Green Time:	0.0	0.0	0.0					
Volume/Cap:	0.00	0.00	0.00					
Delay/Veh:	0.0	0.0	0.0					
User DelAdj:	1.00	1.00	1.00					
AdjDel/Veh:	0.0	0.0	0.0					
LOS by Move:	A	A	A					
HCM2kAvgQ:	0	0	0					

Note: Queue reported is the number of cars per lane.

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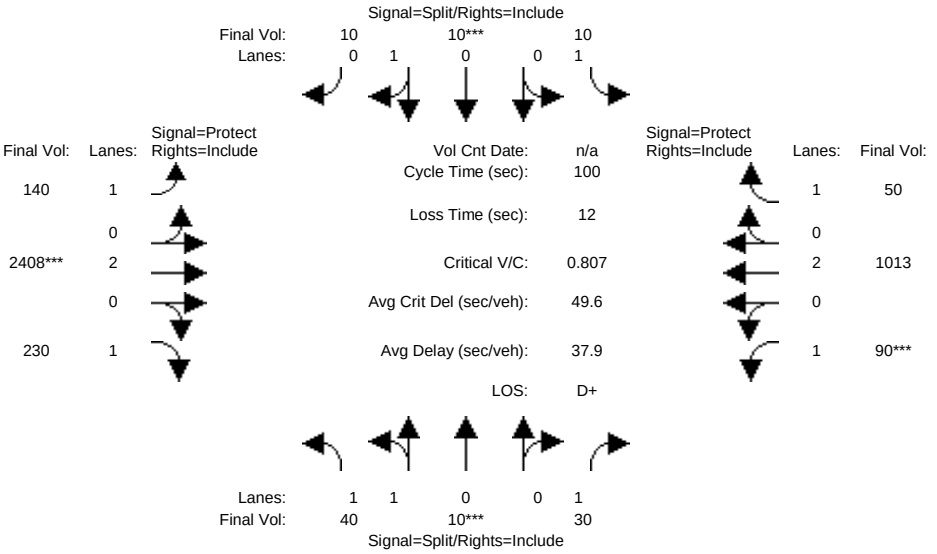
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2408	230	90	1013	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2408	230	90	1013	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2408	230	90	1013	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.63	0.13	0.05	0.27	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.7	61.0	61.0	7.0	52.3	52.3
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.51	1.04	0.22	0.73	0.51	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	40.2	49.2	8.9	66.0	15.7	11.7
LOS by Move:	D	D	D	D	D	D	D	D	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	41	3	3	10	1

Note: Queue reported is the number of cars per lane.

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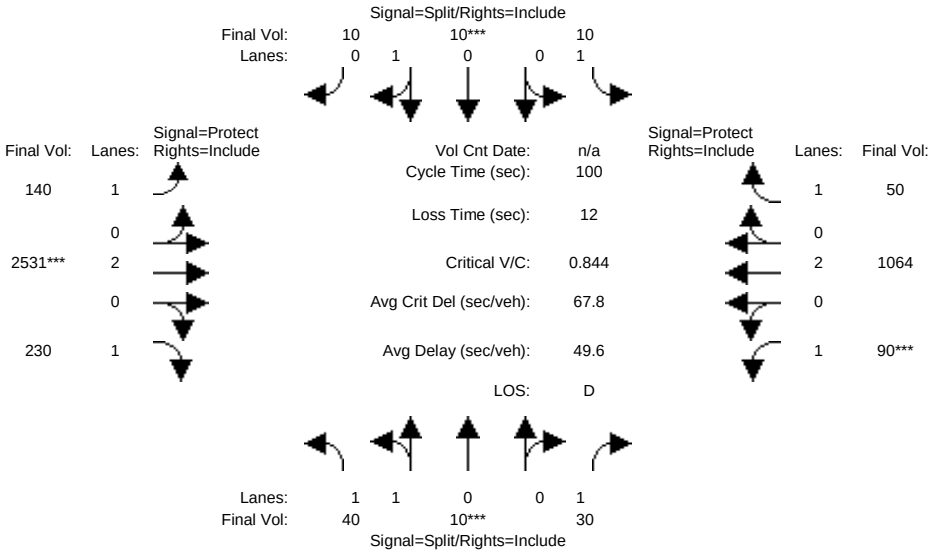
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	10	30	10	10	10	140	2370	230	90	1000	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	30	10	10	10	140	2370	230	90	1000	50
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	30	10	10	10	140	2531	230	90	1064	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	30	10	10	10	140	2531	230	90	1064	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	30	10	10	10	140	2531	230	90	1064	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	30	10	10	10	140	2531	230	90	1064	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.39	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2840	710	1750	1750	900	900	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.08	0.67	0.13	0.05	0.28	0.03
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.1	61.0	61.0	7.0	52.9	52.9
Volume/Cap:	0.14	0.14	0.17	0.06	0.11	0.11	0.53	1.09	0.22	0.73	0.53	0.05
Delay/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.2	68.6	8.9	66.0	15.7	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.7	40.9	41.2	41.2	41.2	68.6	8.9	66.0	15.7	11.4
LOS by Move:	D	D	D	D	D	D	D	E	A	E	B	B+
HCM2kAvgQ:	1	1	1	0	1	1	4	49	3	3	10	1

Note: Queue reported is the number of cars per lane.

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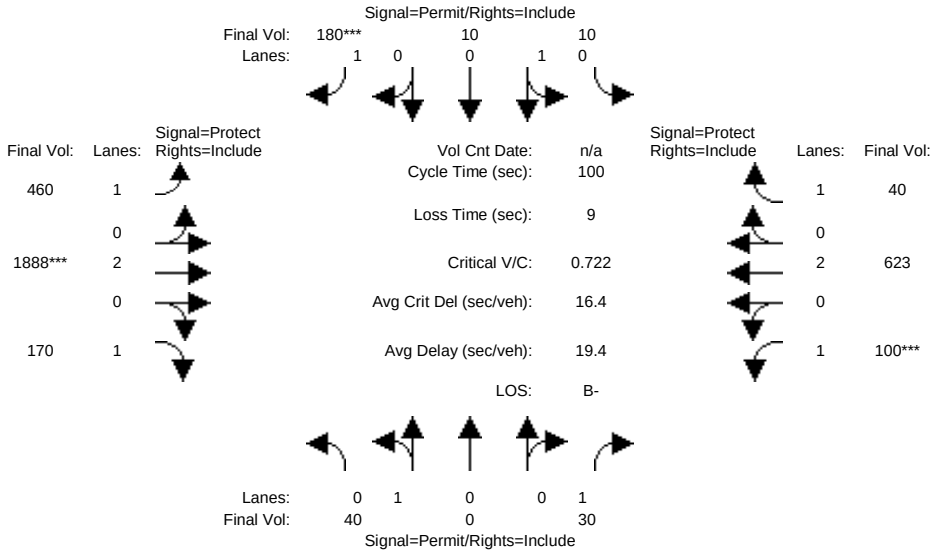
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	1888	170	100	623	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	1888	170	100	623	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	1888	170	100	623	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	1888	170	100	623	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.50	0.10	0.06	0.16	0.02
Crit Moves:						****		****		****		
Green Time:	14.2	0.0	14.2	14.2	14.2	14.2	47.3	68.8	68.8	7.9	29.5	29.5
Volume/Cap:	0.16	0.00	0.12	0.08	0.08	0.72	0.56	0.72	0.14	0.72	0.56	0.08
Delay/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	0.0	37.6	37.3	37.3	50.9	19.7	10.7	5.4	61.9	30.4	25.5
LOS by Move:	D+	A	D+	D+	D+	D	B-	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	7	10	16	2	3	8	1

Note: Queue reported is the number of cars per lane.

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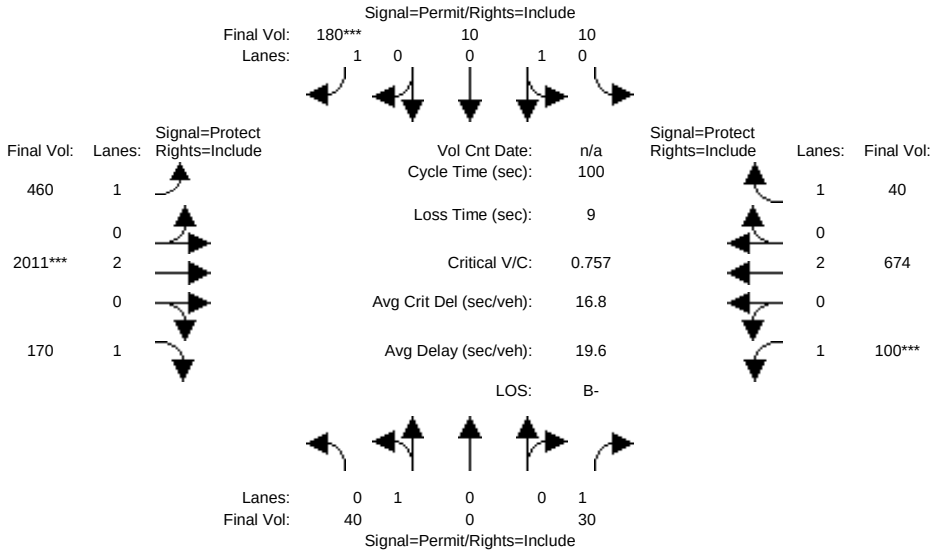
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	0	30	10	10	180	460	1850	170	100	610	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	30	10	10	180	460	1850	170	100	610	40
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	30	10	10	180	460	2011	170	100	674	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	30	10	10	180	460	2011	170	100	674	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	30	10	10	180	460	2011	170	100	674	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	30	10	10	180	460	2011	170	100	674	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	900	900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.10	0.26	0.53	0.10	0.06	0.18	0.02
Crit Moves:						****		****		****		
Green Time:	13.6	0.0	13.6	13.6	13.6	13.6	46.2	69.9	69.9	7.5	31.2	31.2
Volume/Cap:	0.16	0.00	0.13	0.08	0.08	0.76	0.57	0.76	0.14	0.76	0.57	0.07
Delay/Veh:	38.5	0.0	38.2	37.9	37.9	54.7	20.6	10.9	5.1	67.3	29.4	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	38.2	37.9	37.9	54.7	20.6	10.9	5.1	67.3	29.4	24.3
LOS by Move:	D+	A	D+	D+	D+	D-	C+	B+	A	E	C	C
HCM2kAvgQ:	1	0	1	1	1	8	10	18	2	4	9	1

Note: Queue reported is the number of cars per lane.

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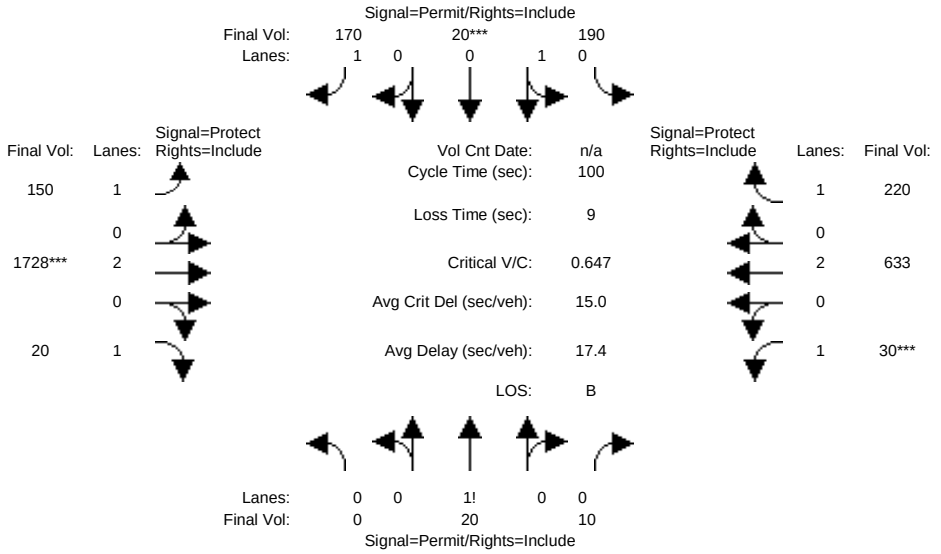
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	38	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1728	20	30	633	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1728	20	30	633	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1728	20	30	633	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1728	20	30	633	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.45	0.01	0.02	0.17	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	17.2	17.2	17.2	17.2	17.2	25.1	66.8	66.8	7.0	48.8	48.8
Volume/Cap:	0.00	0.10	0.10	0.68	0.68	0.57	0.34	0.68	0.02	0.24	0.34	0.26
Delay/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	35.0	44.9	44.9	40.5	31.2	10.8	5.6	45.0	15.9	15.2
LOS by Move:	A	D+	D+	D	D	D	C	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	16	0	1	6	4

Note: Queue reported is the number of cars per lane.

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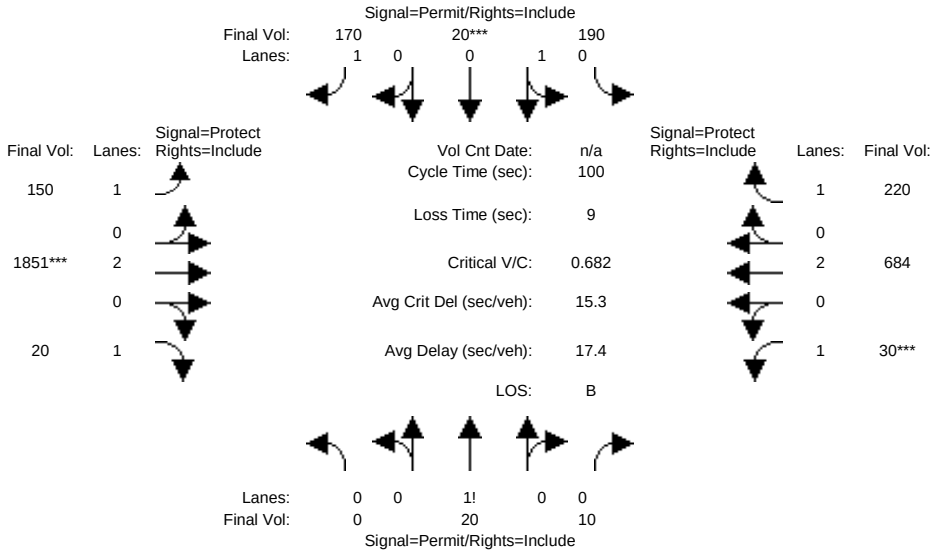
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	20	10	190	20	170	150	1690	20	30	620	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	10	190	20	170	150	1690	20	30	620	220
Added Vol:	0	0	0	0	0	0	0	161	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	20	10	190	20	170	150	1851	20	30	684	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	10	190	20	170	150	1851	20	30	684	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	10	190	20	170	150	1851	20	30	684	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	10	190	20	170	150	1851	20	30	684	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.67	0.33	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1200	600	1629	171	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.12	0.12	0.10	0.09	0.49	0.01	0.02	0.18	0.13
Crit Moves:					****			****		****		
Green Time:	0.0	16.2	16.2	16.2	16.2	16.2	24.1	67.8	67.8	7.0	50.6	50.6
Volume/Cap:	0.00	0.10	0.10	0.72	0.72	0.60	0.36	0.72	0.02	0.24	0.36	0.25
Delay/Veh:	0.0	35.8	35.8	48.1	48.1	42.4	32.0	11.1	5.3	45.0	15.0	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	35.8	48.1	48.1	42.4	32.0	11.1	5.3	45.0	15.0	14.1
LOS by Move:	A	D+	D+	D	D	D	C-	B+	A	D	B	B
HCM2kAvgQ:	0	1	1	8	8	6	4	18	0	1	6	4

Note: Queue reported is the number of cars per lane.

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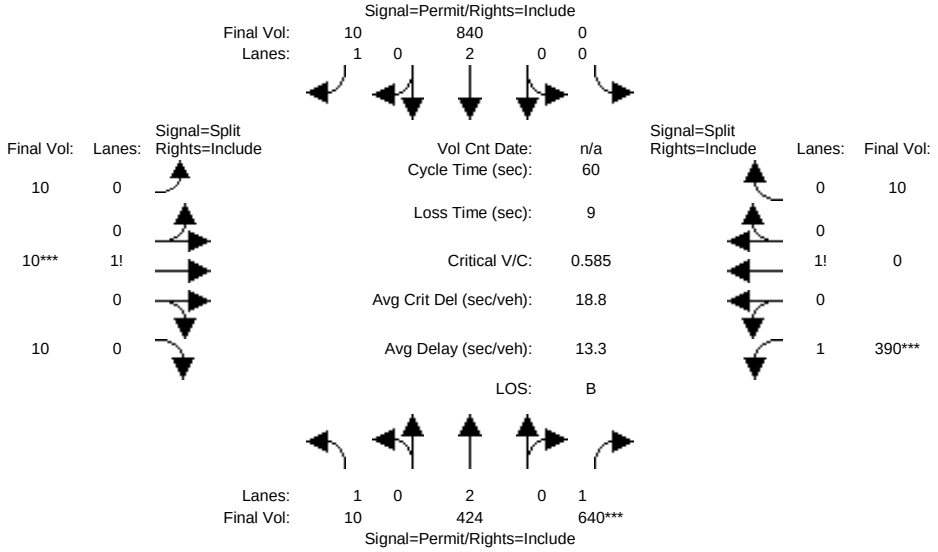
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	424	640	0	840	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	424	640	0	840	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	424	640	0	840	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	424	640	0	840	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.37	0.00	0.22	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.43	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.9	13.7	0.0	9.1	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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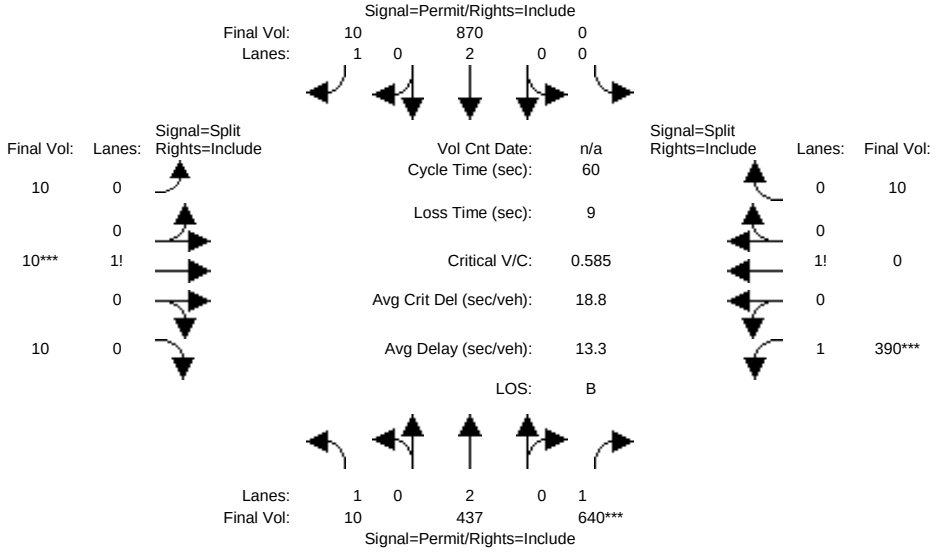
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	420	640	0	830	10	10	10	10	390	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	640	0	830	10	10	10	10	390	0	10
Added Vol:	0	17	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	437	640	0	870	10	10	10	10	390	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	437	640	0	870	10	10	10	10	390	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	437	640	0	870	10	10	10	10	390	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	437	640	0	870	10	10	10	10	390	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.34	0.33	0.33	1.95	0.00	0.05
Final Sat.:	1750	3800	1750	0	3800	1750	583	583	583	3415	0	85
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.37	0.00	0.23	0.01	0.02	0.02	0.02	0.11	0.00	0.12
Crit Moves:			****					****		****		
Green Time:	31.0	31.0	31.0	0.0	31.0	31.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.22	0.71	0.00	0.44	0.01	0.10	0.10	0.10	0.69	0.00	0.70
Delay/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	8.0	13.7	0.0	9.2	7.1	21.4	21.4	21.4	26.9	0.0	27.6
LOS by Move:	A	A	B	A	A	A	C+	C+	C+	C	A	C
HCM2kAvgQ:	0	2	9	0	5	0	1	1	1	5	0	6

Note: Queue reported is the number of cars per lane.

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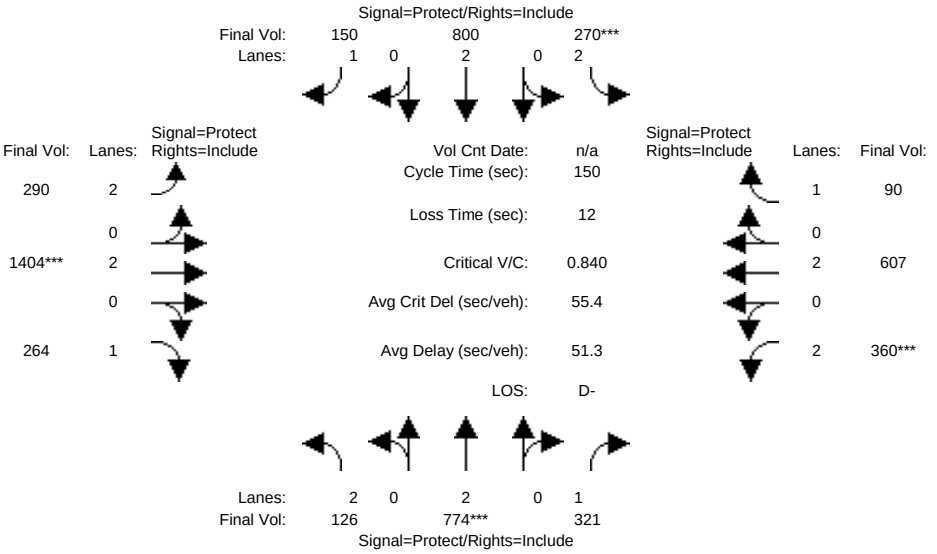
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	6	4	1	0	10	0	0	24	14	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	774	321	270	800	150	290	1404	264	360	607	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	774	321	270	800	150	290	1404	264	360	607	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	774	321	270	800	150	290	1404	264	360	607	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	774	321	270	800	150	290	1404	264	360	607	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.18	0.09	0.21	0.09	0.09	0.37	0.15	0.11	0.16	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.4	36.4	36.4	15.3	42.3	42.3	31.6	65.9	65.9	20.4	54.8	54.8
Volume/Cap:	0.64	0.84	0.76	0.84	0.75	0.30	0.44	0.84	0.34	0.84	0.44	0.14
Delay/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	61.0	60.4	83.8	51.9	42.7	52.0	41.4	28.0	77.0	36.2	32.0
LOS by Move:	E-	E	E	F	D-	D	D-	D	C	E-	D+	C
HCM2kAvgQ:	4	18	15	8	17	6	7	29	8	10	10	3

Note: Queue reported is the number of cars per lane.

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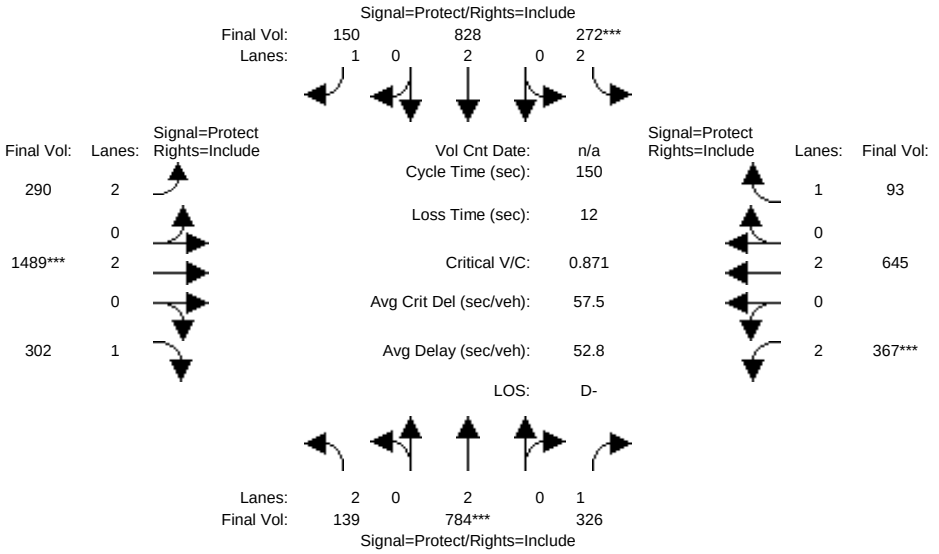
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	770	320	270	790	150	290	1380	250	360	600	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	770	320	270	790	150	290	1380	250	360	600	90
Added Vol:	19	14	6	2	38	0	0	109	52	7	45	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	784	326	272	828	150	290	1489	302	367	645	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	784	326	272	828	150	290	1489	302	367	645	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	784	326	272	828	150	290	1489	302	367	645	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	784	326	272	828	150	290	1489	302	367	645	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.19	0.09	0.22	0.09	0.09	0.39	0.17	0.12	0.17	0.05
Crit Moves:		****		****				****		****		
Green Time:	8.9	35.5	35.5	14.9	41.5	41.5	30.8	67.5	67.5	20.1	56.8	56.8
Volume/Cap:	0.74	0.87	0.79	0.87	0.79	0.31	0.45	0.87	0.38	0.87	0.45	0.14
Delay/Veh:	84.4	64.2	63.2	88.9	54.2	43.3	52.7	42.5	27.7	81.2	35.1	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	64.2	63.2	88.9	54.2	43.3	52.7	42.5	27.7	81.2	35.1	30.7
LOS by Move:	F	E	E	F	D-	D	D-	D	C	F	D+	C
HCM2kAvgQ:	4	19	16	8	18	6	7	31	9	11	11	3

Note: Queue reported is the number of cars per lane.

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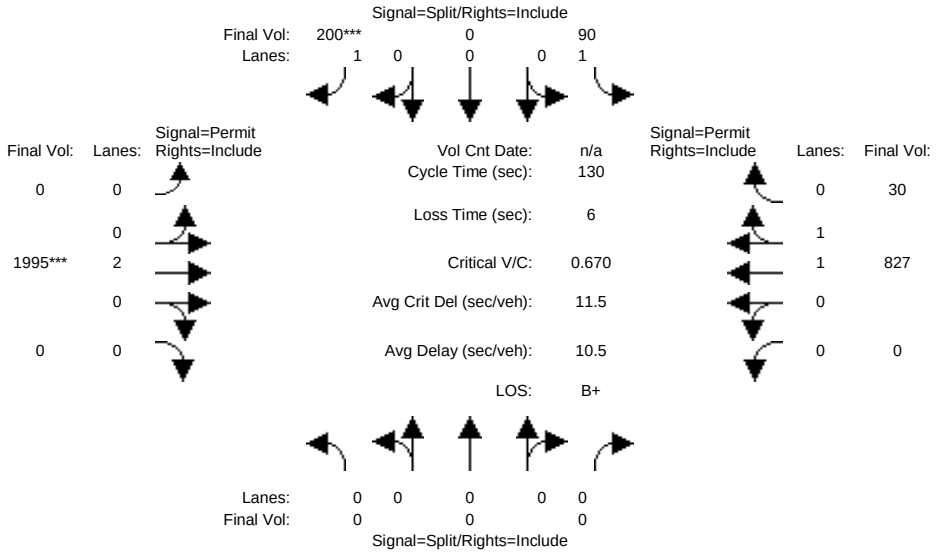
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	25	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	1995	0	0	827	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	1995	0	0	827	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	1995	0	0	827	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	1995	0	0	827	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3570	130
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.53	0.00	0.00	0.23	0.23
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	22.2	0.0	22.2	0.0	102	0.0	0.0	102	101.8
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.67	0.00	0.67	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	56.3	0.0	7.0	0.0	0.0	4.0	4.0
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	17	0	0	5	5

Note: Queue reported is the number of cars per lane.

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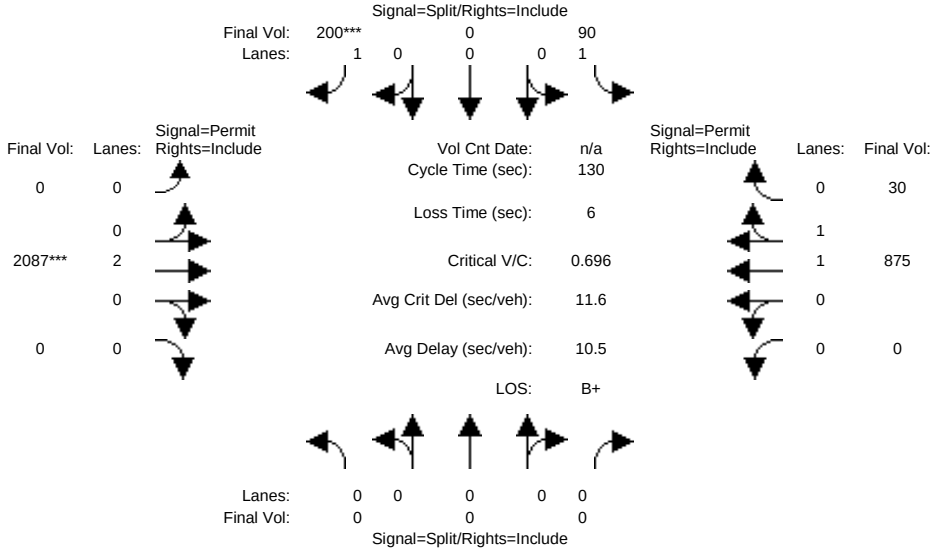
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	90	0	200	0	1970	0	0	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	200	0	1970	0	0	820	30
Added Vol:	0	0	0	0	0	0	0	117	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	200	0	2087	0	0	875	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	200	0	2087	0	0	875	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	200	0	2087	0	0	875	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	200	0	2087	0	0	875	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3577	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.11	0.00	0.55	0.00	0.00	0.24	0.24
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	21.4	0.0	21.4	0.0	103	0.0	0.0	103	102.6
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.70	0.00	0.70	0.00	0.00	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	48.5	0.0	58.5	0.0	7.1	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.5	0.0	58.5	0.0	7.1	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	9	0	19	0	0	5	5

Note: Queue reported is the number of cars per lane.

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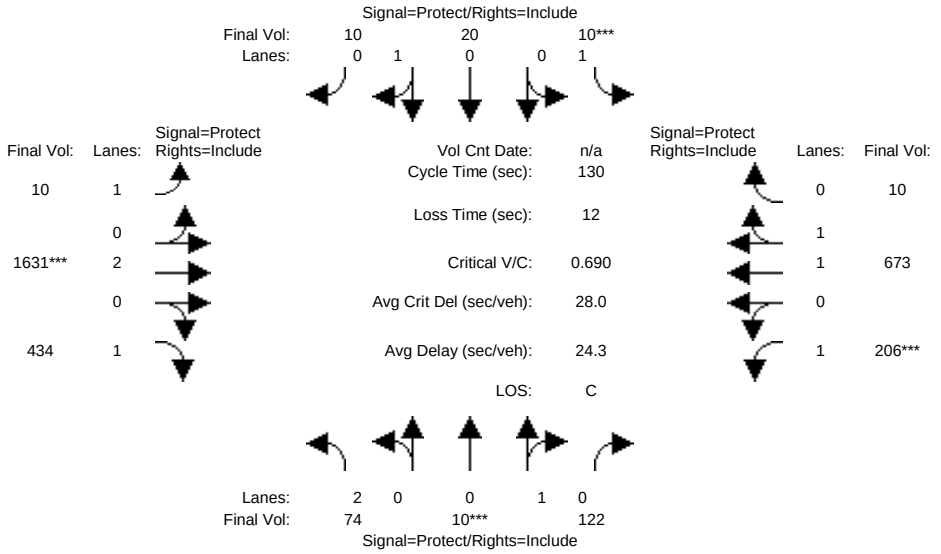
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	4	0	2	0	0	0	0	11	14	6	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	10	122	10	20	10	10	1631	434	206	673	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	10	122	10	20	10	10	1631	434	206	673	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	10	122	10	20	10	10	1631	434	206	673	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	10	122	10	20	10	10	1631	434	206	673	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.08	0.92	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	136	1664	1750	1200	600	1750	3800	1750	1750	3646	54
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.02	0.02	0.01	0.43	0.25	0.12	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.1	13.1	7.0	11.8	11.8	22.1	76.8	76.8	21.1	75.8	75.8
Volume/Cap:	0.37	0.73	0.73	0.11	0.18	0.18	0.03	0.73	0.42	0.73	0.32	0.32
Delay/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	70.4	70.4	59.0	55.2	55.2	45.1	20.3	14.7	60.8	14.0	14.0
LOS by Move:	E+	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	2	7	7	0	1	1	0	23	10	9	7	7

Note: Queue reported is the number of cars per lane.

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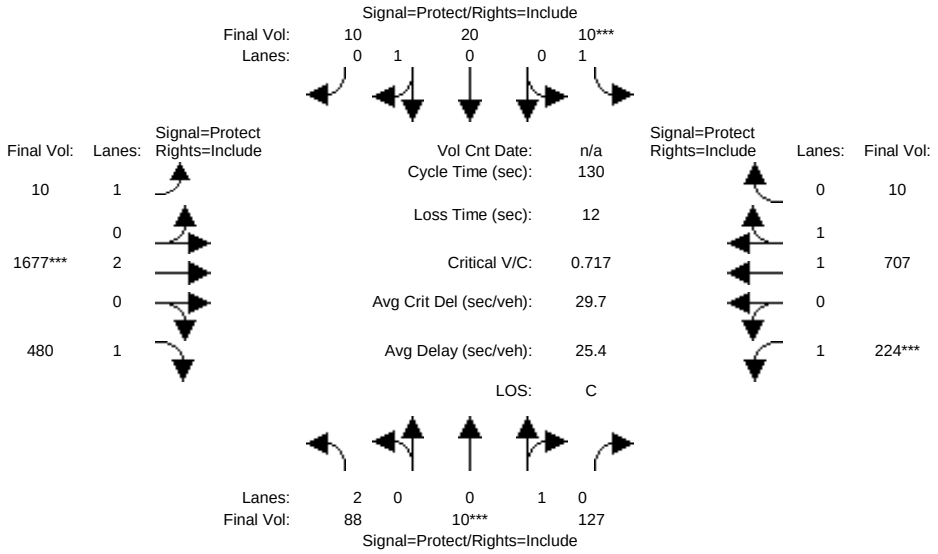
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	120	10	20	10	10	1620	420	200	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	20	10	10	1620	420	200	670	10
Added Vol:	18	0	7	0	0	0	0	57	60	24	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	10	127	10	20	10	10	1677	480	224	707	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	10	127	10	20	10	10	1677	480	224	707	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	10	127	10	20	10	10	1677	480	224	707	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	10	127	10	20	10	10	1677	480	224	707	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.07	0.93	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	131	1669	1750	1200	600	1750	3800	1750	1750	3648	52
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.02	0.02	0.01	0.44	0.27	0.13	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	8.3	13.1	13.1	7.0	11.8	11.8	21.3	75.9	75.9	22.0	76.6	76.6
Volume/Cap:	0.44	0.76	0.76	0.11	0.18	0.18	0.03	0.76	0.47	0.76	0.33	0.33
Delay/Veh:	60.2	73.4	73.4	59.0	55.2	55.2	45.8	21.7	15.9	62.0	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	73.4	73.4	59.0	55.2	55.2	45.8	21.7	15.9	62.0	13.7	13.7
LOS by Move:	E	E	E	E+	E+	E+	D	C+	B	E	B	B
HCM2kAvgQ:	3	7	7	0	1	1	0	24	11	9	7	7

Note: Queue reported is the number of cars per lane.

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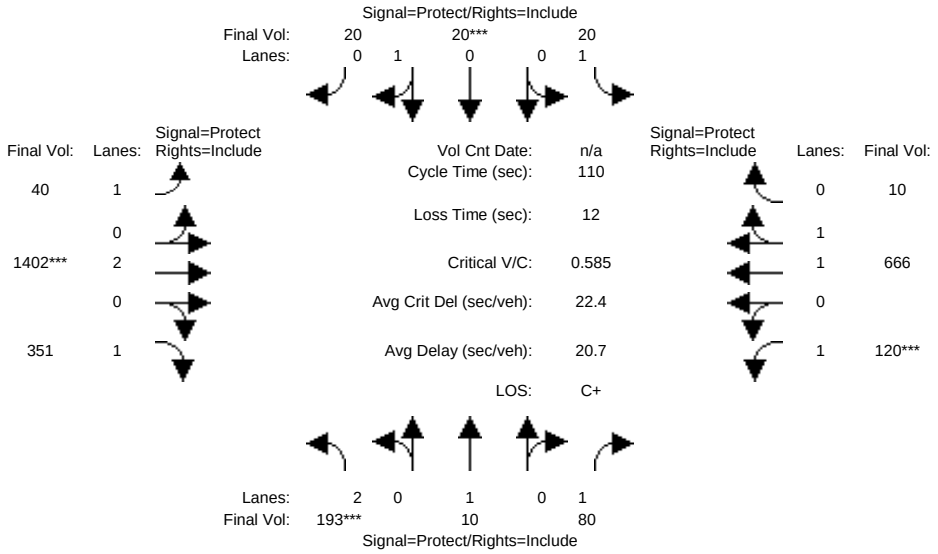
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	3	0	0	0	0	0	0	2	11	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	10	80	20	20	20	40	1402	351	120	666	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	10	80	20	20	20	40	1402	351	120	666	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	10	80	20	20	20	40	1402	351	120	666	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	10	80	20	20	20	40	1402	351	120	666	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.37	0.20	0.07	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	10.8	12.2	12.2	8.6	10.0	10.0	19.9	65.1	65.1	12.1	57.3	57.3
Volume/Cap:	0.62	0.05	0.41	0.15	0.24	0.24	0.13	0.62	0.34	0.62	0.35	0.35
Delay/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	43.8	46.9	47.8	47.3	47.3	37.9	15.1	11.7	53.0	15.6	15.6
LOS by Move:	D-	D	D	D	D	D	D+	B	B+	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	15	6	4	7	7

Note: Queue reported is the number of cars per lane.

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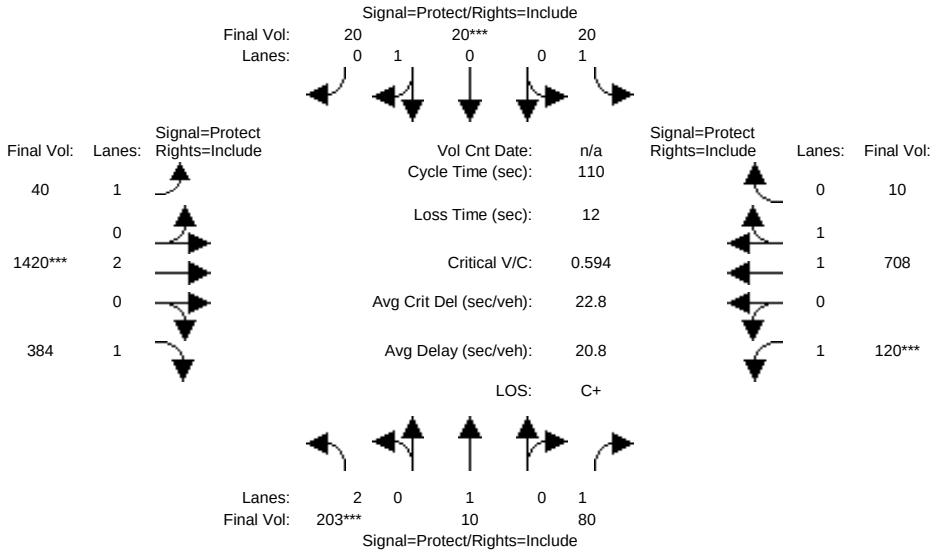
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	80	20	20	20	40	1400	340	120	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	80	20	20	20	40	1400	340	120	660	10
Added Vol:	13	0	0	0	0	0	0	20	44	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	10	80	20	20	20	40	1420	384	120	708	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	10	80	20	20	20	40	1420	384	120	708	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	10	80	20	20	20	40	1420	384	120	708	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	10	80	20	20	20	40	1420	384	120	708	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3648	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.05	0.01	0.02	0.02	0.02	0.37	0.22	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	11.2	12.5	12.5	8.7	10.0	10.0	19.0	64.9	64.9	11.9	57.8	57.8
Volume/Cap:	0.63	0.05	0.40	0.14	0.24	0.24	0.13	0.63	0.37	0.63	0.37	0.37
Delay/Veh:	51.5	43.6	46.7	47.6	47.3	47.3	38.7	15.4	12.1	53.8	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	43.6	46.7	47.6	47.3	47.3	38.7	15.4	12.1	53.8	15.5	15.5
LOS by Move:	D-	D	D	D	D	D	D+	B	B	D-	B	B
HCM2kAvgQ:	5	0	3	1	2	2	1	15	7	4	7	7

Note: Queue reported is the number of cars per lane.

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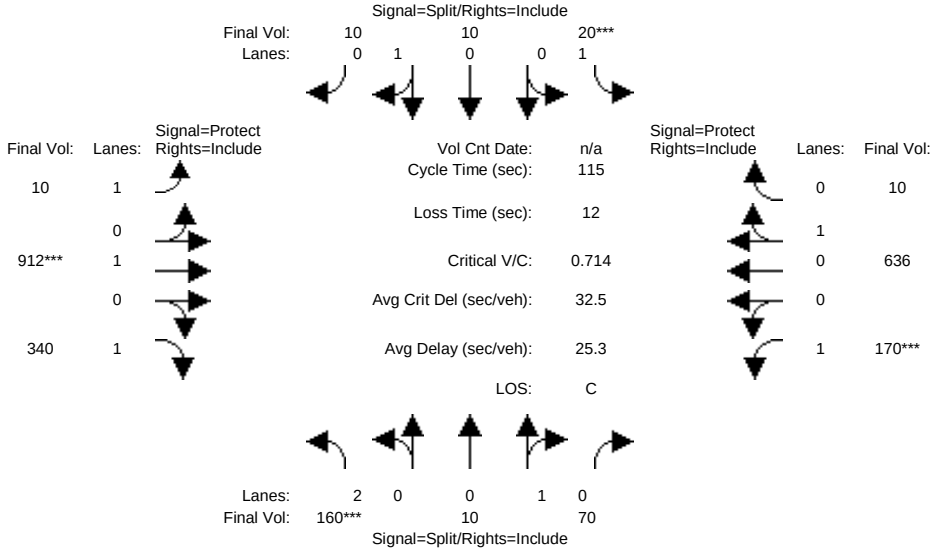
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	0	0	0	0	0	0	0	2	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	10	70	20	10	10	10	912	340	170	636	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	70	20	10	10	10	912	340	170	636	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	70	20	10	10	10	912	340	170	636	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	70	20	10	10	10	912	340	170	636	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.13	0.87	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	225	1575	1750	900	900	1750	1900	1750	1750	1772	28
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.01	0.01	0.01	0.01	0.48	0.19	0.10	0.36	0.36
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	12.0	69.0	69.0	14.0	71.0	71.0
Volume/Cap:	0.58	0.51	0.51	0.13	0.13	0.13	0.05	0.80	0.32	0.80	0.58	0.58
Delay/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.0	53.0	48.9	48.8	48.8	46.5	21.8	11.6	68.1	13.9	13.9
LOS by Move:	D-	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	3	3	3	1	1	1	0	25	6	7	14	14

Note: Queue reported is the number of cars per lane.

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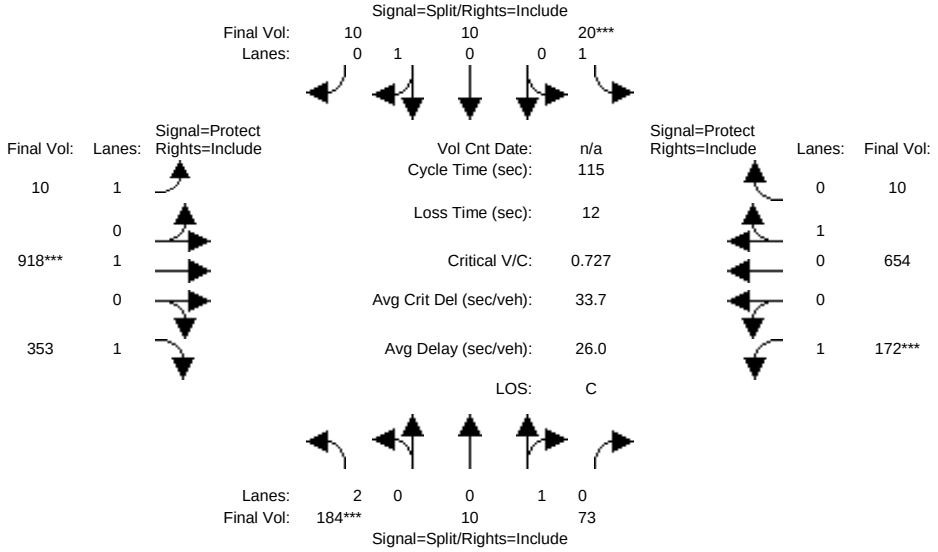
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	10	70	20	10	10	10	910	340	170	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	70	20	10	10	10	910	340	170	630	10
Added Vol:	24	0	3	0	0	0	0	8	13	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	10	73	20	10	10	10	918	353	172	654	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	10	73	20	10	10	10	918	353	172	654	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	10	73	20	10	10	10	918	353	172	654	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	10	73	20	10	10	10	918	353	172	654	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.12	0.88	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	3150	217	1583	1750	900	900	1750	1900	1750	1750	1773	27
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.01	0.01	0.01	0.48	0.20	0.10	0.37	0.37
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	11.8	69.0	69.0	14.0	71.2	71.2
Volume/Cap:	0.67	0.53	0.53	0.13	0.13	0.13	0.06	0.81	0.34	0.81	0.60	0.60
Delay/Veh:	57.3	53.7	53.7	48.9	48.8	48.8	46.7	22.1	11.7	68.8	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	53.7	53.7	48.9	48.8	48.8	46.7	22.1	11.7	68.8	14.1	14.1
LOS by Move:	E+	D-	D-	D	D	D	D	C+	B+	E	B	B
HCM2kAvgQ:	4	3	3	1	1	1	0	25	6	7	15	15

Note: Queue reported is the number of cars per lane.

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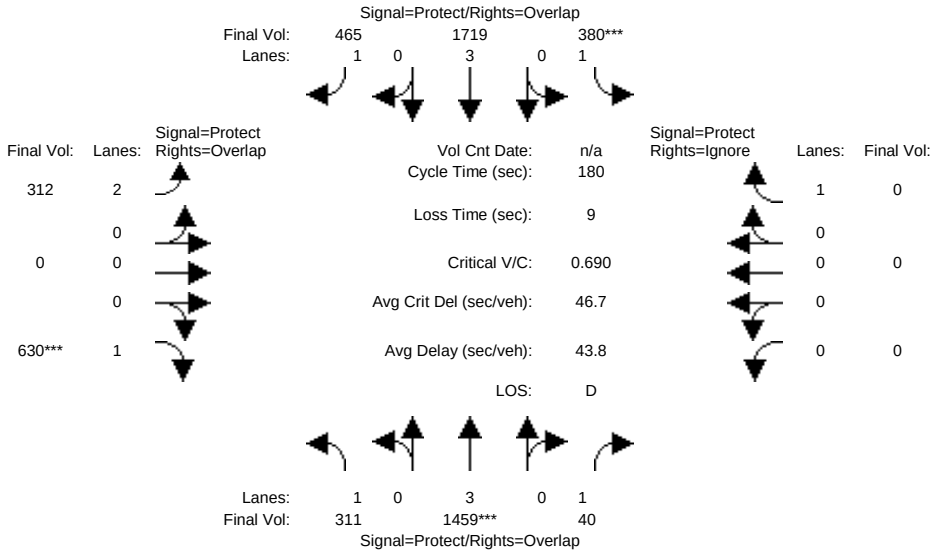
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	1	9	0	0	19	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1459	40	380	1719	465	312	0	630	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1459	40	380	1719	465	312	0	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	311	1459	40	380	1719	465	312	0	630	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.30	0.27	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	45.8	66.8	66.8	56.7	77.7	125.2	47.6	0.0	93.3	0.0	0.0	0.0
Volume/Cap:	0.70	0.69	0.06	0.69	0.70	0.38	0.37	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	48.8	36.5	57.7	42.6	11.5	54.4	0.0	35.0	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	D-	A	C-	A	A	A
HCM2kAvgQ:	17	22	1	19	25	11	8	0	27	0	0	0

Note: Queue reported is the number of cars per lane.

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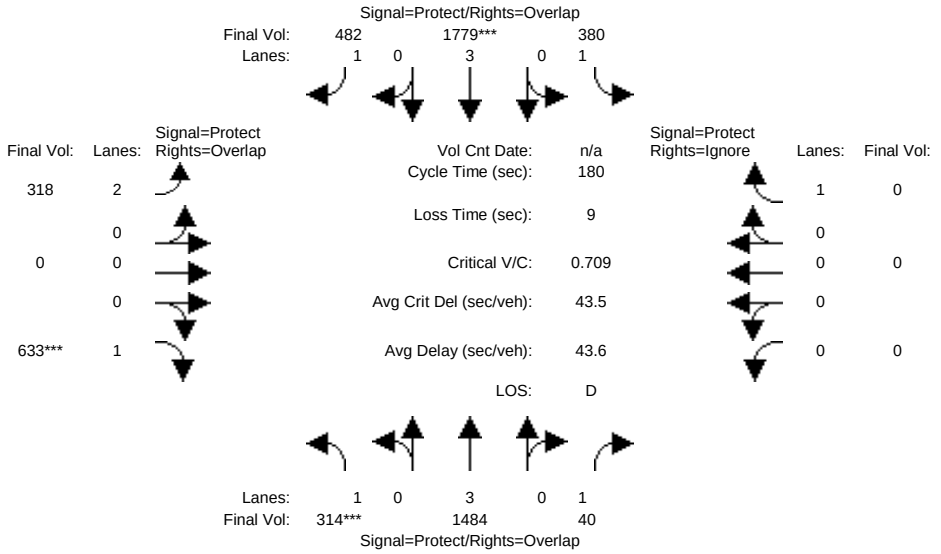
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	310	1450	40	380	1700	460	310	0	630	0	0	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1450	40	380	1700	460	310	0	630	0	0	600
Added Vol:	4	34	0	0	79	22	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	1484	40	380	1779	482	318	0	633	0	0	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	314	1484	40	380	1779	482	318	0	633	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1484	40	380	1779	482	318	0	633	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	314	1484	40	380	1779	482	318	0	633	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.02	0.22	0.31	0.28	0.10	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	45.5	68.0	68.0	56.7	79.2	125.5	46.3	0.0	91.8	0.0	0.0	0.0
Volume/Cap:	0.71	0.69	0.06	0.69	0.71	0.40	0.39	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	66.5	48.1	35.7	57.6	42.0	11.6	55.6	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	48.1	35.7	57.6	42.0	11.6	55.6	0.0	36.5	0.0	0.0	0.0
LOS by Move:	E	D	D+	E+	D	B+	E+	A	D+	A	A	A
HCM2kAvgQ:	17	22	1	19	26	12	8	0	28	0	0	0

Note: Queue reported is the number of cars per lane.

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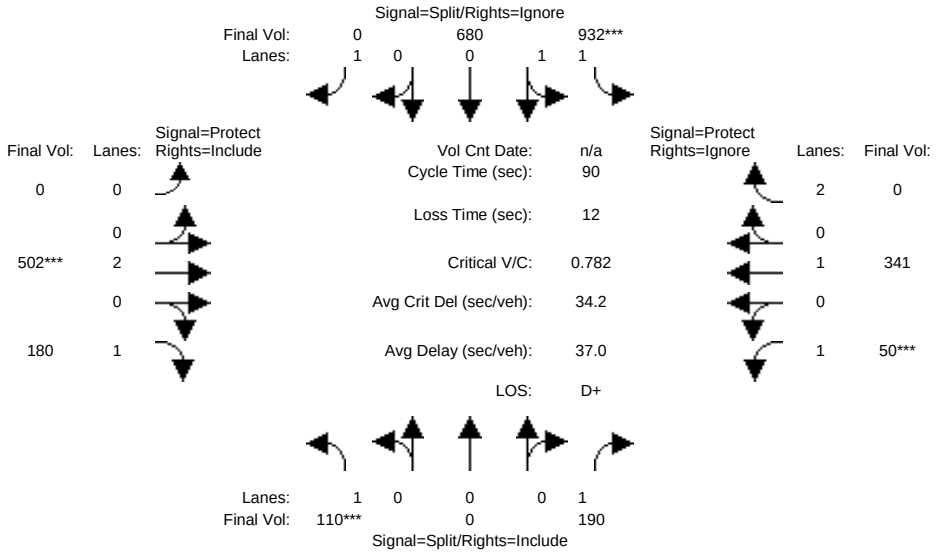
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	0	0	2	0	0	1	16
Initial Fut:	110	0	190	932	680	50	0	502	180	50	341	706
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	932	680	0	0	502	180	50	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	932	680	0	0	502	180	50	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	932	680	0	0	502	180	50	341	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2052	1497	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****			****				****		****		
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.2	13.2	7.0	20.2	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.5	27.1	27.1	0.0	0.0	55.6	45.0	41.1	43.3	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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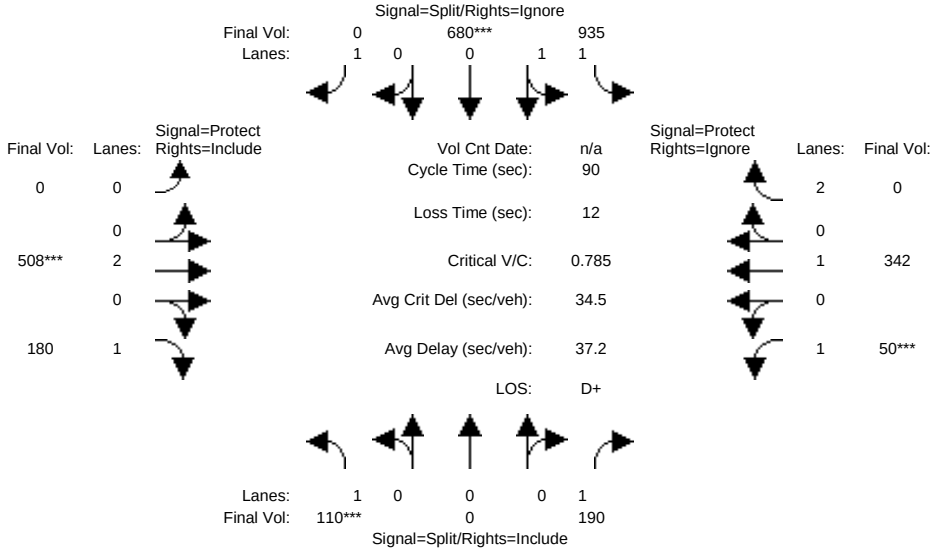
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	0	190	930	680	50	0	500	180	50	340	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	190	930	680	50	0	500	180	50	340	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	0	0	0	8	0	0	2	61
Initial Fut:	110	0	190	935	680	50	0	508	180	50	342	751
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	0	190	935	680	0	0	508	180	50	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	190	935	680	0	0	508	180	50	342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	0	190	935	680	0	0	508	180	50	342	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.17	0.83	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2055	1495	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.45	0.45	0.00	0.00	0.13	0.10	0.03	0.18	0.00
Crit Moves:	****				****			****		****		
Green Time:	12.5	0.0	12.5	45.3	45.3	0.0	0.0	13.3	13.3	7.0	20.3	0.0
Volume/Cap:	0.45	0.00	0.78	0.90	0.90	0.00	0.00	0.90	0.70	0.37	0.80	0.00
Delay/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	55.9	44.5	41.1	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	52.9	27.4	27.4	0.0	0.0	55.9	44.5	41.1	43.0	0.0
LOS by Move:	D+	A	D-	C	C	A	A	E+	D	D	D	A
HCM2kAvgQ:	4	0	8	26	26	0	0	10	7	2	11	0

Note: Queue reported is the number of cars per lane.

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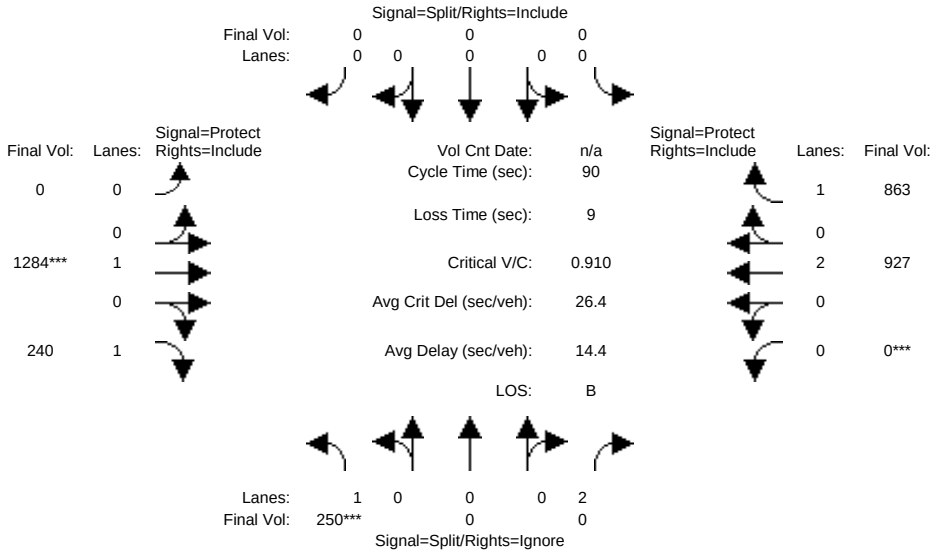
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	29	0	0	0	0	4	0	0	17	3
Initial Fut:	250	0	1719	0	0	0	0	1284	240	0	927	863
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1284	240	0	927	863
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1284	240	0	927	863
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1284	240	0	927	863
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.14	0.00	0.24	0.49
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	66.9	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.18	0.00	0.33	0.66
Delay/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	3.5	0.0	4.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	3.5	0.0	4.0	7.2
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	32	2	0	4	14

Note: Queue reported is the number of cars per lane.

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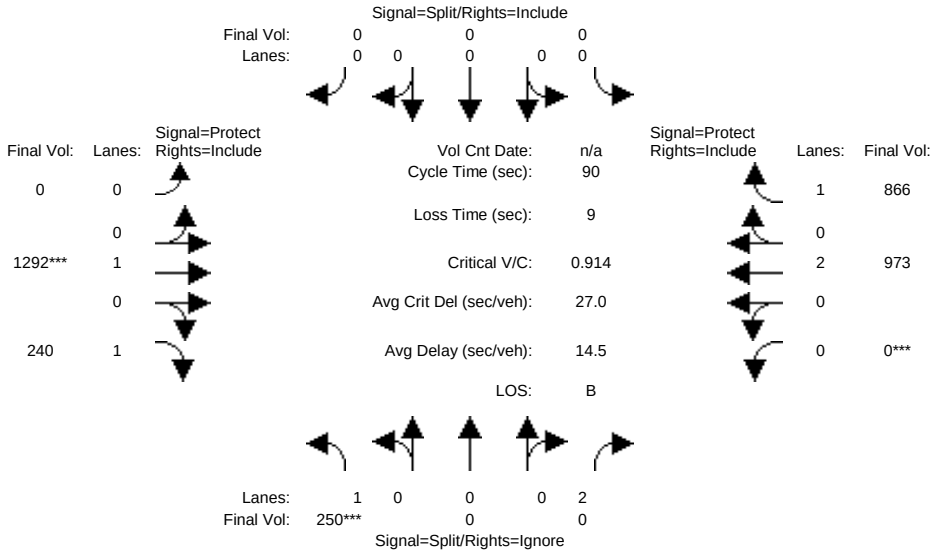
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	0	1690	0	0	0	0	1280	240	0	910	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	1690	0	0	0	0	1280	240	0	910	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	116	0	0	0	0	12	0	0	63	6
Initial Fut:	250	0	1806	0	0	0	0	1292	240	0	973	866
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	0	0	0	0	0	0	1292	240	0	973	866
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	0	1292	240	0	973	866
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	0	0	0	0	0	0	1292	240	0	973	866
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.14	0.00	0.26	0.49
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	66.9	66.9	0.0	66.9	66.9
Volume/Cap:	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.18	0.00	0.34	0.67
Delay/Veh:	70.1	0.0	0.0	0.0	0.0	0.0	0.0	18.7	3.5	0.0	4.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	0.0	0.0	0.0	0.0	0.0	0.0	18.7	3.5	0.0	4.0	7.2
LOS by Move:	E	A	A	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	11	0	0	0	0	0	0	33	2	0	5	14

Note: Queue reported is the number of cars per lane.

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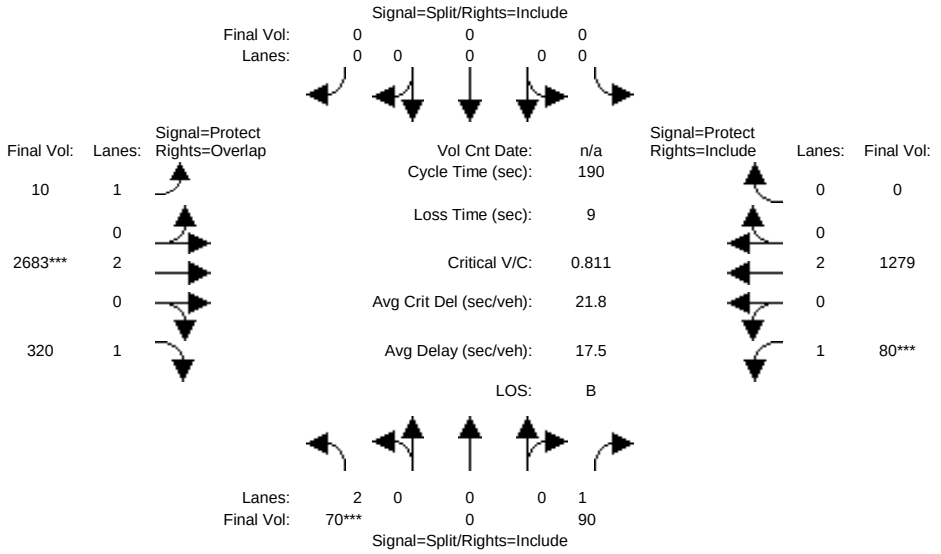
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2683	320	80	1279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2683	320	80	1279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2683	320	80	1279	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.71	0.18	0.05	0.34	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.89	0.21	0.54	0.41	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	18.0	2.1	91.0	5.0	0.0
LOS by Move:	F	A	F	A	A	A	F	B-	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	58	3	5	11	0

Note: Queue reported is the number of cars per lane.

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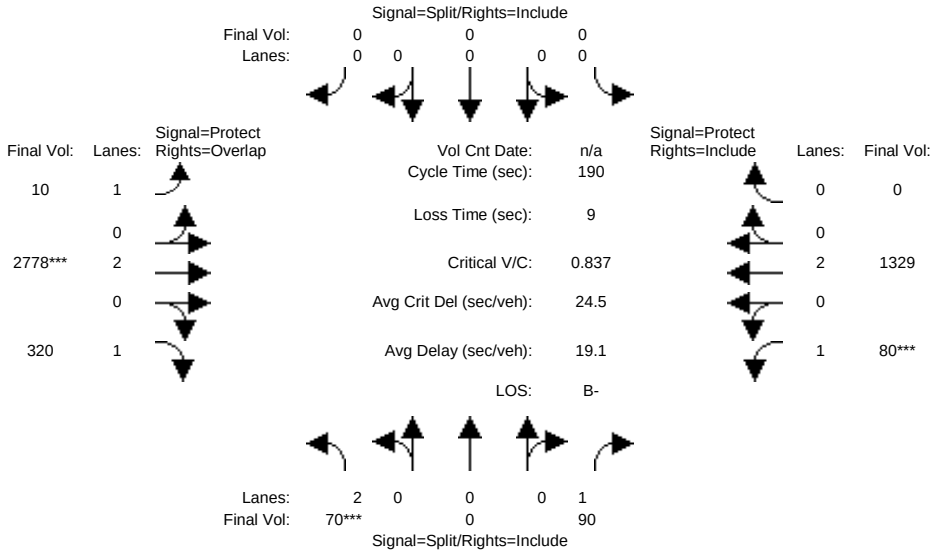
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	15	0	15	0	0	0	12	158	158	17	162	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	90	0	0	0	10	2650	320	80	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	90	0	0	0	10	2650	320	80	1260	0
Added Vol:	0	0	0	0	0	0	0	128	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	90	0	0	0	10	2778	320	80	1329	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	90	0	0	0	10	2778	320	80	1329	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	90	0	0	0	10	2778	320	80	1329	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	90	0	0	0	10	2778	320	80	1329	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.01	0.73	0.18	0.05	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	11.5	151	165.2	16.2	156	0.0
Volume/Cap:	0.29	0.00	0.68	0.00	0.00	0.00	0.09	0.92	0.21	0.54	0.43	0.00
Delay/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.0	2.1	91.0	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	0.0	103.4	0.0	0.0	0.0	88.7	21.0	2.1	91.0	5.1	0.0
LOS by Move:	F	A	F	A	A	A	F	C+	A	F	A	A
HCM2kAvgQ:	3	0	7	0	0	0	1	66	3	5	11	0

Note: Queue reported is the number of cars per lane.

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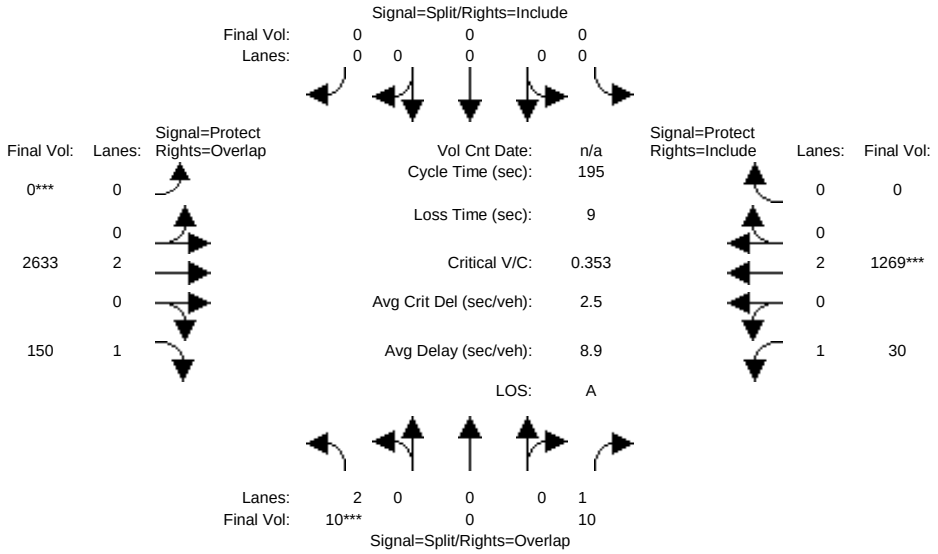
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2633	150	30	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2633	150	30	1269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2633	150	30	1269	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.69	0.09	0.02	0.33	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.83	0.10	0.29	0.37	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	11.2	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B+	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	43	1	2	7	0

Note: Queue reported is the number of cars per lane.

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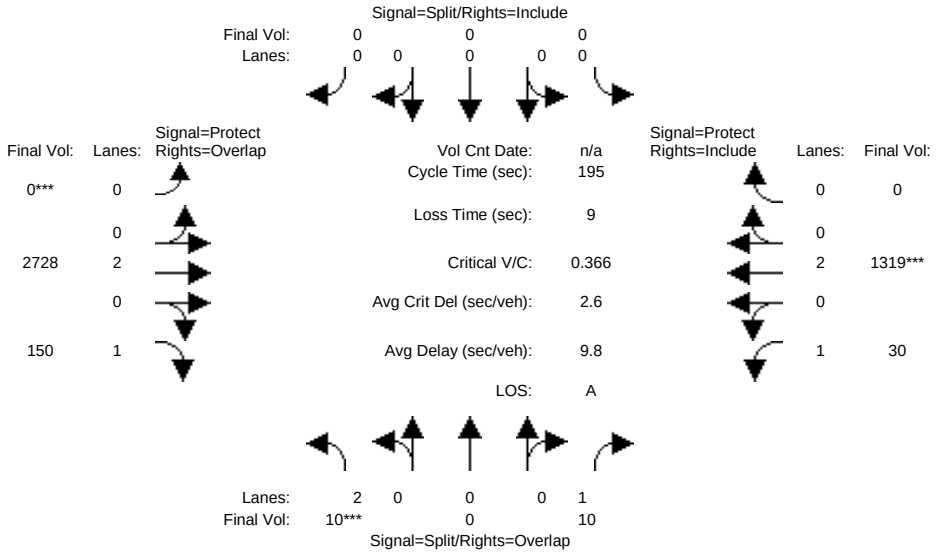
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	0	13	0	0	0	0	170	170	12	182	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	0	10	0	0	0	0	2600	150	30	1250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	10	0	0	0	0	2600	150	30	1250	0
Added Vol:	0	0	0	0	0	0	0	128	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	0	0	0	0	2728	150	30	1319	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	10	0	0	0	0	2728	150	30	1319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	0	0	0	0	2728	150	30	1319	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	10	0	0	0	0	2728	150	30	1319	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.72	0.09	0.02	0.35	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	23.9	0.0	0.0	0.0	0.0	163	174.9	11.5	174	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.86	0.10	0.29	0.39	0.00
Delay/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.7	1.2	93.5	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	0.0	79.1	0.0	0.0	0.0	0.0	12.7	1.2	93.5	1.9	0.0
LOS by Move:	F	A	E-	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	48	1	2	7	0

Note: Queue reported is the number of cars per lane.

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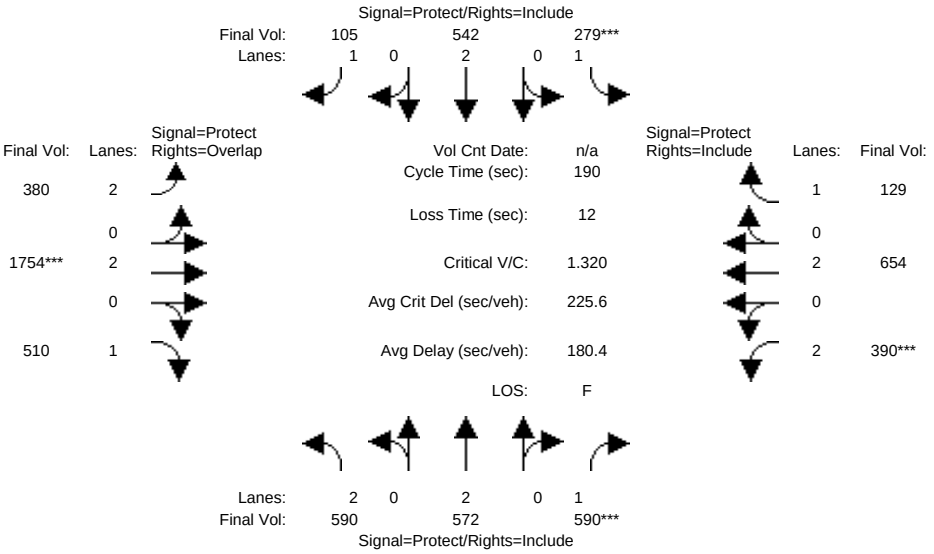
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	22	0	9	12	15	20	14	0	0	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	572	590	279	542	105	380	1754	510	390	654	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	572	590	279	542	105	380	1754	510	390	654	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	572	590	279	542	105	380	1754	510	390	654	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	572	590	279	542	105	380	1754	510	390	654	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.34	0.32	0.29	0.06	0.12	0.46	0.29	0.12	0.17	0.07
Crit Moves:			****	****				****		****		
Green Time:	24.6	32.0	32.0	30.1	37.5	37.5	35.4	97.8	122.4	18.8	81.3	81.3
Volume/Cap:	1.45	0.89	2.00	2.01	1.45	0.30	0.65	0.90	0.45	1.25	0.40	0.17
Delay/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	302.2	97.3	547.3	565.2	296	69.7	78.7	61.5	27.2	234.2	60.0	53.6
LOS by Move:	F	F	F	F	F	E	E-	E	C	F	E	D-
HCM2kAvgQ:	34	16	76	37	27	6	13	50	22	21	17	7

Note: Queue reported is the number of cars per lane.

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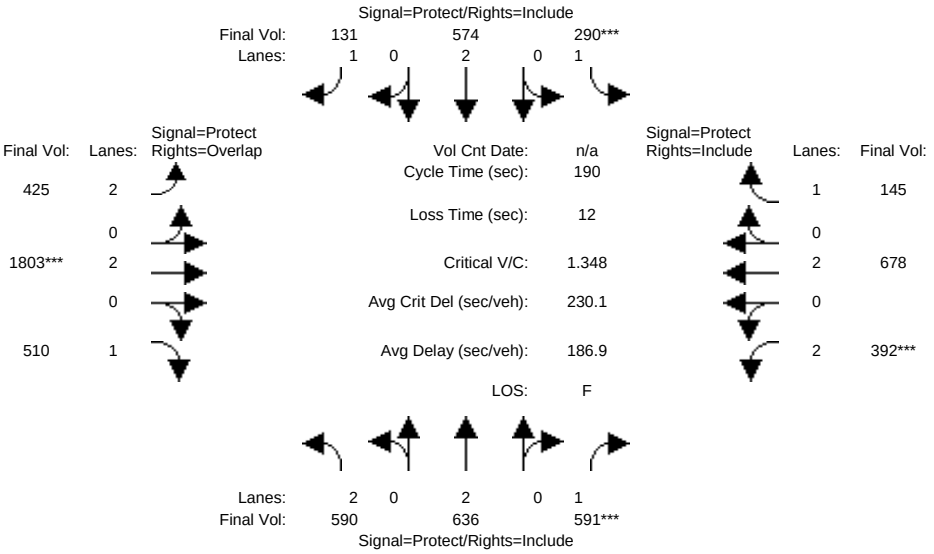
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	86	1	20	44	41	65	63	0	2	28	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	636	591	290	574	131	425	1803	510	392	678	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	636	591	290	574	131	425	1803	510	392	678	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	636	591	290	574	131	425	1803	510	392	678	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	636	591	290	574	131	425	1803	510	392	678	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.33	0.30	0.07	0.13	0.47	0.29	0.12	0.18	0.08
Crit Moves:			****	****				****		****		
Green Time:	23.8	32.0	32.0	30.1	38.3	38.3	35.4	97.8	121.6	18.8	81.3	81.3
Volume/Cap:	1.50	0.99	2.01	2.09	1.50	0.37	0.72	0.92	0.46	1.26	0.42	0.19
Delay/Veh:	325.4	118	548.8	600.2	318	70.2	81.9	64.7	27.7	236.7	60.5	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	325.4	118	548.8	600.2	318	70.2	81.9	64.7	27.7	236.7	60.5	54.2
LOS by Move:	F	F	F	F	F	E	F	E	C	F	E	D-
HCM2kAvgQ:	35	19	76	39	29	8	14	52	23	21	18	8

Note: Queue reported is the number of cars per lane.

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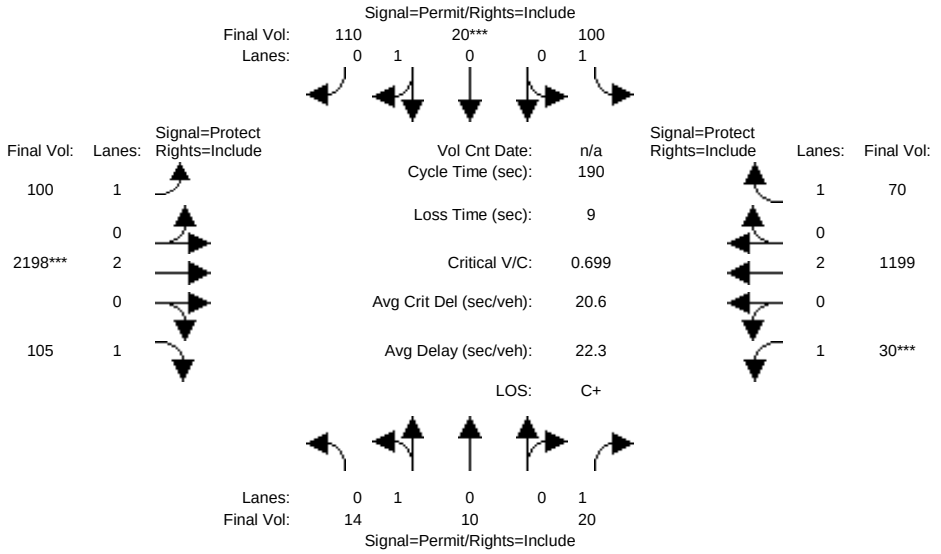
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	4	0	0	0	0	0	0	18	5	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	10	20	100	20	110	100	2198	105	30	1199	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	10	20	100	20	110	100	2198	105	30	1199	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	10	20	100	20	110	100	2198	105	30	1199	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.58	0.42	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1050	750	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.07	0.07	0.06	0.58	0.06	0.02	0.32	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.09	0.09	0.08	0.40	0.50	0.50	0.40	0.77	0.08	0.29	0.47	0.06
Delay/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	74.6	79.1	80.8	80.8	79.4	16.1	6.6	91.9	16.3	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	1	1	1	6	8	8	6	38	2	2	17	2

Note: Queue reported is the number of cars per lane.

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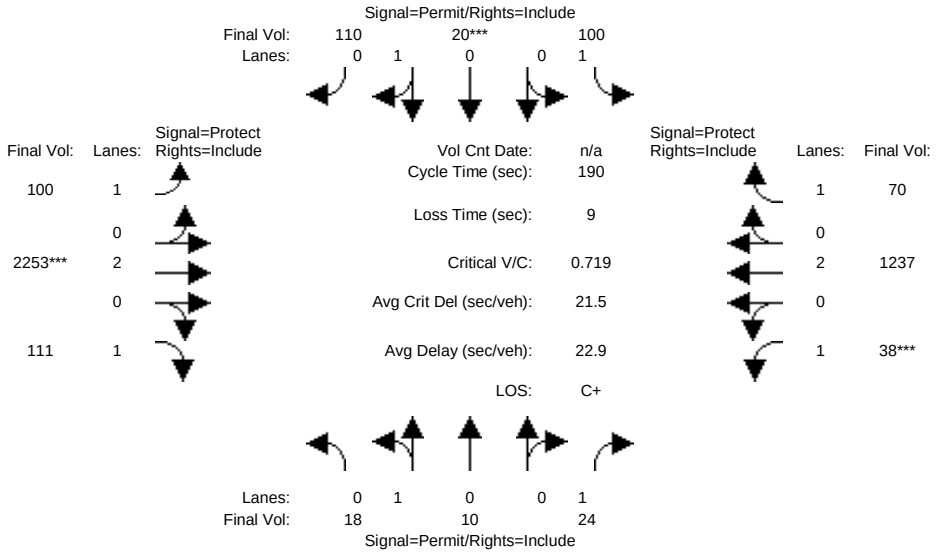
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	29	29	29	29	29	29	28	151	151	12	131	131
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	20	100	20	110	100	2180	100	30	1190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	20	100	20	110	100	2180	100	30	1190	70
Added Vol:	8	0	4	0	0	0	0	73	11	8	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	10	24	100	20	110	100	2253	111	38	1237	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	10	24	100	20	110	100	2253	111	38	1237	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	10	24	100	20	110	100	2253	111	38	1237	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	10	24	100	20	110	100	2253	111	38	1237	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.36	1.00	1.00	0.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1157	643	1750	1750	277	1523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.07	0.07	0.06	0.59	0.06	0.02	0.33	0.04
Crit Moves:					****			****		****		
Green Time:	27.4	27.4	27.4	27.4	27.4	27.4	27.1	143	142.7	11.3	127	126.9
Volume/Cap:	0.11	0.11	0.10	0.40	0.50	0.50	0.40	0.79	0.08	0.36	0.49	0.06
Delay/Veh:	74.9	74.9	74.8	79.1	80.8	80.8	79.4	16.8	6.7	93.0	16.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	74.9	74.8	79.1	80.8	80.8	79.4	16.8	6.7	93.0	16.6	11.6
LOS by Move:	E	E	E	E-	F	F	E-	B	A	F	B	B+
HCM2kAvgQ:	2	2	1	6	8	8	6	40	2	2	18	2

Note: Queue reported is the number of cars per lane.

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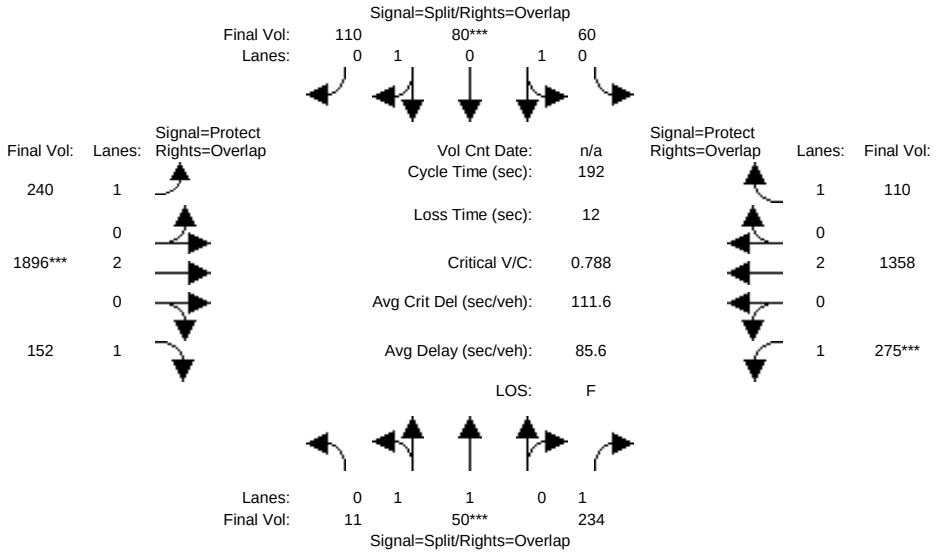
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	1	0	4	0	0	0	0	16	2	5	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	50	234	60	80	110	240	1896	152	275	1358	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	50	234	60	80	110	240	1896	152	275	1358	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	50	234	60	80	110	240	1896	152	275	1358	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.63	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	667	3032	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.13	0.07	0.07	0.07	0.14	0.50	0.09	0.16	0.36	0.06
Crit Moves:		****			****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.40	0.46	0.46	0.22	0.82	1.09	0.14	0.87	0.76	0.10
Delay/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	52.8	79.4	79.4	51.0	99.0	118	24.3	102.4	55.6	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	12	8	8	6	16	68	6	17	35	4

Note: Queue reported is the number of cars per lane.

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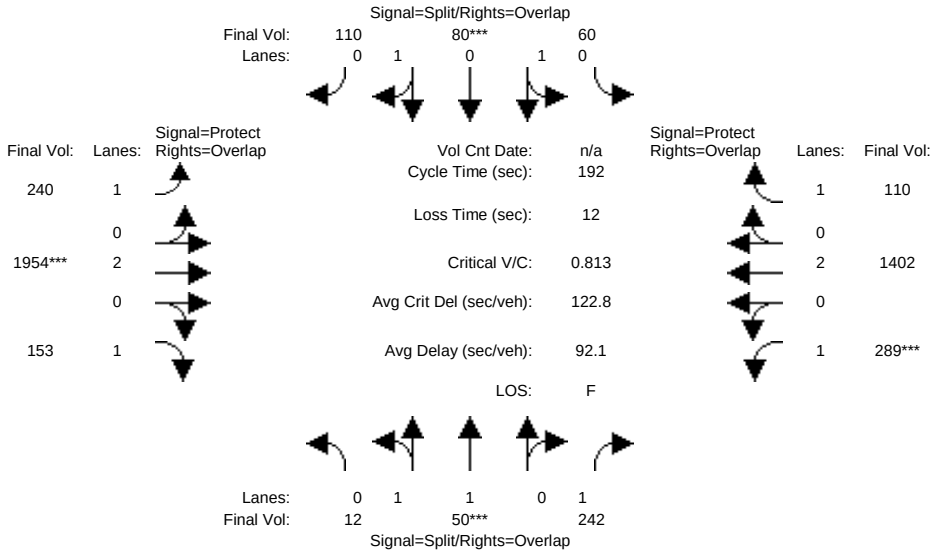
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	31	31	31	31	31	34	92	92	37	96	96
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	2	0	12	0	0	0	0	74	3	19	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	242	60	80	110	240	1954	153	289	1402	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	242	60	80	110	240	1954	153	289	1402	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	242	60	80	110	240	1954	153	289	1402	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	50	242	60	80	110	240	1954	153	289	1402	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.51	0.09	0.17	0.37	0.06
Crit Moves:		****			****			****			****	
Green Time:	29.2	29.2	64.0	29.2	29.2	61.2	32.0	87.5	116.7	34.8	90.4	119.5
Volume/Cap:	0.11	0.11	0.41	0.46	0.46	0.22	0.82	1.13	0.14	0.91	0.78	0.10
Delay/Veh:	74.7	74.7	53.1	79.4	79.4	51.0	99.0	132	24.3	110.7	57.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	74.7	53.1	79.4	79.4	51.0	99.0	132	24.3	110.7	57.0	22.4
LOS by Move:	E	E	D-	E-	E-	D	F	F	C	F	E+	C+
HCM2kAvgQ:	2	2	12	8	8	6	16	73	6	18	36	4

Note: Queue reported is the number of cars per lane.

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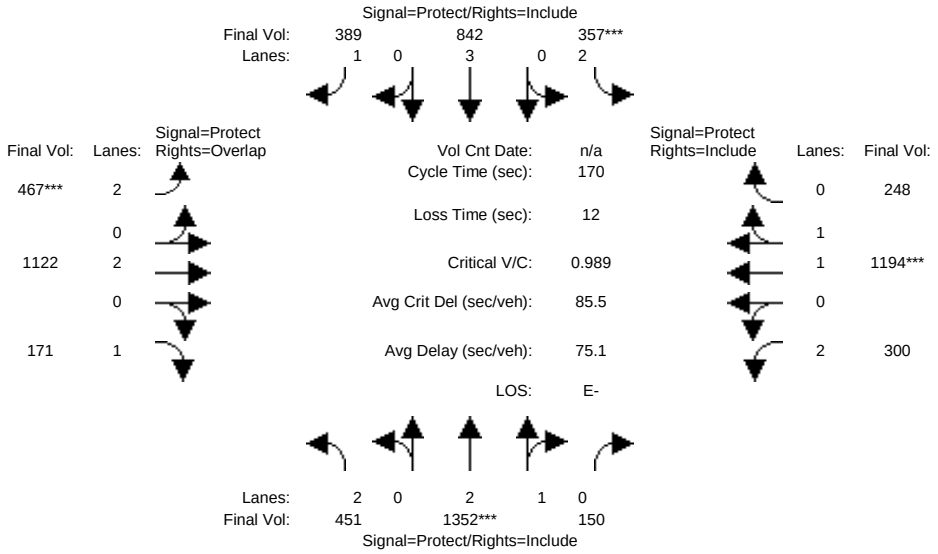
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	1	22	0	7	12	9	17	2	1	0	4	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1352	150	357	842	389	467	1122	171	300	1194	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1352	150	357	842	389	467	1122	171	300	1194	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	1352	150	357	842	389	467	1122	171	300	1194	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.65	0.35
Final Sat.:	3150	5040	559	3150	5700	1750	3150	3800	1750	3150	3063	636
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.11	0.15	0.22	0.15	0.30	0.10	0.10	0.39	0.39
Crit Moves:		****			****			****			****	
Green Time:	25.7	46.1	46.1	19.5	39.9	39.9	25.5	69.9	95.6	22.5	67.0	67.0
Volume/Cap:	0.95	0.99	0.99	0.99	0.63	0.95	0.99	0.72	0.17	0.72	0.99	0.99
Delay/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	82.3	82.3	119.6	59.4	95.3	110.7	43.5	18.1	76.6	72.2	72.2
LOS by Move:	F	F	F	F	E+	F	F	D	B-	E-	E	E
HCM2kAvgQ:	18	32	32	13	13	24	14	22	4	9	43	43

Note: Queue reported is the number of cars per lane.

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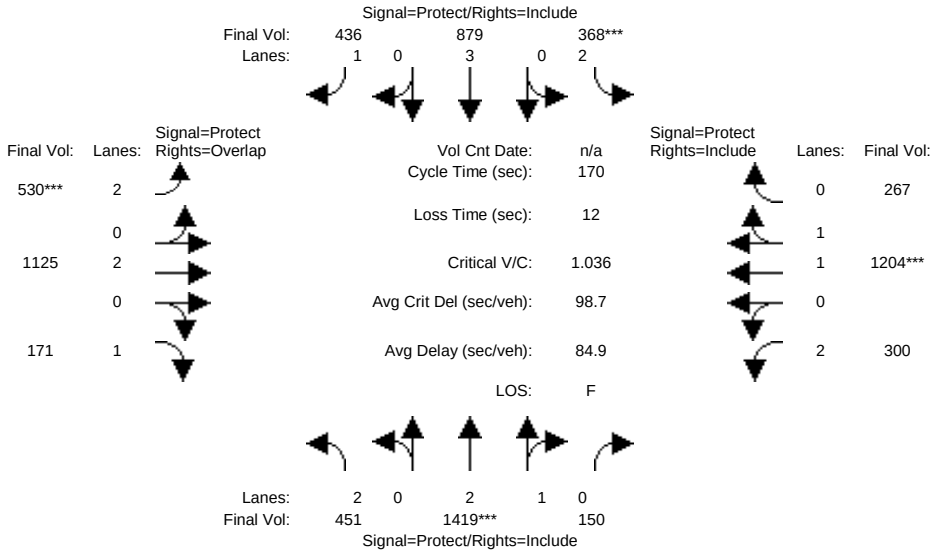
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	1	89	0	18	49	56	80	5	1	0	14	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1419	150	368	879	436	530	1125	171	300	1204	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1419	150	368	879	436	530	1125	171	300	1204	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1419	150	368	879	436	530	1125	171	300	1204	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	1419	150	368	879	436	530	1125	171	300	1204	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.63	0.37
Final Sat.:	3150	5064	535	3150	5700	1750	3150	3800	1750	3150	3028	671
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.15	0.25	0.17	0.30	0.10	0.10	0.40	0.40
Crit Moves:		****			****			****			****	
Green Time:	23.8	46.0	46.0	19.2	41.4	41.4	27.6	70.3	94.0	22.6	65.2	65.2
Volume/Cap:	1.02	1.04	1.04	1.04	0.63	1.02	1.04	0.72	0.18	0.72	1.04	1.04
Delay/Veh:	122.2	95.0	95.0	132.8	58.5	114.1	120.6	43.2	18.9	76.5	86.1	86.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.2	95.0	95.0	132.8	58.5	114.1	120.6	43.2	18.9	76.5	86.1	86.1
LOS by Move:	F	F	F	F	E+	F	F	D	B-	E-	F	F
HCM2kAvgQ:	19	35	35	14	13	29	17	22	4	9	46	46

Note: Queue reported is the number of cars per lane.

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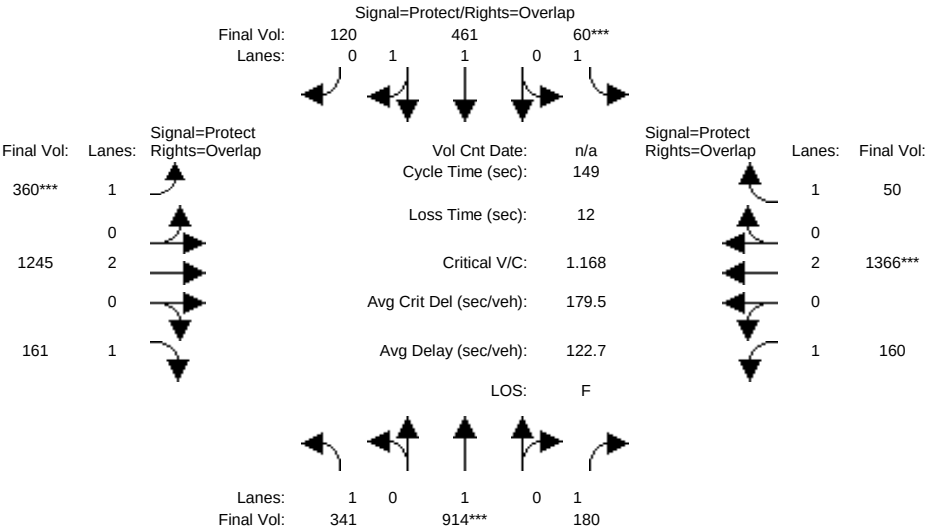
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	1	4	0	0	1	0	0	5	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	914	180	60	461	120	360	1245	161	160	1366	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	914	180	60	461	120	360	1245	161	160	1366	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	914	180	60	461	120	360	1245	161	160	1366	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2935	764	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.48	0.10	0.03	0.16	0.16	0.21	0.33	0.09	0.09	0.36	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.98	1.46	0.23	0.39	0.72	0.44	1.51	0.84	0.16	0.77	0.96	0.06
Delay/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	270	27.6	71.2	61.7	40.1	324.8	67.7	29.3	91.7	85.2	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	23	80	6	3	13	10	35	31	7	9	37	2

Note: Queue reported is the number of cars per lane.

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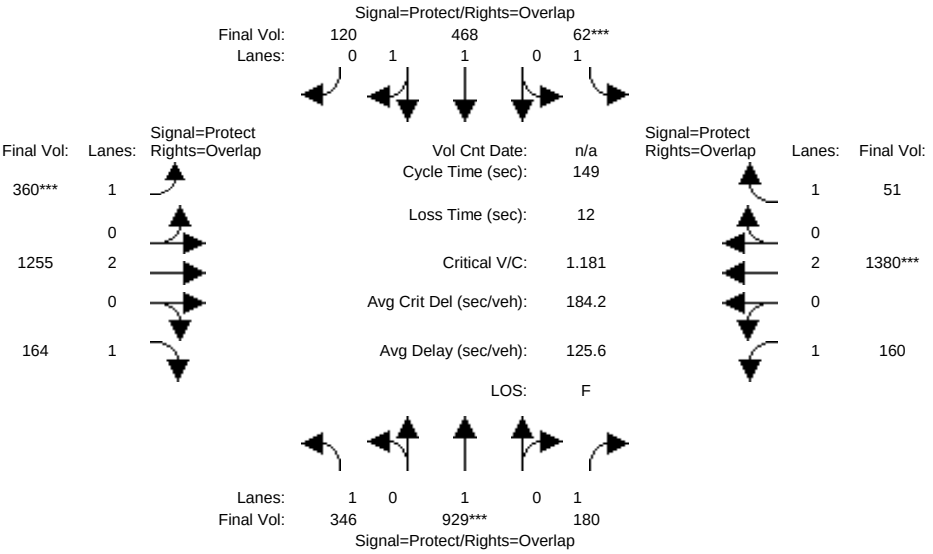
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	53	53	14	35	35	22	63	63	19	60	60
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	910	180	60	460	120	360	1240	160	160	1360	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	910	180	60	460	120	360	1240	160	160	1360	50
Added Vol:	6	19	0	2	8	0	0	15	4	0	20	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	929	180	62	468	120	360	1255	164	160	1380	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	929	180	62	468	120	360	1255	164	160	1380	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	929	180	62	468	120	360	1255	164	160	1380	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	929	180	62	468	120	360	1255	164	160	1380	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2944	755	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.10	0.04	0.16	0.16	0.21	0.33	0.09	0.09	0.36	0.03
Crit Moves:		****		****			****				****	
Green Time:	29.6	49.0	66.6	13.0	32.4	52.8	20.4	58.3	87.9	17.6	55.5	68.5
Volume/Cap:	0.99	1.49	0.23	0.41	0.73	0.45	1.51	0.84	0.16	0.77	0.97	0.06
Delay/Veh:	111.2	281	27.6	71.4	62.1	40.2	324.8	68.2	29.3	91.7	87.5	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.2	281	27.6	71.4	62.1	40.2	324.8	68.2	29.3	91.7	87.5	38.0
LOS by Move:	F	F	C	E	E	D	F	E	C	F	F	D+
HCM2kAvgQ:	24	82	6	3	13	10	35	31	7	9	38	2

Note: Queue reported is the number of cars per lane.

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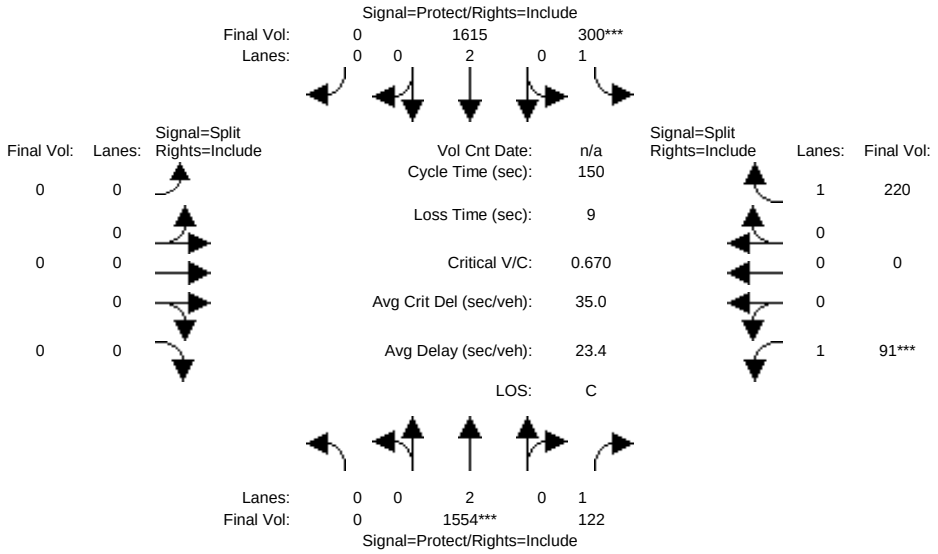
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	4	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1554	122	300	1615	0	0	0	0	91	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1554	122	300	1615	0	0	0	0	91	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1554	122	300	1615	0	0	0	0	91	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.07	0.17	0.43	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.63	0.11	1.01	0.52	0.00	0.00	0.00	0.00	0.28	0.00	0.67
Delay/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	10.6	120.6	4.8	0.0	0.0	0.0	0.0	55.8	0.0	65.3
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	2	21	12	0	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

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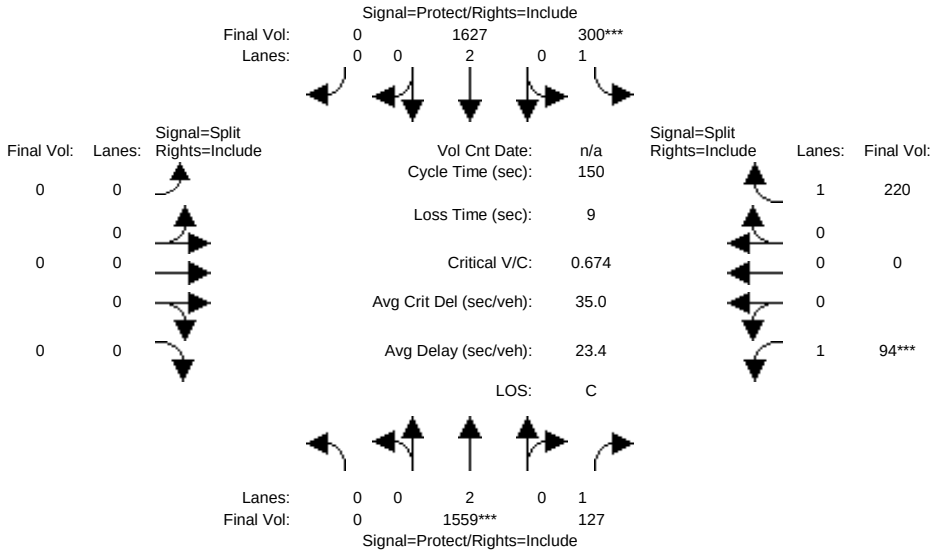
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	103	103	27	127	0	0	0	0	20	0	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1550	120	300	1610	0	0	0	0	90	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1550	120	300	1610	0	0	0	0	90	0	220
Added Vol:	0	9	7	0	17	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1559	127	300	1627	0	0	0	0	94	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1559	127	300	1627	0	0	0	0	94	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1559	127	300	1627	0	0	0	0	94	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1559	127	300	1627	0	0	0	0	94	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.07	0.17	0.43	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	0.0	97.2	97.2	25.5	123	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.63	0.11	1.01	0.52	0.00	0.00	0.00	0.00	0.29	0.00	0.67
Delay/Veh:	0.0	17.3	10.7	120.6	4.8	0.0	0.0	0.0	0.0	56.1	0.0	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	10.7	120.6	4.8	0.0	0.0	0.0	0.0	56.1	0.0	65.6
LOS by Move:	A	B	B+	F	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	21	2	21	13	0	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

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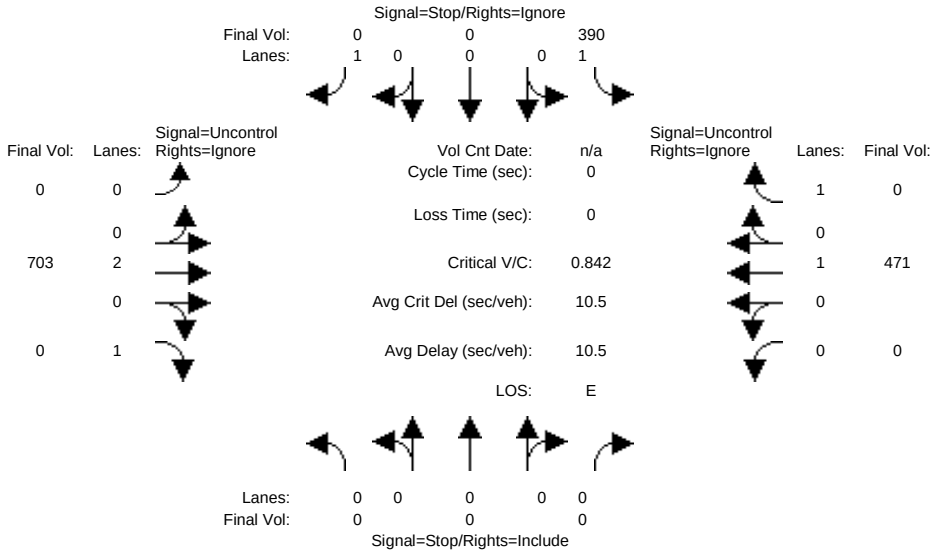
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	703	180	0	471	386
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	703	0	0	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	703	0	0	471	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	823	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	346	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	301	313	xxxxx	463	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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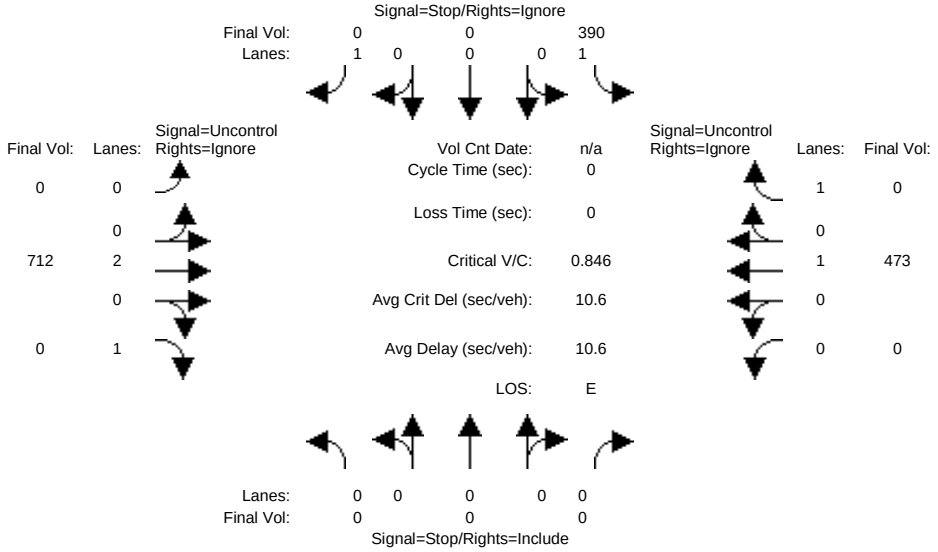
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project AM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	390	0	550	0	700	180	0	470	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	550	0	700	180	0	470	380
Added Vol:	0	0	0	0	0	0	0	12	0	0	3	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	390	0	550	0	712	180	0	473	402
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	390	0	0	0	712	0	0	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	390	0	0	0	712	0	0	473	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	829	xxxx	473	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	343	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	343	xxxx	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	297	310	xxxxx	461	310	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.85	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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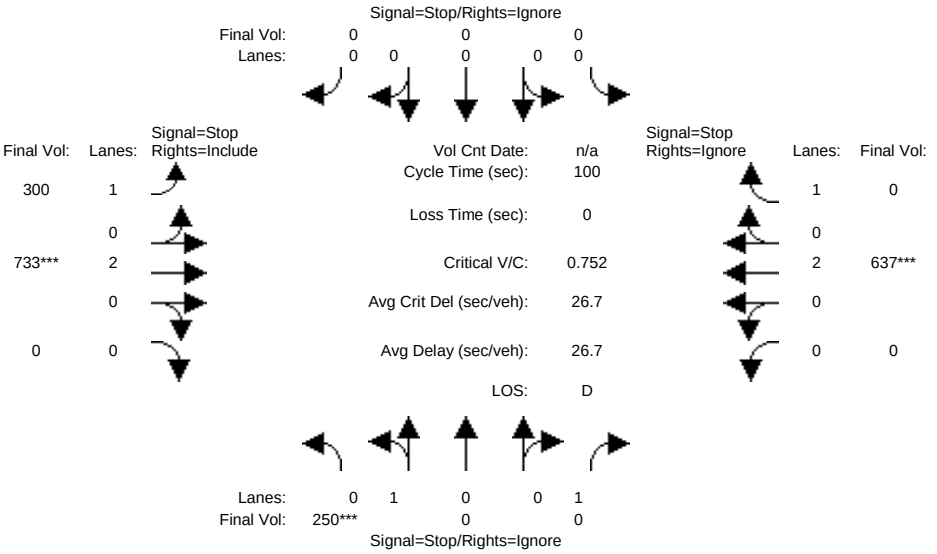
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	11	0	0	0	0	3	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	851	0	0	0	300	733	0	0	637	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	733	0	0	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	733	0	0	637	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	733	0	0	637	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	408	0	456	0	0	0	455	975	0	0	898	481
Capacity Analysis Module:												
Vol/Sat:	0.61	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.75	xxxx	xxxx	0.71	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	0.0	0.0	0.0	0.0	24.1	28.6	0.0	0.0	27.1	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.1			xxxxxx			27.3			27.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	23.1			xxxxxx			27.3			27.1		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.3	1.3	0.0	0.0	0.0	0.0	1.7	2.5	0.0	0.0	2.1	0.0

Note: Queue reported is the number of cars per lane.

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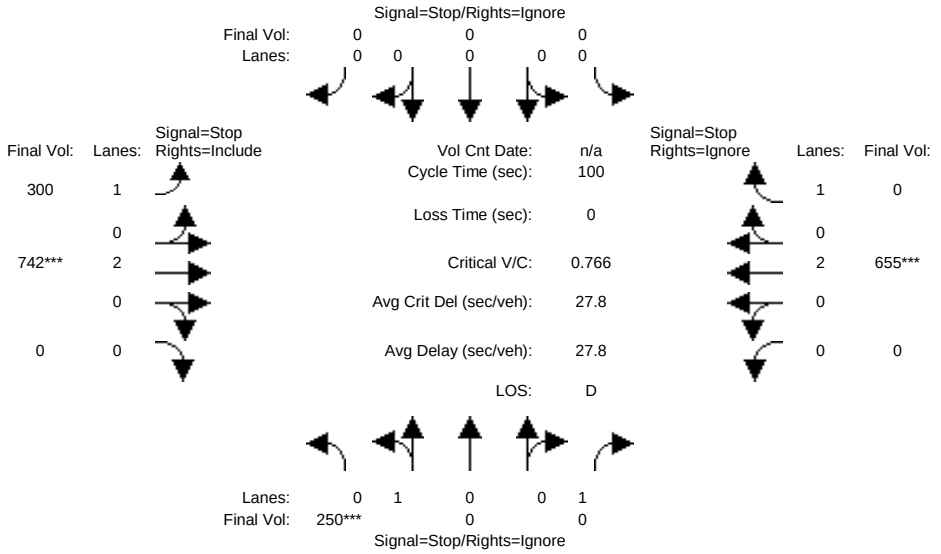
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Project AM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	0	840	0	0	0	300	730	0	0	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	840	0	0	0	300	730	0	0	630	60
Added Vol:	0	0	40	0	0	0	0	12	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	880	0	0	0	300	742	0	0	655	60
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	0	0	0	0	0	300	742	0	0	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	0	0	0	0	300	742	0	0	655	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	250	0	0	0	0	0	300	742	0	0	655	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	406	0	454	0	0	0	452	969	0	0	895	479
Capacity Analysis Module:												
Vol/Sat:	0.62	xxxx	0.00	xxxx	xxxx	xxxx	0.66	0.77	xxxx	xxxx	0.73	0.00
Crit Moves:	****							****			****	
Delay/Veh:	23.4	0.0	0.0	0.0	0.0	0.0	24.4	29.8	0.0	0.0	28.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	0.0	0.0	0.0	0.0	0.0	24.4	29.8	0.0	0.0	28.8	0.0
LOS by Move:	C	*	*	*	*	*	C	D	*	*	D	*
ApproachDel:	23.4			xxxxxx			28.3			28.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	23.4			xxxxxx			28.3			28.8		
LOS by Appr:	C			*			D			D		
AllWayAvgQ:	1.4	1.4	0.0	0.0	0.0	0.0	1.7	2.7	0.0	0.0	2.3	0.0

Note: Queue reported is the number of cars per lane.

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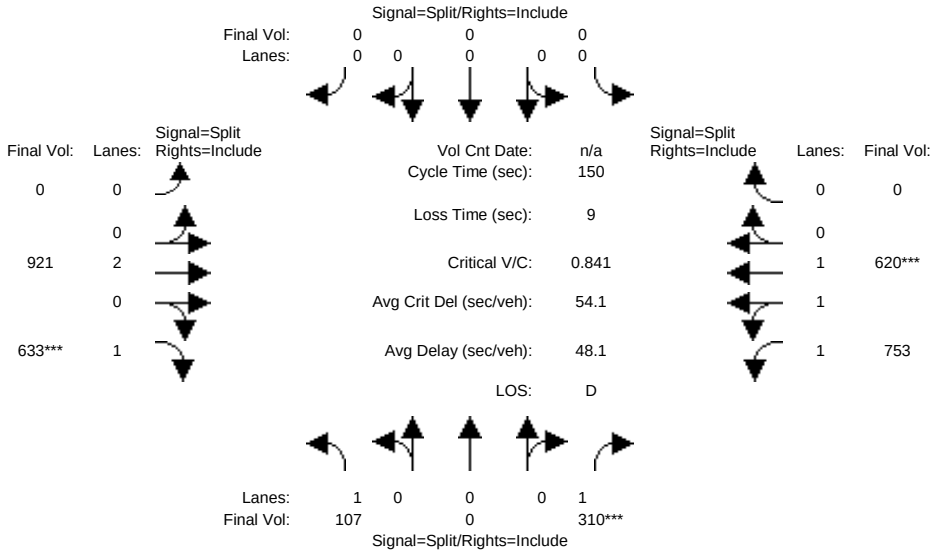
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	7	0	10	0	0	0	0	1	13	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	0	310	0	0	0	0	921	633	753	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	310	0	0	0	0	921	633	753	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	310	0	0	0	0	921	633	753	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	0	310	0	0	0	0	921	633	753	620	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.69	1.31	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2987	2459	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.36	0.25	0.25	0.00
Crit Moves:			****						****		****	
Green Time:	31.6	0.0	31.6	0.0	0.0	0.0	0.0	64.5	64.5	44.9	44.9	0.0
Volume/Cap:	0.29	0.00	0.84	0.00	0.00	0.00	0.00	0.56	0.84	0.84	0.84	0.00
Delay/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	72.7	0.0	0.0	0.0	0.0	32.6	46.7	53.3	53.3	0.0
LOS by Move:	D	A	E	A	A	A	A	C-	D	D-	D-	A
HCM2kAvgQ:	4	0	15	0	0	0	0	16	30	21	21	0

Note: Queue reported is the number of cars per lane.

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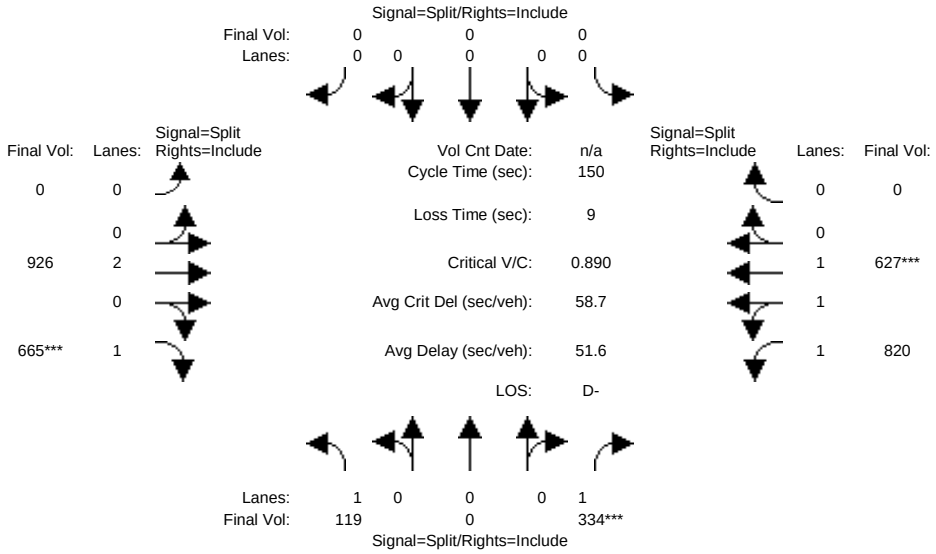
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	0	300	0	0	0	0	920	620	730	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	300	0	0	0	0	920	620	730	620	0
Added Vol:	19	0	34	0	0	0	0	6	45	90	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	0	334	0	0	0	0	926	665	820	627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	0	334	0	0	0	0	926	665	820	627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	334	0	0	0	0	926	665	820	627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	0	334	0	0	0	0	926	665	820	627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.74	1.26	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3086	2360	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.19	0.00	0.00	0.00	0.00	0.24	0.38	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	32.2	0.0	32.2	0.0	0.0	0.0	0.0	64.0	64.0	44.8	44.8	0.0
Volume/Cap:	0.32	0.00	0.89	0.00	0.00	0.00	0.00	0.57	0.89	0.89	0.89	0.00
Delay/Veh:	50.1	0.0	79.3	0.0	0.0	0.0	0.0	33.1	52.5	56.8	56.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	0.0	79.3	0.0	0.0	0.0	0.0	33.1	52.5	56.8	56.8	0.0
LOS by Move:	D	A	E-	A	A	A	A	C-	D-	E+	E+	A
HCM2kAvgQ:	5	0	17	0	0	0	0	16	33	23	23	0

Note: Queue reported is the number of cars per lane.

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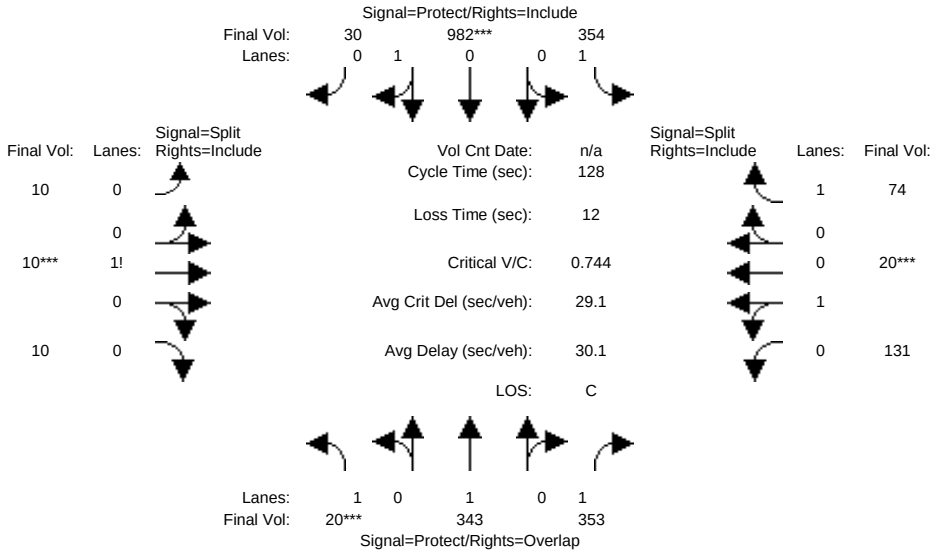
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	3	3	34	2	0	0	0	0	1	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	343	353	354	982	30	10	10	10	131	20	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	343	353	354	982	30	10	10	10	131	20	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	343	353	354	982	30	10	10	10	131	20	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	343	353	354	982	30	10	10	10	131	20	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.87	0.13	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	583	583	583	1562	238	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.20	0.20	0.56	0.56	0.02	0.02	0.02	0.08	0.08	0.04
Crit Moves:	****				****			****			****	
Green Time:	8.0	44.8	57.8	50.2	87.0	87.0	8.0	8.0	8.0	13.0	13.0	13.0
Volume/Cap:	0.18	0.52	0.45	0.52	0.83	0.83	0.27	0.27	0.27	0.83	0.83	0.42
Delay/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	33.7	24.5	30.3	19.8	19.8	58.6	58.6	58.6	82.0	82.0	55.5
LOS by Move:	E+	C-	C	C	B-	B-	E+	E+	E+	F	F	E+
HCM2kAvgQ:	1	10	10	11	32	32	1	1	1	8	8	3

Note: Queue reported is the number of cars per lane.

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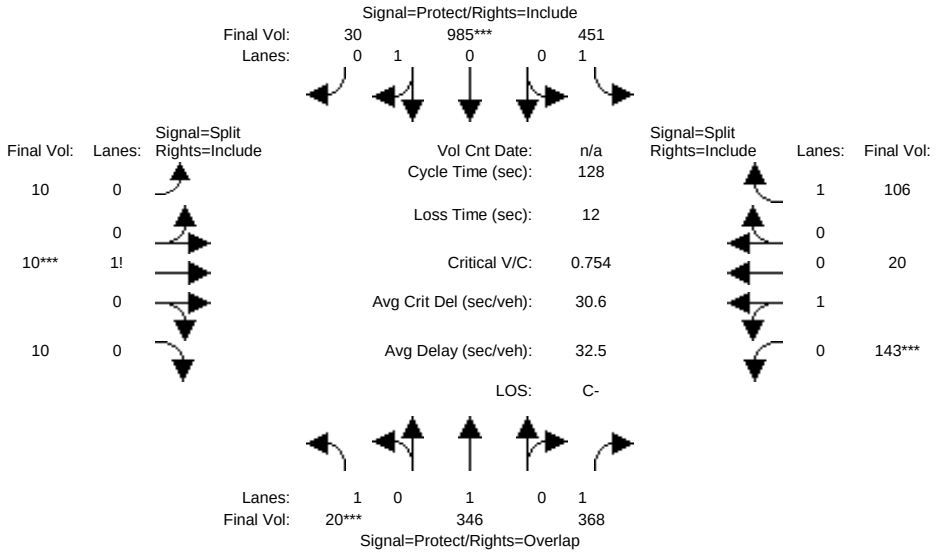
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	340	350	320	980	30	10	10	10	130	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	350	320	980	30	10	10	10	130	20	60
Added Vol:	0	6	18	131	5	0	0	0	0	13	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	346	368	451	985	30	10	10	10	143	20	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	346	368	451	985	30	10	10	10	143	20	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	346	368	451	985	30	10	10	10	143	20	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	346	368	451	985	30	10	10	10	143	20	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.34	0.33	0.33	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1747	53	583	583	583	1579	221	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.21	0.26	0.56	0.56	0.02	0.02	0.02	0.09	0.09	0.06
Crit Moves:	****				****			****			****	
Green Time:	8.0	39.0	52.8	55.2	86.2	86.2	8.0	8.0	8.0	13.8	13.8	13.8
Volume/Cap:	0.18	0.60	0.51	0.60	0.84	0.84	0.27	0.27	0.27	0.84	0.84	0.56
Delay/Veh:	57.7	39.6	28.6	29.2	21.0	21.0	58.6	58.6	58.6	82.0	82.0	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	39.6	28.6	29.2	21.0	21.0	58.6	58.6	58.6	82.0	82.0	58.0
LOS by Move:	E+	D	C	C	C+	C+	E+	E+	E+	F	F	E+
HCM2kAvgQ:	1	11	11	14	33	33	1	1	1	9	9	5

Note: Queue reported is the number of cars per lane.

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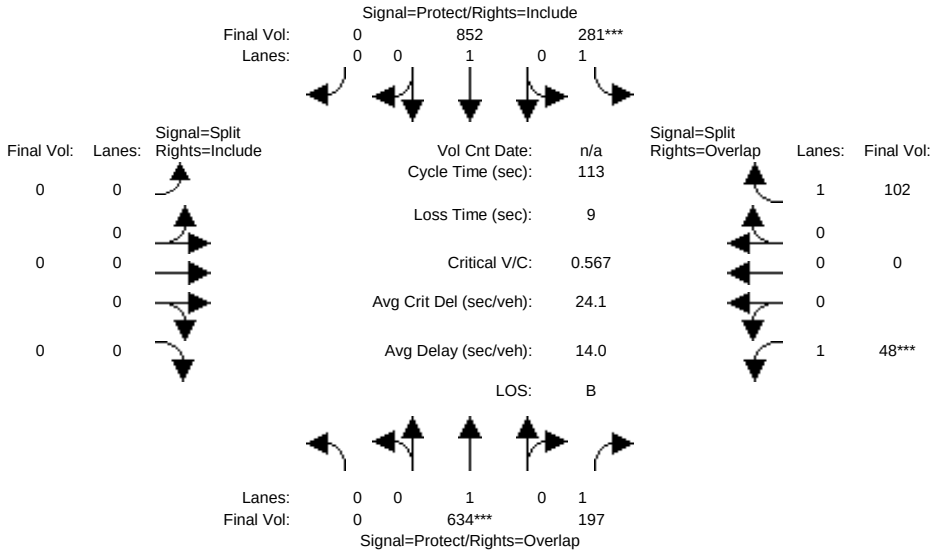
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	4	17	1	2	0	0	0	0	8	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	634	197	281	852	0	0	0	0	48	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	634	197	281	852	0	0	0	0	48	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	634	197	281	852	0	0	0	0	48	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	634	197	281	852	0	0	0	0	48	0	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.11	0.16	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	64.8	72.8	31.2	96.0	0.0	0.0	0.0	0.0	8.0	0.0	39.2
Volume/Cap:	0.00	0.58	0.17	0.58	0.53	0.00	0.00	0.00	0.00	0.39	0.00	0.17
Delay/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	8.1	37.1	2.6	0.0	0.0	0.0	0.0	52.2	0.0	25.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	14	3	9	8	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

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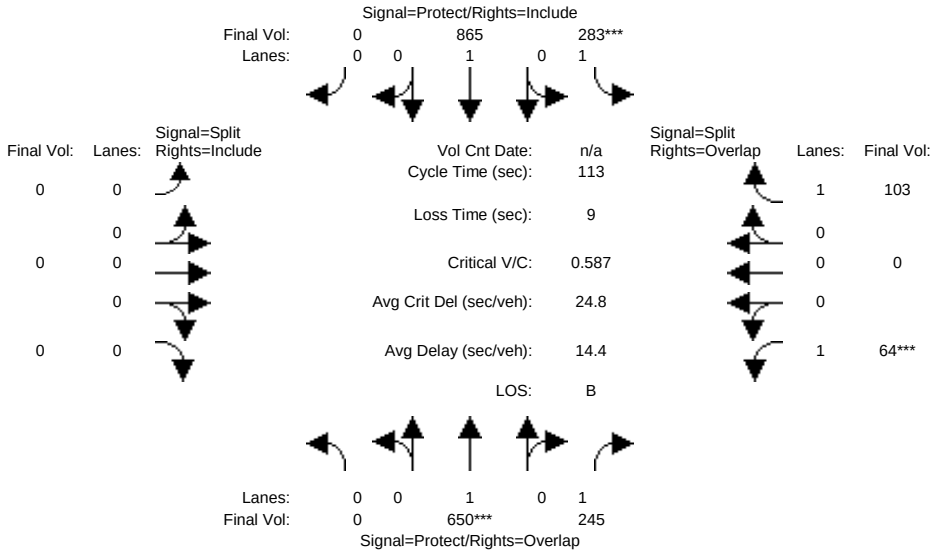
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	630	180	280	850	0	0	0	0	40	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	180	280	850	0	0	0	0	40	0	100
Added Vol:	0	20	65	3	15	0	0	0	0	24	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	245	283	865	0	0	0	0	64	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	245	283	865	0	0	0	0	64	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	245	283	865	0	0	0	0	64	0	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	650	245	283	865	0	0	0	0	64	0	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.14	0.16	0.46	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	65.2	73.2	30.8	96.0	0.0	0.0	0.0	0.0	8.0	0.0	38.8
Volume/Cap:	0.00	0.59	0.22	0.59	0.54	0.00	0.00	0.00	0.00	0.52	0.00	0.17
Delay/Veh:	0.0	16.3	8.3	37.7	2.7	0.0	0.0	0.0	0.0	54.4	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	8.3	37.7	2.7	0.0	0.0	0.0	0.0	54.4	0.0	26.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	D-	A	C
HCM2kAvgQ:	0	14	4	9	8	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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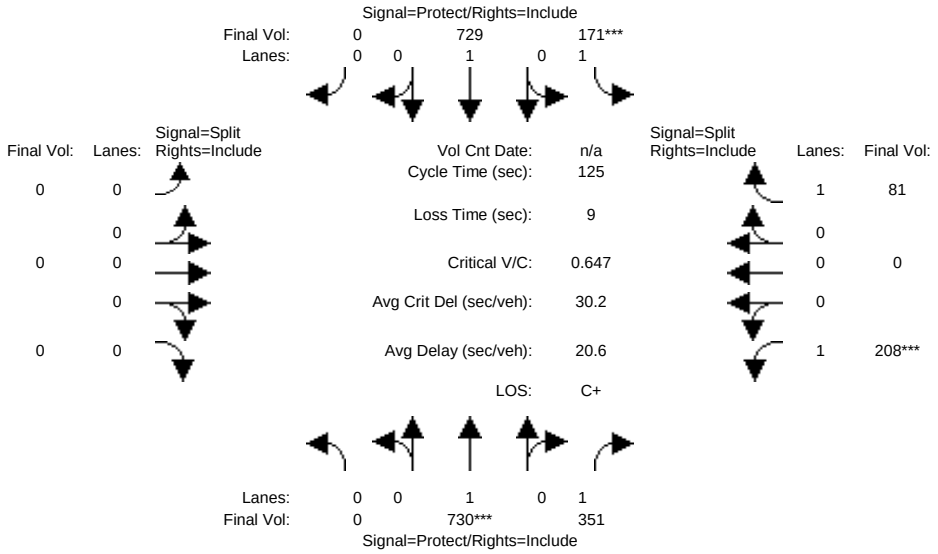
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	20	31	1	9	0	0	0	0	28	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	730	351	171	729	0	0	0	0	208	0	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	351	171	729	0	0	0	0	208	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	351	171	729	0	0	0	0	208	0	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	730	351	171	729	0	0	0	0	208	0	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.20	0.10	0.38	0.00	0.00	0.00	0.00	0.12	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	74.2	74.2	18.9	93.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.65	0.34	0.65	0.52	0.00	0.00	0.00	0.00	0.65	0.00	0.25
Delay/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	13.1	55.4	7.0	0.0	0.0	0.0	0.0	51.8	0.0	44.1
LOS by Move:	A	B-	B	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	17	7	7	11	0	0	0	0	9	0	3

Note: Queue reported is the number of cars per lane.

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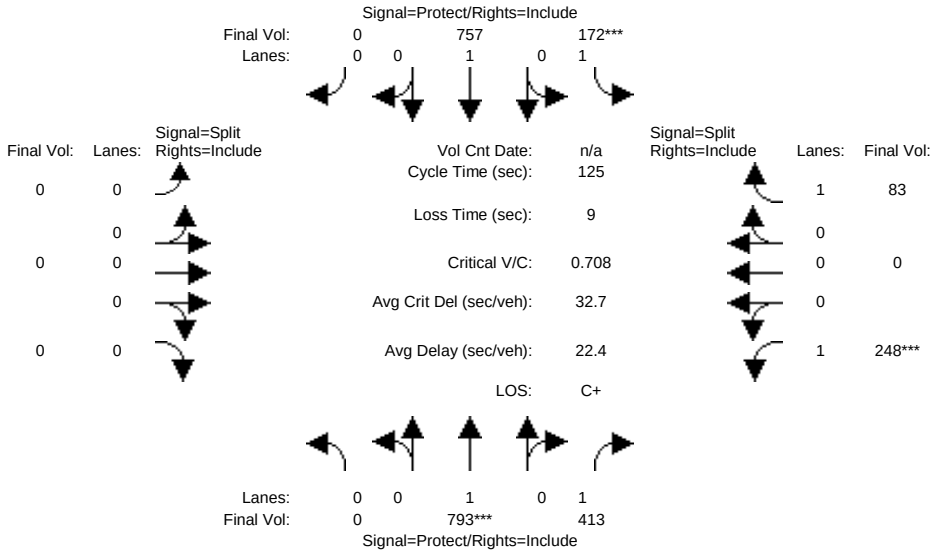
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	710	320	170	720	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	320	170	720	0	0	0	0	180	0	80
Added Vol:	0	83	93	2	37	0	0	0	0	68	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	413	172	757	0	0	0	0	248	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	793	413	172	757	0	0	0	0	248	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	413	172	757	0	0	0	0	248	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	793	413	172	757	0	0	0	0	248	0	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.24	0.10	0.40	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	73.6	73.6	17.3	91.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0
Volume/Cap:	0.00	0.71	0.40	0.71	0.55	0.00	0.00	0.00	0.00	0.71	0.00	0.24
Delay/Veh:	0.0	20.2	14.1	60.7	8.2	0.0	0.0	0.0	0.0	53.2	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	14.1	60.7	8.2	0.0	0.0	0.0	0.0	53.2	0.0	42.3
LOS by Move:	A	C+	B	E	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	20	8	7	13	0	0	0	0	11	0	3

Note: Queue reported is the number of cars per lane.

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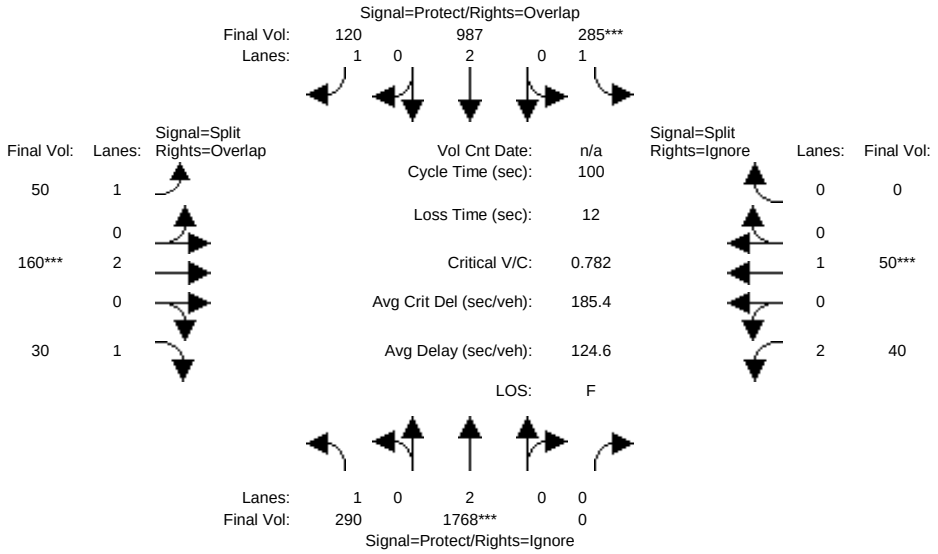
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	18	0	5	7	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1768	0	285	987	120	50	160	30	40	50	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1768	0	285	987	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1768	0	285	987	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1768	0	285	987	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.47	0.00	0.16	0.26	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****		****				****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.41	0.00	0.61	0.73	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	226	0.0	38.2	33.3	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	60	0	8	13	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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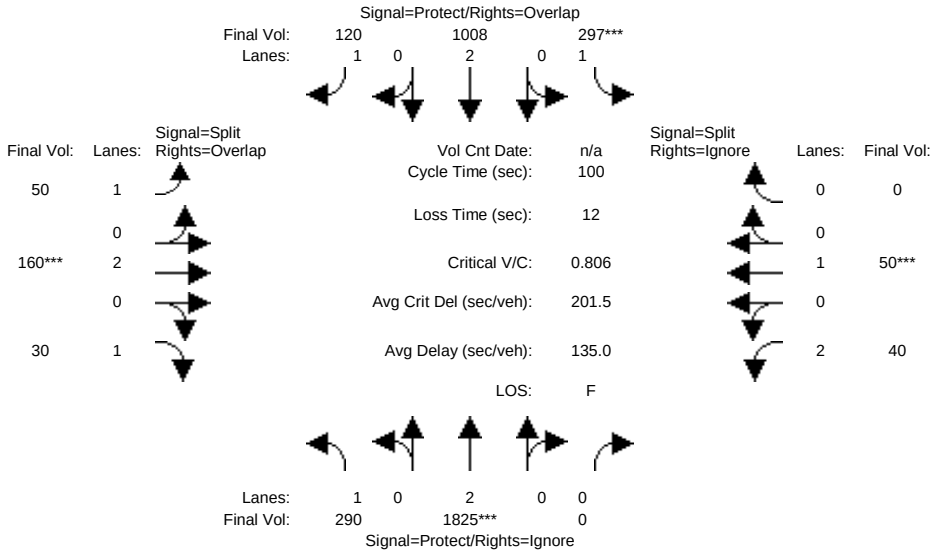
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	27	36	36	30	40	40	17	17	17	16	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1750	0	280	980	120	50	160	30	40	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1750	0	280	980	120	50	160	30	40	50	0
Added Vol:	0	75	0	17	28	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1825	0	297	1008	120	50	160	30	40	50	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	290	1825	0	297	1008	120	50	160	30	40	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1825	0	297	1008	120	50	160	30	40	50	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	290	1825	0	297	1008	120	50	160	30	40	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.48	0.00	0.17	0.27	0.07	0.03	0.04	0.02	0.01	0.03	0.00
Crit Moves:		****		****				****			****	
Green Time:	24.1	33.0	0.0	26.8	35.7	50.9	15.2	15.2	39.3	14.3	14.3	0.0
Volume/Cap:	0.69	1.45	0.00	0.63	0.74	0.13	0.19	0.28	0.04	0.09	0.19	0.00
Delay/Veh:	43.4	246	0.0	39.0	33.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	246	0.0	39.0	33.8	14.6	41.8	42.3	21.0	41.8	42.7	0.0
LOS by Move:	D	F	A	D+	C-	B	D	D	C+	D	D	A
HCM2kAvgQ:	9	64	0	9	14	2	2	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

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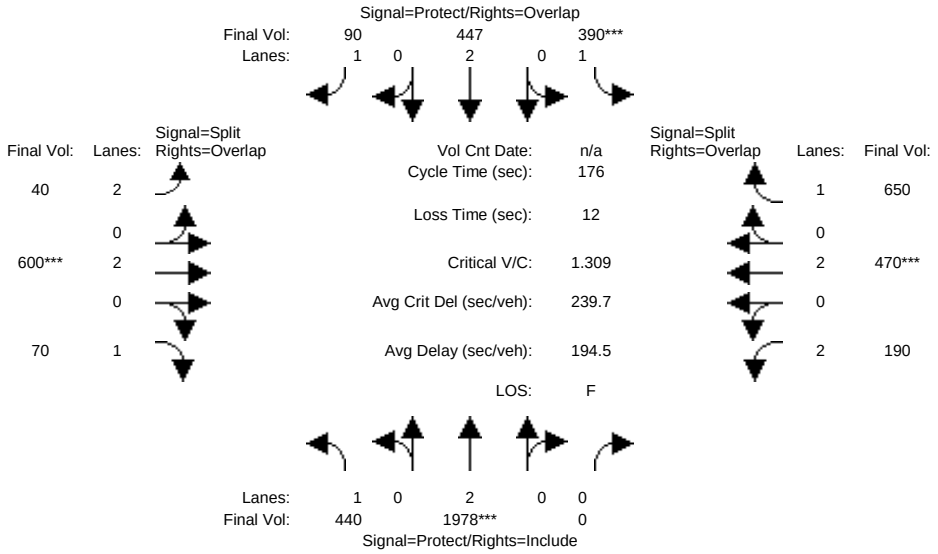
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	1978	0	390	447	90	40	600	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1978	0	390	447	90	40	600	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1978	0	390	447	90	40	600	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1978	0	390	447	90	40	600	70	190	470	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.52	0.00	0.22	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.40	0.00	1.90	0.43	0.10	0.07	1.11	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	242	0.0	507.7	56.9	23.3	54.7	142	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	87	0	48	10	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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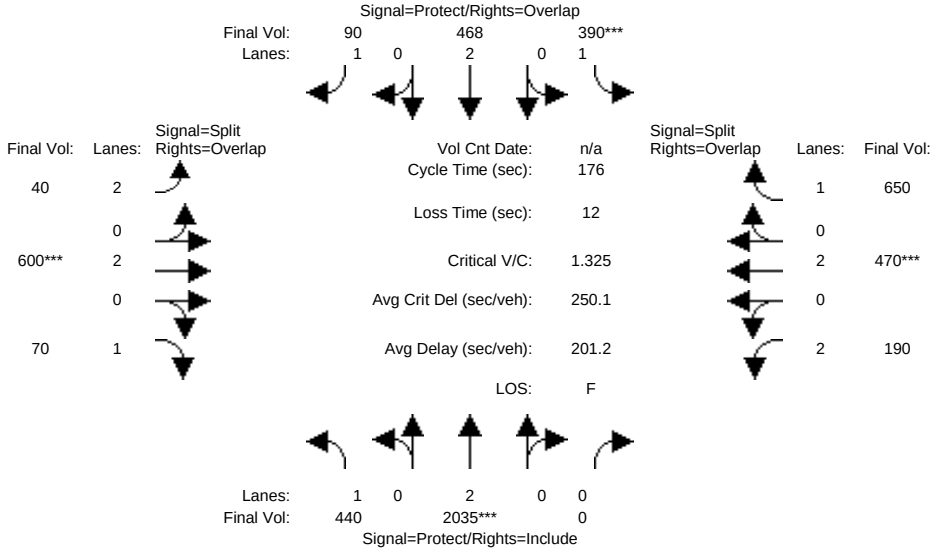
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	41	70	70	22	51	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2035	0	390	468	90	40	600	70	190	470	650
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	2035	0	390	468	90	40	600	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	2035	0	390	468	90	40	600	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	2035	0	390	468	90	40	600	70	190	470	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.54	0.00	0.22	0.12	0.05	0.02	0.27	0.04	0.09	0.21	0.37
Crit Moves:		****		****				****			****	
Green Time:	38.4	65.5	0.0	20.6	47.7	90.8	43.1	43.1	81.4	35.6	35.6	56.2
Volume/Cap:	1.15	1.44	0.00	1.90	0.45	0.10	0.07	1.11	0.09	0.43	1.05	1.16
Delay/Veh:	168.2	260	0.0	507.7	57.2	23.3	54.7	142	28.3	66.1	131	156.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.2	260	0.0	507.7	57.2	23.3	54.7	142	28.3	66.1	131	156.1
LOS by Move:	F	F	A	F	E+	C	D-	F	C	E	F	F
HCM2kAvgQ:	33	92	0	48	11	3	1	24	2	5	14	50

Note: Queue reported is the number of cars per lane.

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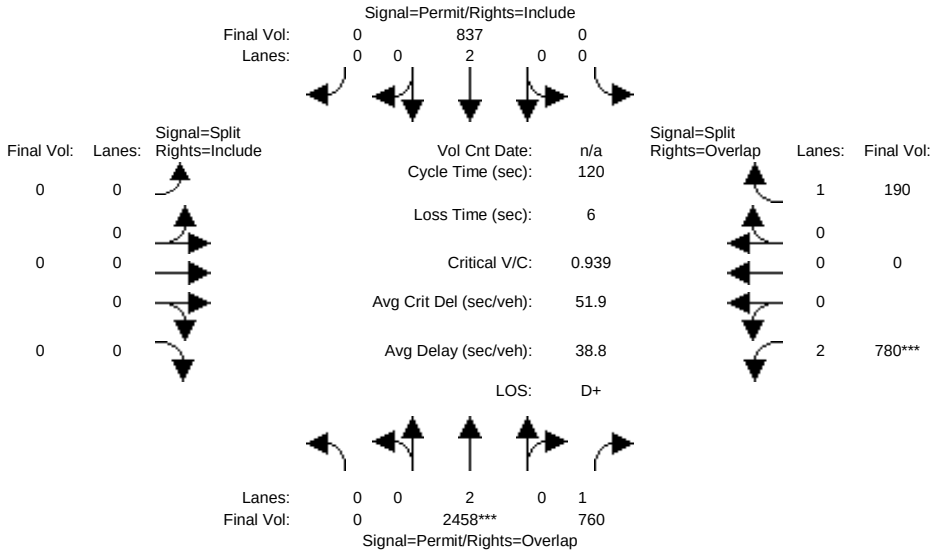
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2458	760	0	837	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2458	760	0	837	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2458	760	0	837	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2458	760	0	837	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.50	0.00	0.22	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.04	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.6	0.7	0.0	24.5	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E+	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	51	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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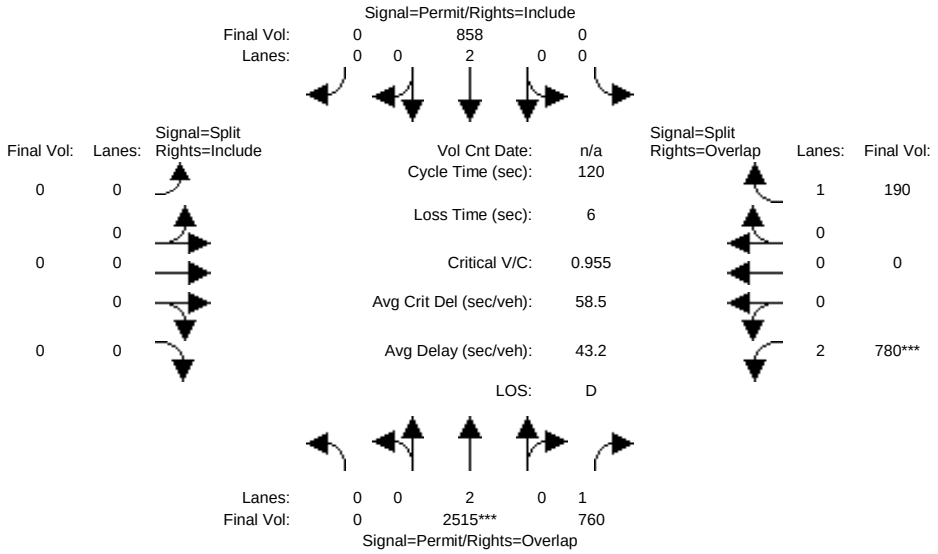
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2515	760	0	858	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2515	760	0	858	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2515	760	0	858	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2515	760	0	858	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.07	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	64.3	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	64.3	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	55	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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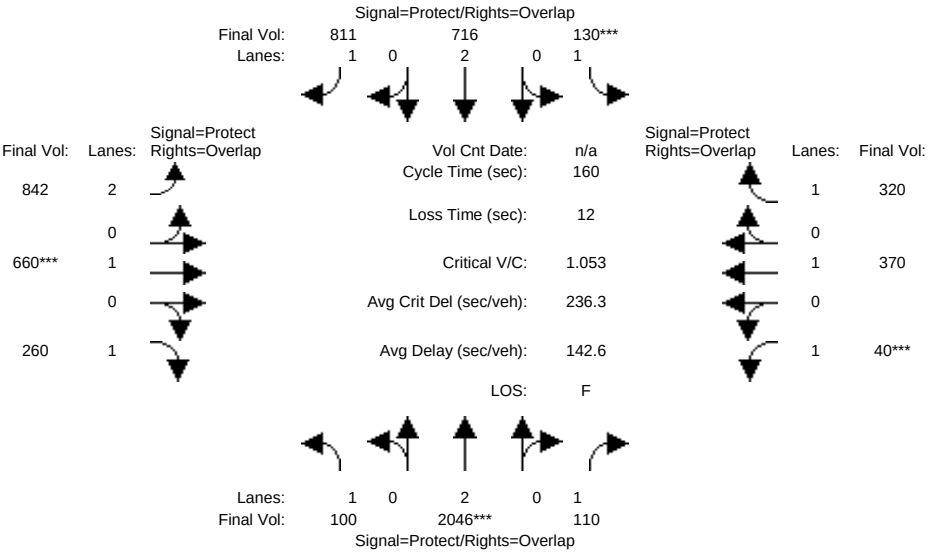
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	16	0	0	6	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2046	110	130	716	811	842	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2046	110	130	716	811	842	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2046	110	130	716	811	842	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2046	110	130	716	811	842	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.8	45.0	65.4	82.2	12.4	32.8	48.7
Volume/Cap:	0.54	1.55	0.15	0.75	0.55	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	306	27.7	101.3	65.4	53.0	83.0	57.3	25.3	80.1	104	55.5
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	97	3	8	18	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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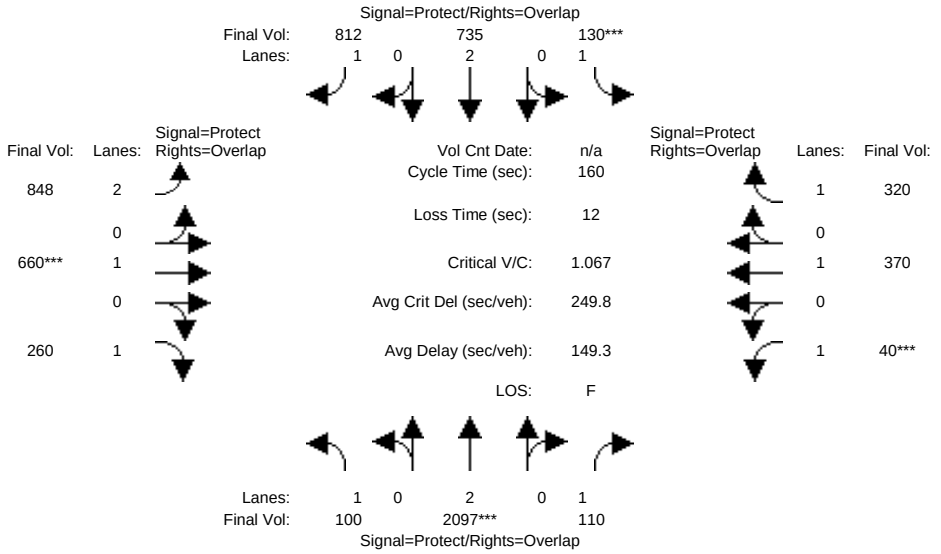
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	67	0	0	25	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2097	110	130	735	812	848	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2097	110	130	735	812	848	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2097	110	130	735	812	848	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2097	110	130	735	812	848	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.59	0.15	0.75	0.56	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	323	27.7	101.3	65.9	53.0	83.7	57.3	25.3	80.1	105	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	323	27.7	101.3	65.9	53.0	83.7	57.3	25.3	80.1	105	55.7
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	101	3	8	18	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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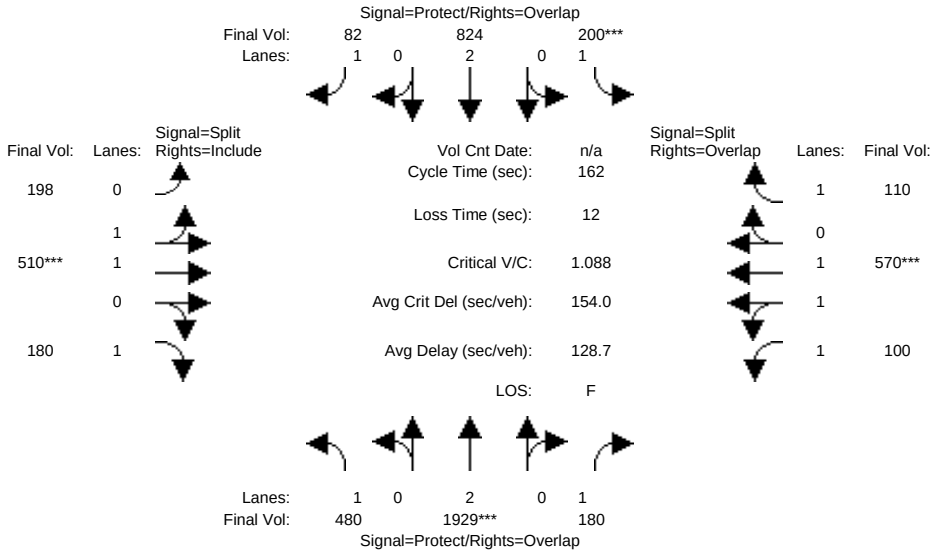
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	9	0	0	4	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1929	180	200	824	82	198	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1929	180	200	824	82	198	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1929	180	200	824	82	198	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1929	180	200	824	82	198	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1034	2664	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.19	0.19	0.10	0.06	0.20	0.06
Crit Moves:		****		****				****			****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.33	0.17	1.00	0.83	0.10	0.84	0.84	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	206	16.6	141.1	67.1	24.0	71.8	71.8	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	80	5	14	21	2	21	21	9	5	19	4

Note: Queue reported is the number of cars per lane.

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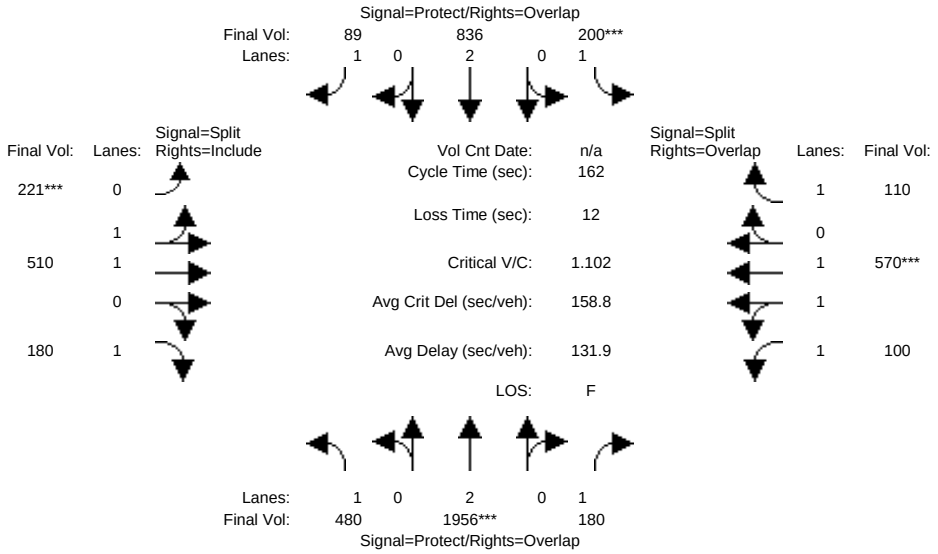
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	40	40	40	36	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	36	0	0	16	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1956	180	200	836	89	221	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1956	180	200	836	89	221	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1956	180	200	836	89	221	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1956	180	200	836	89	221	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	1.38	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1118	2581	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.10	0.11	0.22	0.05	0.20	0.20	0.10	0.06	0.20	0.06
Crit Moves:		****		****			****				****	
Green Time:	38.3	62.0	95.3	18.5	42.3	79.3	37.0	37.0	37.0	33.3	33.3	51.8
Volume/Cap:	1.16	1.34	0.17	1.00	0.84	0.10	0.86	0.86	0.45	0.28	0.97	0.20
Delay/Veh:	162.9	214	16.6	141.1	68.0	24.1	74.1	74.1	58.8	58.6	96.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	214	16.6	141.1	68.0	24.1	74.1	74.1	58.8	58.6	96.4	43.3
LOS by Move:	F	F	B	F	E	C	E	E	E+	E+	F	D
HCM2kAvgQ:	39	82	5	14	22	3	22	22	9	5	19	4

Note: Queue reported is the number of cars per lane.

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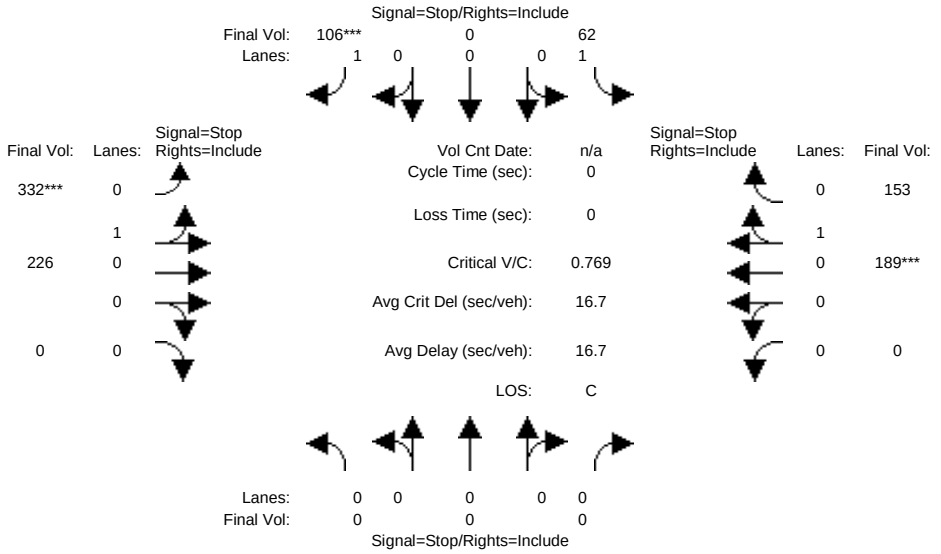
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	2	0	16	22	6	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	106	332	226	0	0	189	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	106	332	226	0	0	189	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	106	332	226	0	0	189	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	106	332	226	0	0	189	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.59	0.41	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	484	0	575	432	294	0	0	404	327
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.18	0.77	0.77	xxxx	xxxx	0.47	0.47
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	9.6	21.8	21.8	0.0	0.0	11.7	11.7
LOS by Move:	*	*	*	B	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.9			21.8			11.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.9			21.8			11.7		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.2	2.8	2.8	2.8	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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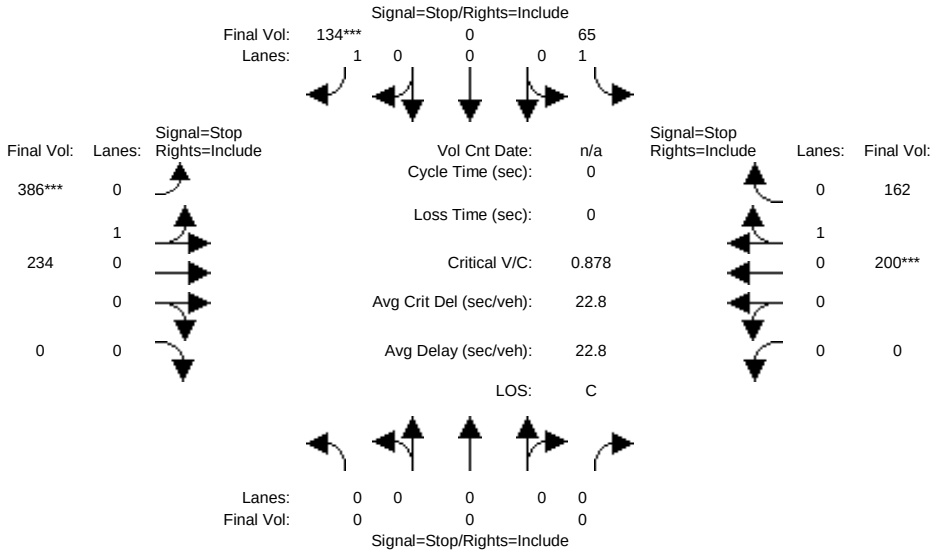
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Project AM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	60	0	90	310	220	0	0	180	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	90	310	220	0	0	180	150
Added Vol:	0	0	0	5	0	44	76	14	0	0	20	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	134	386	234	0	0	200	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	134	386	234	0	0	200	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	134	386	234	0	0	200	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	134	386	234	0	0	200	162
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.62	0.38	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	481	0	572	440	267	0	0	387	313
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.14	xxxx	0.23	0.88	0.88	xxxx	xxxx	0.52	0.52
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	10.3	32.4	32.4	0.0	0.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	10.3	32.4	32.4	0.0	0.0	13.0	13.0
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.5			32.4			13.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.5			32.4			13.0		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.3	4.8	4.8	4.8	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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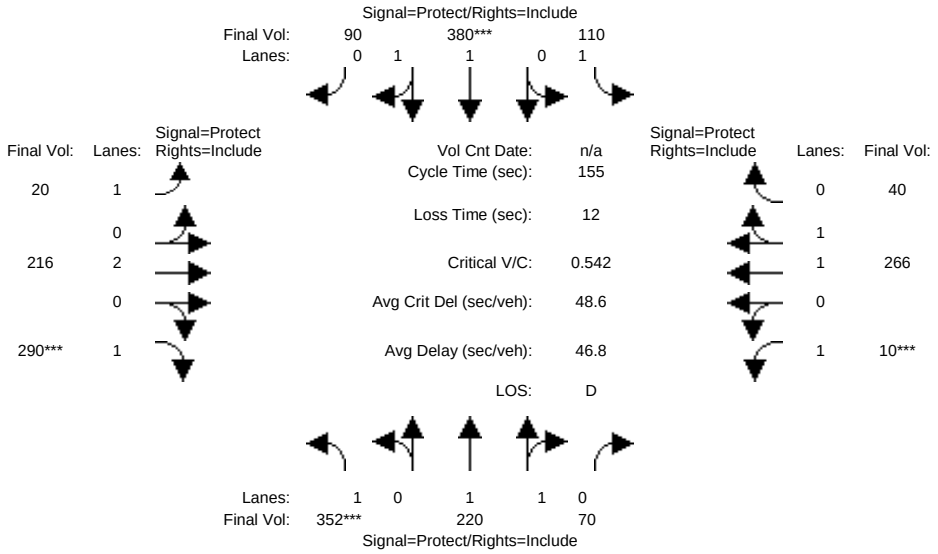
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	2	0	0	0	0	0	0	6	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	220	70	110	380	90	20	216	290	10	266	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	220	70	110	380	90	20	216	290	10	266	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	220	70	110	380	90	20	216	290	10	266	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	220	70	110	380	90	20	216	290	10	266	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.50	0.50	1.00	1.61	0.39	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	2806	893	1750	2991	708	1750	3800	1750	1750	3216	484
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.08	0.06	0.13	0.13	0.01	0.06	0.17	0.01	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	55.4	50.2	50.2	40.2	35.0	35.0	18.6	45.6	45.6	7.0	34.0	34.0
Volume/Cap:	0.56	0.24	0.24	0.24	0.56	0.56	0.10	0.19	0.56	0.13	0.38	0.38
Delay/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	38.6	38.6	45.6	54.1	54.1	60.9	41.0	47.7	71.8	51.7	51.7
LOS by Move:	D	D+	D+	D	D-	D-	E	D	D	E	D-	D-
HCM2kAvgQ:	14	5	5	4	10	10	1	4	12	0	6	6

Note: Queue reported is the number of cars per lane.

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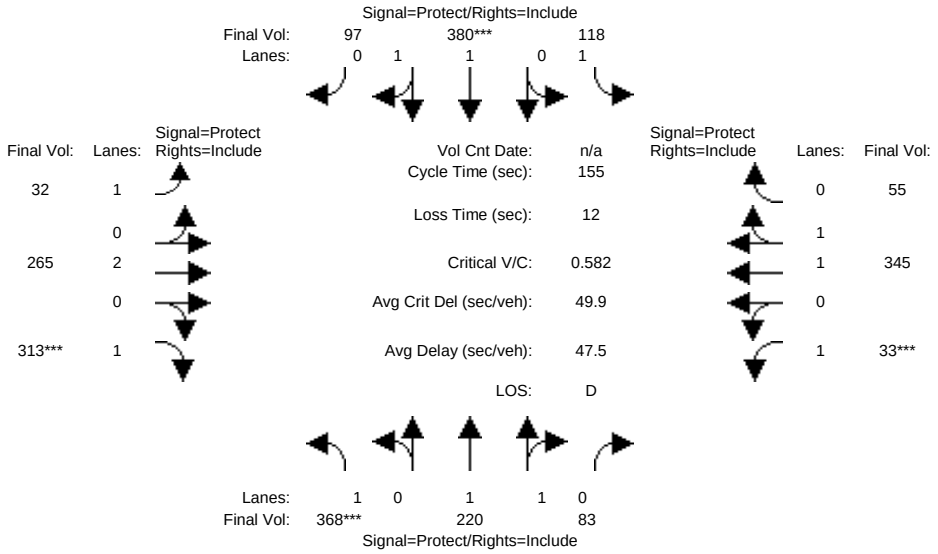
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	220	70	110	380	90	20	210	290	10	250	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	220	70	110	380	90	20	210	290	10	250	40
Added Vol:	18	0	13	8	0	7	12	55	23	23	95	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	220	83	118	380	97	32	265	313	33	345	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	220	83	118	380	97	32	265	313	33	345	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	220	83	118	380	97	32	265	313	33	345	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	220	83	118	380	97	32	265	313	33	345	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.44	0.56	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	2686	1013	1750	2947	752	1750	3800	1750	1750	3191	509
Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.08	0.07	0.13	0.13	0.02	0.07	0.18	0.02	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	55.2	48.8	48.8	40.2	33.8	33.8	15.9	47.0	47.0	7.0	38.1	38.1
Volume/Cap:	0.59	0.26	0.26	0.26	0.59	0.59	0.18	0.23	0.59	0.42	0.44	0.44
Delay/Veh:	42.2	39.7	39.7	45.9	55.5	55.5	64.1	40.6	47.6	75.6	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	39.7	39.7	45.9	55.5	55.5	64.1	40.6	47.6	75.6	49.8	49.8
LOS by Move:	D	D	D	D	E+	E+	E	D	D	E-	D	D
HCM2kAvgQ:	15	5	5	5	10	10	1	4	13	2	8	8

Note: Queue reported is the number of cars per lane.

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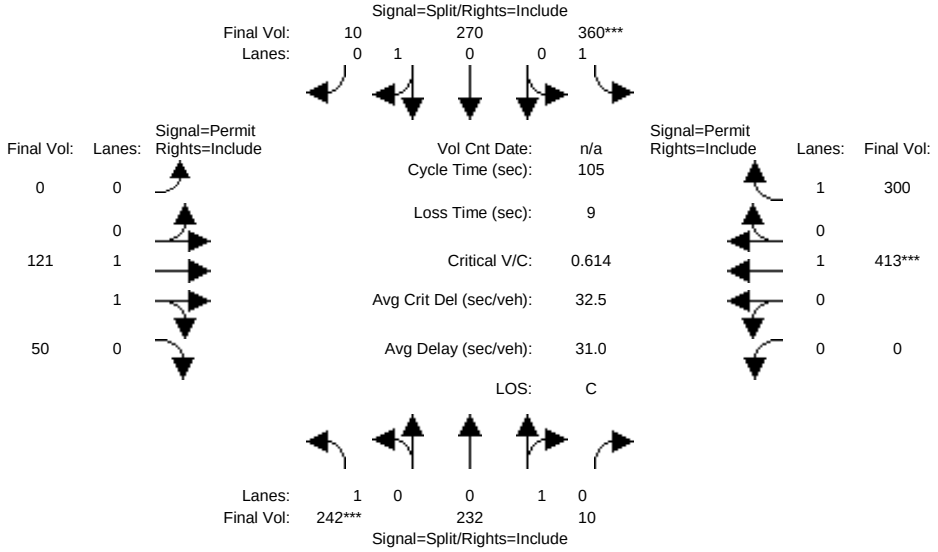
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	2	2	0	0	0	0	0	11	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	232	10	360	270	10	0	121	50	0	413	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	232	10	360	270	10	0	121	50	0	413	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	232	10	360	270	10	0	121	50	0	413	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	232	10	360	270	10	0	121	50	0	413	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.96	0.04	0.00	1.40	0.60	0.00	1.00	1.00
Final Sat.:	1750	1726	74	1750	1736	64	0	2617	1082	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.21	0.16	0.16	0.00	0.05	0.05	0.00	0.22	0.17
Crit Moves:	****			****							****	
Green Time:	23.6	23.6	23.6	35.2	35.2	35.2	0.0	37.2	37.2	0.0	37.2	37.2
Volume/Cap:	0.61	0.60	0.60	0.61	0.46	0.46	0.00	0.13	0.13	0.00	0.61	0.48
Delay/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	38.8	38.8	31.2	28.1	28.1	0.0	23.0	23.0	0.0	29.7	27.0
LOS by Move:	D	D+	D+	C	C	C	A	C	C	A	C	C
HCM2kAvgQ:	8	7	7	10	7	7	0	2	2	0	11	8

Note: Queue reported is the number of cars per lane.

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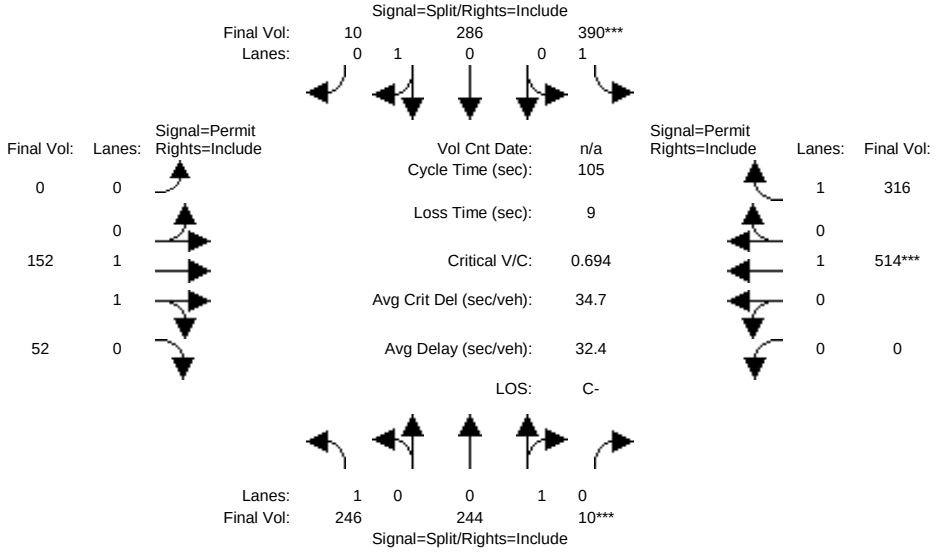
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	230	10	360	270	10	0	110	50	0	380	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	230	10	360	270	10	0	110	50	0	380	300
Added Vol:	6	14	0	30	16	0	0	42	2	0	134	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	244	10	390	286	10	0	152	52	0	514	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	244	10	390	286	10	0	152	52	0	514	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	244	10	390	286	10	0	152	52	0	514	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	244	10	390	286	10	0	152	52	0	514	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.97	0.03	0.00	1.48	0.52	0.00	1.00	1.00
Final Sat.:	1750	1729	71	1750	1739	61	0	2756	943	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.22	0.16	0.16	0.00	0.06	0.06	0.00	0.27	0.18
Crit Moves:			****	****							****	
Green Time:	21.4	21.4	21.4	33.7	33.7	33.7	0.0	40.9	40.9	0.0	40.9	40.9
Volume/Cap:	0.69	0.69	0.69	0.69	0.51	0.51	0.00	0.14	0.14	0.00	0.69	0.46
Delay/Veh:	44.5	44.5	44.5	34.9	29.7	29.7	0.0	20.7	20.7	0.0	29.7	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	44.5	34.9	29.7	29.7	0.0	20.7	20.7	0.0	29.7	24.4
LOS by Move:	D	D	D	C-	C	C	A	C+	C+	A	C	C
HCM2kAvgQ:	8	8	8	12	8	8	0	2	2	0	14	8

Note: Queue reported is the number of cars per lane.

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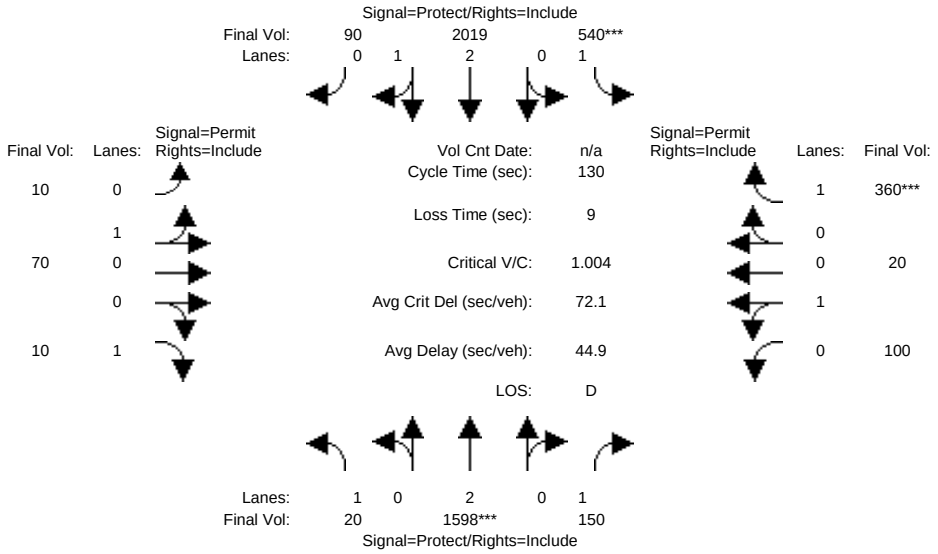
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	8	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1598	150	540	2019	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1598	150	540	2019	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1598	150	540	2019	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5361	239	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.09	0.31	0.38	0.38	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.8	54.4	54.4	39.9	82.6	82.6	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	1.00	0.20	1.00	0.59	0.59	0.22	0.22	0.03	0.33	0.33	1.00
Delay/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	61.4	24.2	84.9	14.2	14.2	43.3	43.3	41.4	44.6	44.6	100.3
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	35	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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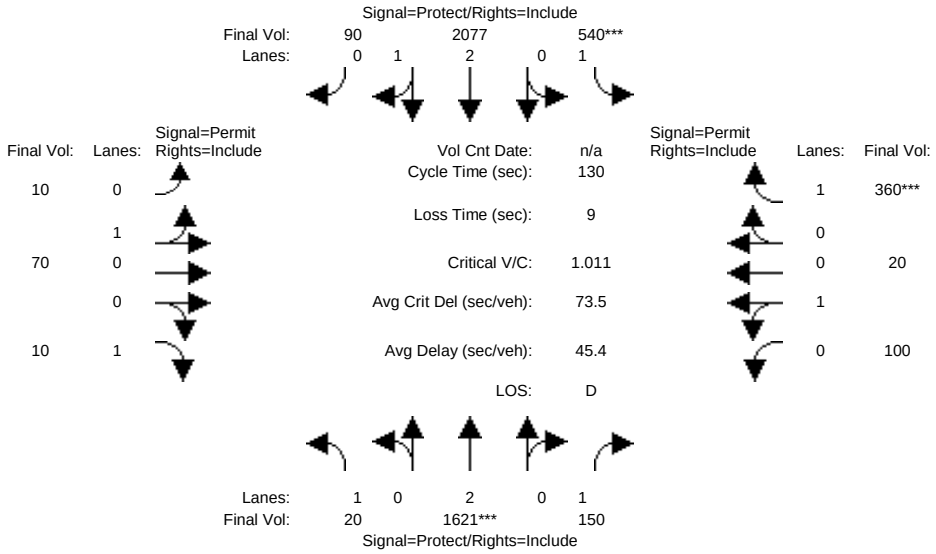
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	31	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1621	150	540	2077	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1621	150	540	2077	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	3800	1750	1750	5367	233	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.09	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.5	54.9	54.9	39.7	83.0	83.0	26.5	26.5	26.5	26.5	26.5	26.5
Volume/Cap:	0.13	1.01	0.20	1.01	0.61	0.61	0.22	0.22	0.03	0.33	0.33	1.01
Delay/Veh:	55.0	62.7	23.9	86.8	14.2	14.2	43.5	43.5	41.5	44.7	44.7	102.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	62.7	23.9	86.8	14.2	14.2	43.5	43.5	41.5	44.7	44.7	102.2
LOS by Move:	D-	E	C	F	B	B	D	D	D	D	D	F
HCM2kAvgQ:	1	36	4	30	17	17	3	3	0	4	4	21

Note: Queue reported is the number of cars per lane.

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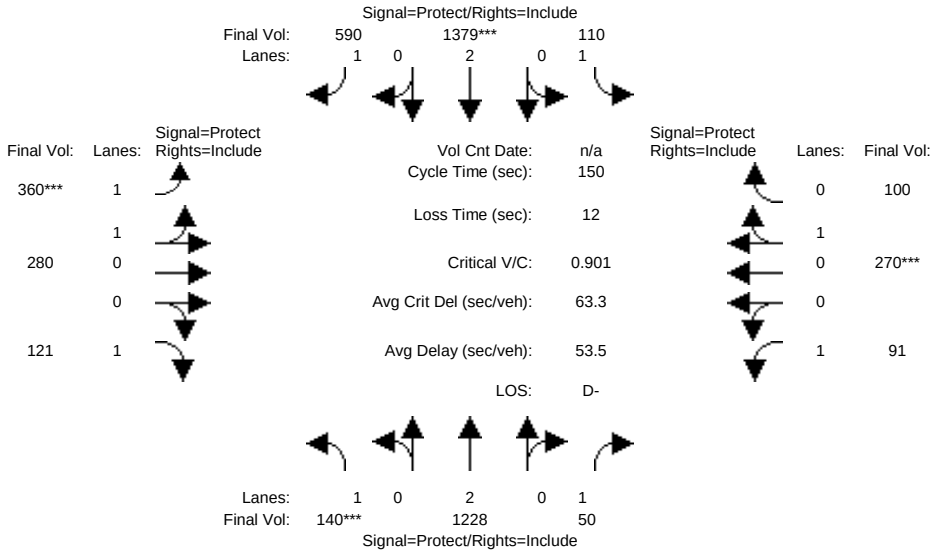
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	0	8	0	0	19	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1228	50	110	1379	590	360	280	121	91	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1228	50	110	1379	590	360	280	121	91	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1228	50	110	1379	590	360	280	121	91	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.03	0.06	0.36	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.3	61.7	61.7	12.0	60.4	60.4	30.0	49.9	49.9	14.4	34.2	34.2
Volume/Cap:	0.90	0.79	0.07	0.79	0.90	0.84	0.90	0.54	0.21	0.54	0.90	0.90
Delay/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.1	41.1	26.8	92.4	49.6	49.0	73.1	41.3	36.1	68.3	78.6	78.6
LOS by Move:	F	D	C	F	D	D	E	D	D+	E	E-	E-
HCM2kAvgQ:	8	24	1	6	31	27	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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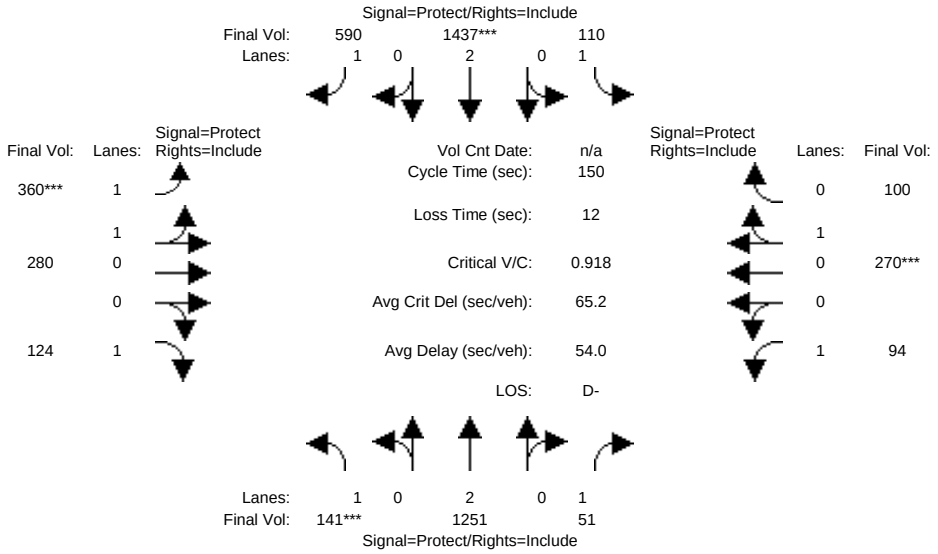
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	31	1	0	77	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1251	51	110	1437	590	360	280	124	94	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1251	51	110	1437	590	360	280	124	94	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.03	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	62.9	62.9	12.0	61.8	61.8	29.5	48.6	48.6	14.5	33.6	33.6
Volume/Cap:	0.92	0.78	0.07	0.78	0.92	0.82	0.92	0.56	0.22	0.56	0.92	0.92
Delay/Veh:	116.9	40.3	26.1	92.3	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.9	40.3	26.1	92.3	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
LOS by Move:	F	D	C	F	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	25	1	6	33	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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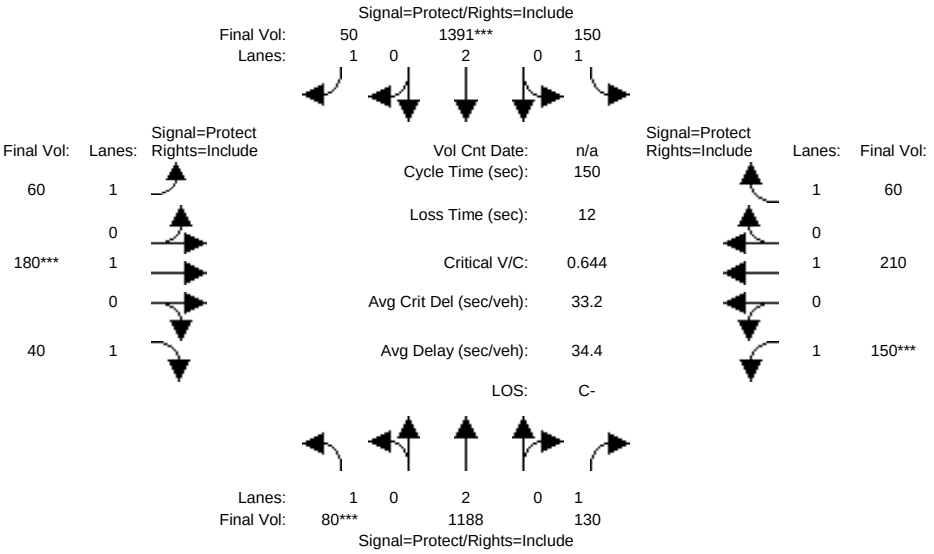
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1188	130	150	1391	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1188	130	150	1391	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1188	130	150	1391	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.07	0.09	0.37	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.7	75.3	75.3	20.6	85.3	85.3	12.5	22.1	22.1	20.0	29.6	29.6
Volume/Cap:	0.64	0.62	0.15	0.62	0.64	0.05	0.41	0.64	0.16	0.64	0.56	0.17
Delay/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	27.7	20.2	66.0	22.7	14.4	67.2	65.3	56.1	67.7	56.3	50.3
LOS by Move:	E-	C	C+	E	C+	B	E	E	E+	E	E+	D
HCM2kAvgQ:	4	19	3	7	20	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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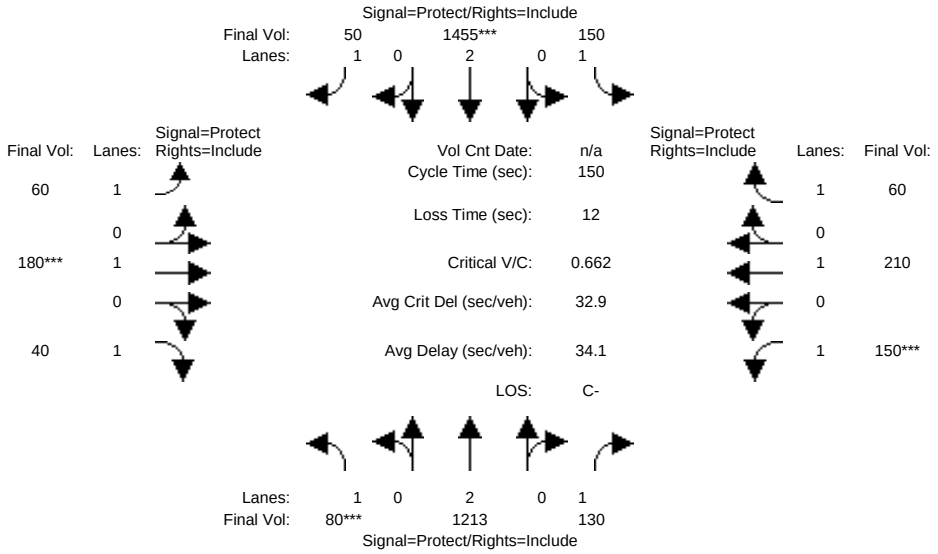
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	1180	130	150	1370	50	60	180	40	150	210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1180	130	150	1370	50	60	180	40	150	210	60
Added Vol:	0	33	0	0	85	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1213	130	150	1455	50	60	180	40	150	210	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1213	130	150	1455	50	60	180	40	150	210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1213	130	150	1455	50	60	180	40	150	210	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1213	130	150	1455	50	60	180	40	150	210	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.09	0.38	0.03	0.03	0.09	0.02	0.09	0.11	0.03
Crit Moves:	****				****			****			****	
Green Time:	10.4	76.6	76.6	20.6	86.8	86.8	12.1	21.5	21.5	19.4	28.7	28.7
Volume/Cap:	0.66	0.63	0.15	0.63	0.66	0.05	0.42	0.66	0.16	0.66	0.58	0.18
Delay/Veh:	81.0	27.1	19.5	66.2	22.4	13.7	67.6	66.8	56.7	69.3	57.4	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	27.1	19.5	66.2	22.4	13.7	67.6	66.8	56.7	69.3	57.4	51.0
LOS by Move:	F	C	B-	E	C+	B	E	E	E+	E	E+	D-
HCM2kAvgQ:	4	19	3	7	21	1	3	9	2	8	9	2

Note: Queue reported is the number of cars per lane.

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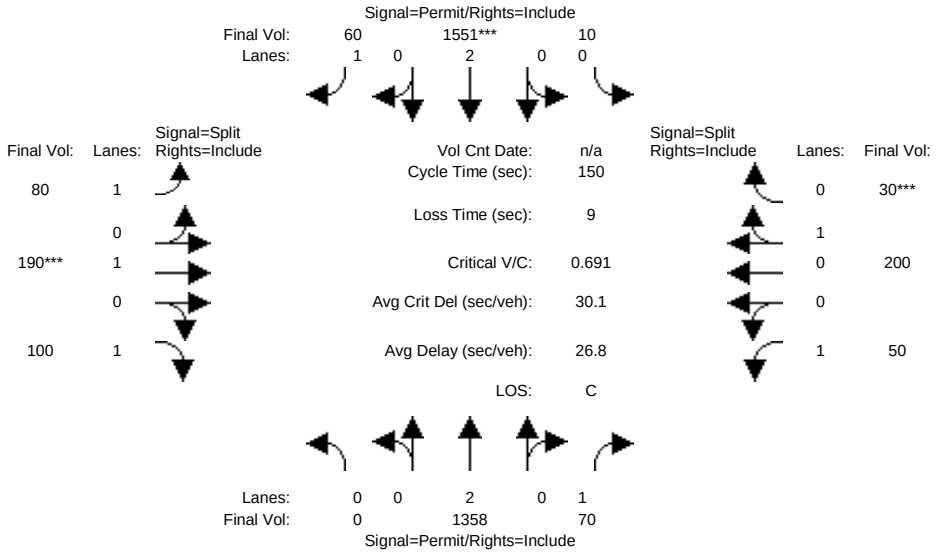
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1358	70	10	1551	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1358	70	10	1551	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1358	70	10	1551	60	80	190	100	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	24	3676	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.42	0.42	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	91.6	91.6	91.6	91.6	91.6	21.7	21.7	21.7	27.7	27.7	27.7
Volume/Cap:	0.00	0.59	0.07	0.69	0.69	0.06	0.32	0.69	0.39	0.15	0.69	0.69
Delay/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	11.9	20.6	20.6	11.8	58.2	68.3	59.2	51.5	63.2	63.2
LOS by Move:	A	B-	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	18	1	24	24	1	3	8	4	2	11	11

Note: Queue reported is the number of cars per lane.

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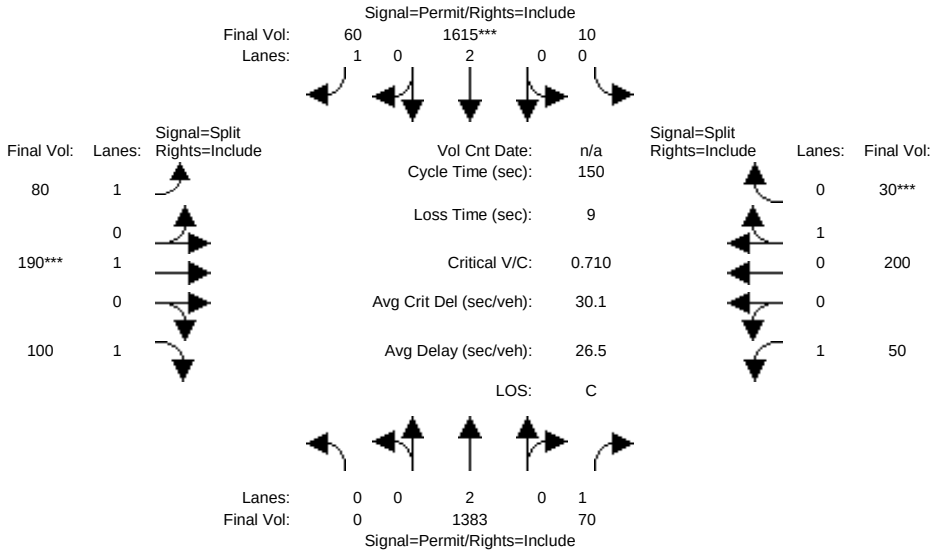
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	70	10	1530	60	80	190	100	50	200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	70	10	1530	60	80	190	100	50	200	30
Added Vol:	0	33	0	0	85	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1383	70	10	1615	60	80	190	100	50	200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1383	70	10	1615	60	80	190	100	50	200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1383	70	10	1615	60	80	190	100	50	200	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1383	70	10	1615	60	80	190	100	50	200	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	0	3800	1750	23	3677	1750	1750	1900	1750	1750	1565	235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.04	0.44	0.44	0.03	0.05	0.10	0.06	0.03	0.13	0.13
Crit Moves:					****			****				****
Green Time:	0.0	92.8	92.8	92.8	92.8	92.8	21.1	21.1	21.1	27.0	27.0	27.0
Volume/Cap:	0.00	0.59	0.06	0.71	0.71	0.06	0.32	0.71	0.41	0.16	0.71	0.71
Delay/Veh:	0.0	17.5	11.4	20.5	20.5	11.3	58.8	70.0	59.8	52.1	64.9	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	11.4	20.5	20.5	11.3	58.8	70.0	59.8	52.1	64.9	64.9
LOS by Move:	A	B	B+	C+	C+	B+	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	18	1	25	25	1	3	9	4	2	12	12

Note: Queue reported is the number of cars per lane.

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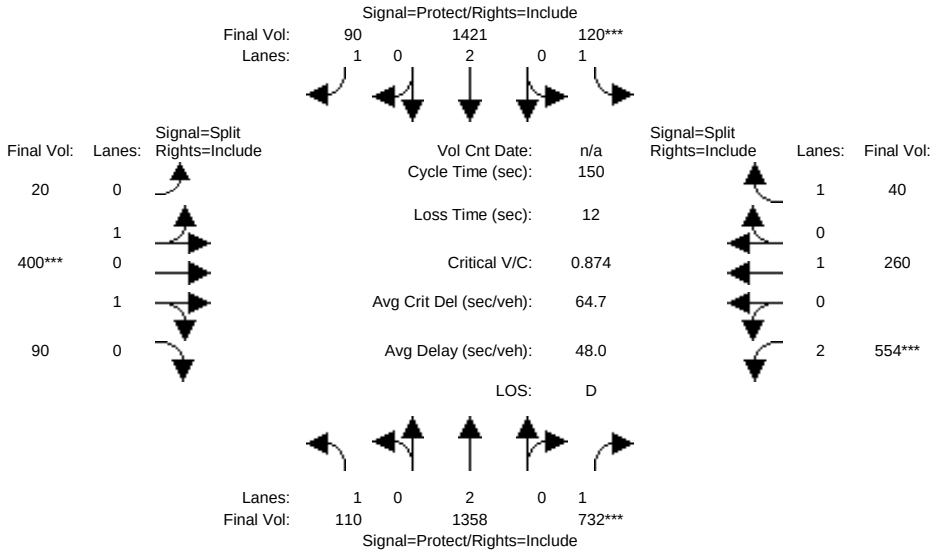
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	8	2	0	21	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1358	732	120	1421	90	20	400	90	554	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1358	732	120	1421	90	20	400	90	554	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1358	732	120	1421	90	20	400	90	554	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.37	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	12.0	71.8	71.8	11.8	71.5	71.5	24.3	24.3	24.3	30.2	30.2	30.2
Volume/Cap:	0.78	0.75	0.87	0.87	0.78	0.11	0.87	0.87	0.87	0.87	0.68	0.11
Delay/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	33.5	45.2	110.3	35.1	21.7	75.1	75.1	75.1	70.9	60.4	49.1
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E	D
HCM2kAvgQ:	6	25	34	6	27	2	15	15	15	16	11	2

Note: Queue reported is the number of cars per lane.

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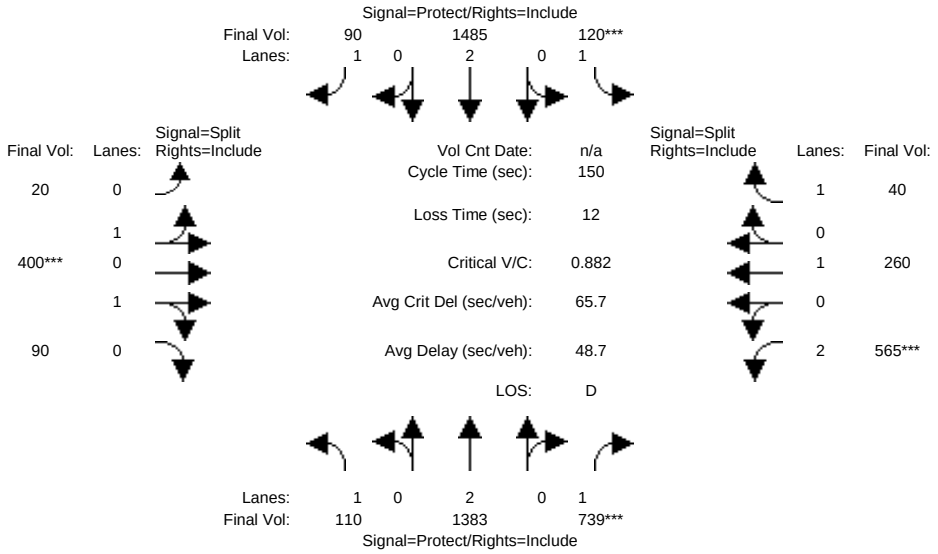
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	33	9	0	85	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1383	739	120	1485	90	20	400	90	565	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1383	739	120	1485	90	20	400	90	565	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.6	71.8	71.8	11.7	71.9	71.9	24.1	24.1	24.1	30.5	30.5	30.5
Volume/Cap:	0.82	0.76	0.88	0.88	0.82	0.11	0.88	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	98.6	34.0	46.2	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	34.0	46.2	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	34	6	29	2	15	15	15	16	11	2

Note: Queue reported is the number of cars per lane.

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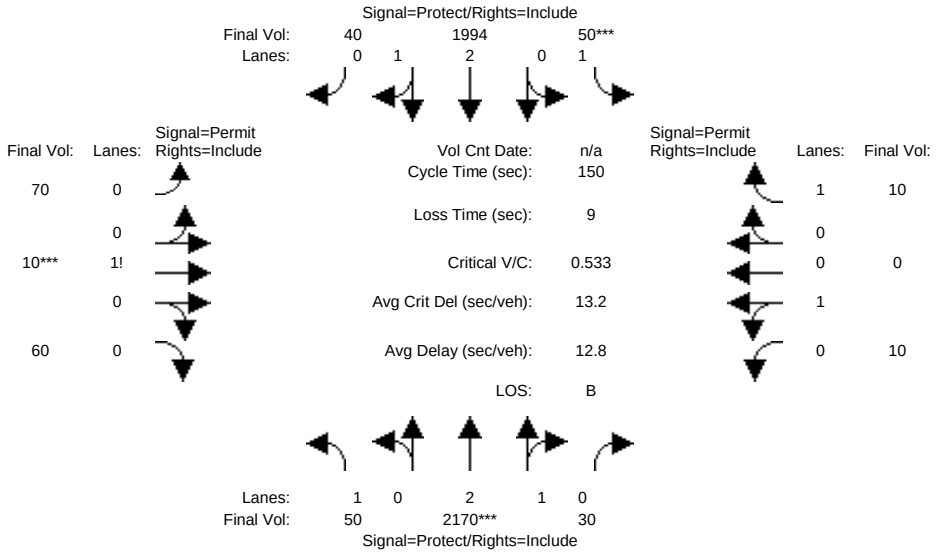
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2170	30	50	1994	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2170	30	50	1994	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2170	30	50	1994	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5524	76	1750	5490	110	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.03	0.36	0.36	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	13.5	110	110.5	8.0	105	105.0	22.5	22.5	22.5	22.5	0.0	22.5
Volume/Cap:	0.32	0.53	0.53	0.53	0.52	0.52	0.53	0.53	0.53	0.04	0.00	0.04
Delay/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	8.7	8.7	75.0	10.7	10.7	61.0	61.0	61.0	54.6	0.0	54.6
LOS by Move:	E	A	A	E	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	14	14	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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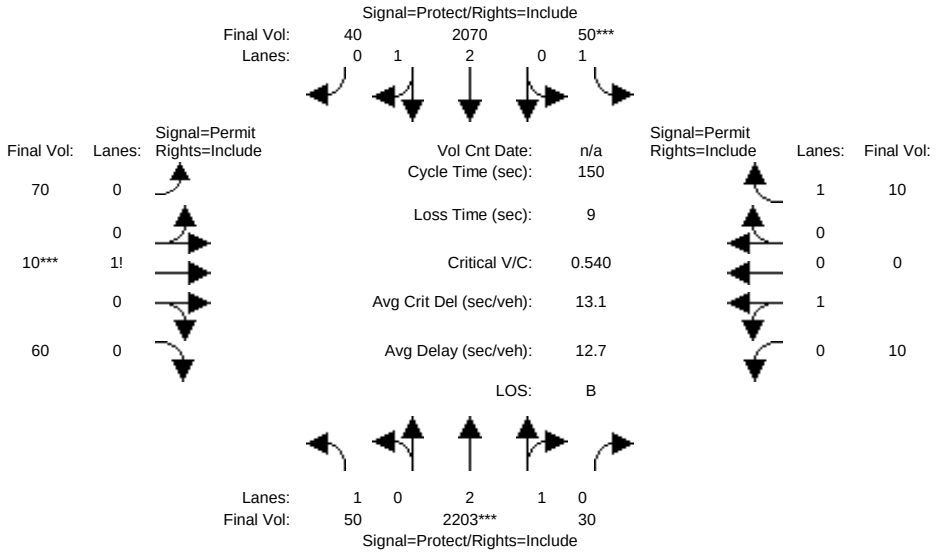
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2160	30	50	1970	40	70	10	60	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2160	30	50	1970	40	70	10	60	10	0	10
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2203	30	50	2070	40	70	10	60	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2203	30	50	2070	40	70	10	60	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2203	30	50	2070	40	70	10	60	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2203	30	50	2070	40	70	10	60	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.50	0.07	0.43	1.00	0.00	1.00
Final Sat.:	1750	5525	75	1750	5494	106	875	125	750	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.03	0.38	0.38	0.08	0.08	0.08	0.01	0.00	0.01
Crit Moves:		****			****			****				
Green Time:	13.1	111	110.8	7.9	106	105.7	22.2	22.2	22.2	22.2	0.0	22.2
Volume/Cap:	0.33	0.54	0.54	0.54	0.53	0.53	0.54	0.54	0.54	0.04	0.00	0.04
Delay/Veh:	65.6	8.7	8.7	75.5	10.7	10.7	61.4	61.4	61.4	54.8	0.0	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	8.7	8.7	75.5	10.7	10.7	61.4	61.4	61.4	54.8	0.0	54.8
LOS by Move:	E	A	A	E-	B+	B+	E	E	E	D-	A	D-
HCM2kAvgQ:	2	15	15	2	15	15	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

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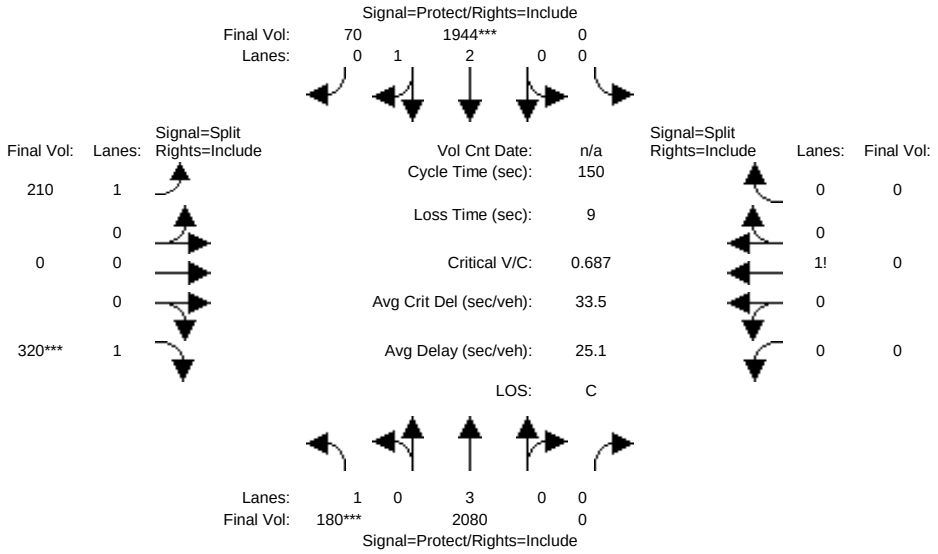
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2080	0	0	1944	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2080	0	0	1944	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2080	0	0	1944	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5405	195	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.00	0.00	0.36	0.36	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.5	101	0.0	0.0	78.6	78.6	40.0	0.0	40.0	0.0	0.0	0.0
Volume/Cap:	0.69	0.54	0.00	0.00	0.69	0.69	0.45	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	12.7	0.0	0.0	27.2	27.2	46.6	0.0	53.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	8	16	0	0	23	23	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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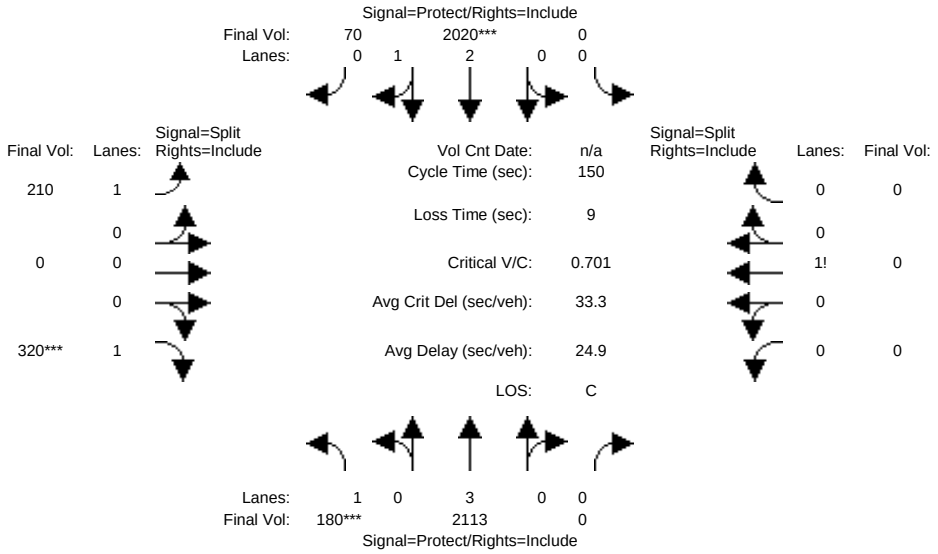
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2070	0	0	1920	70	210	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2070	0	0	1920	70	210	0	320	0	0	0
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2113	0	0	2020	70	210	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2113	0	0	2020	70	210	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2113	0	0	2020	70	210	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	2113	0	0	2020	70	210	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5412	188	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.00	0.00	0.37	0.37	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.0	102	0.0	0.0	79.9	79.9	39.1	0.0	39.1	0.0	0.0	0.0
Volume/Cap:	0.70	0.55	0.00	0.00	0.70	0.70	0.46	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	69.2	12.4	0.0	0.0	26.9	26.9	47.3	0.0	55.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	12.4	0.0	0.0	26.9	26.9	47.3	0.0	55.0	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D-	A	A	A
HCM2kAvgQ:	9	16	0	0	24	24	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

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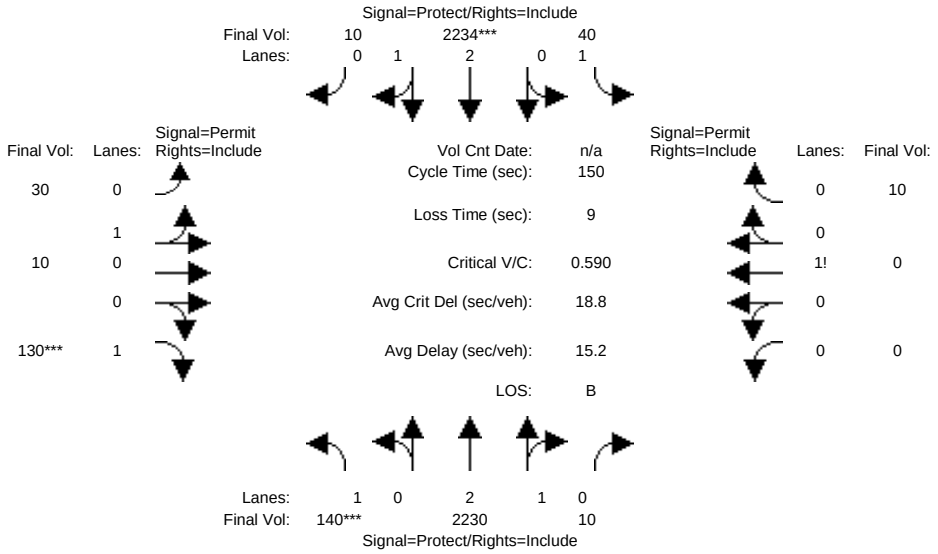
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	10	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2230	10	40	2234	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2230	10	40	2234	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2230	10	40	2234	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5575	25	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.02	0.40	0.40	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.3	109	109.4	12.8	102	101.8	18.9	18.9	18.9	0.0	0.0	18.9
Volume/Cap:	0.59	0.55	0.55	0.27	0.59	0.59	0.18	0.18	0.59	0.00	0.00	0.05
Delay/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	9.3	9.3	65.2	13.2	13.2	59.0	59.0	66.1	0.0	0.0	57.7
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	15	15	2	18	18	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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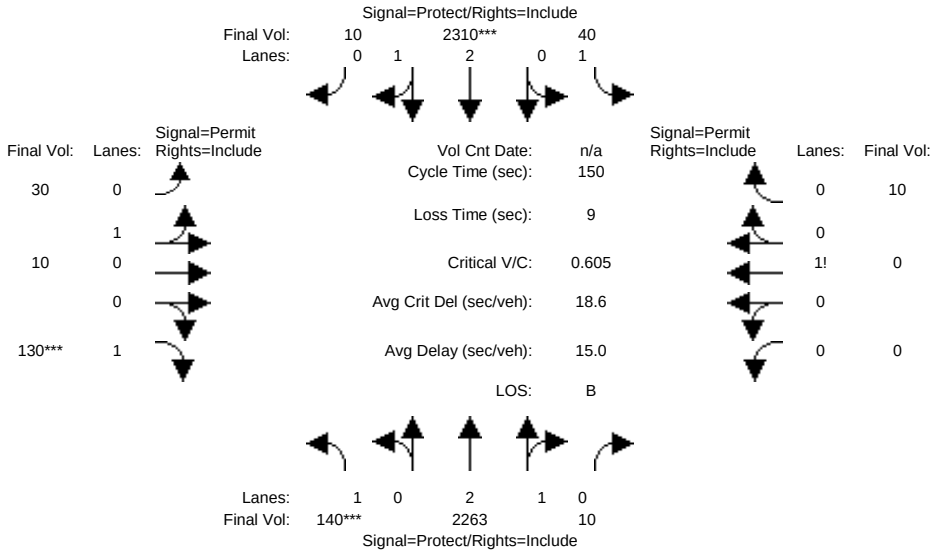
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	2220	10	40	2210	10	30	10	130	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	2210	10	30	10	130	0	0	10
Added Vol:	0	43	0	0	100	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2263	10	40	2310	10	30	10	130	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2263	10	40	2310	10	30	10	130	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2263	10	40	2310	10	30	10	130	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	2263	10	40	2310	10	30	10	130	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.99	0.01	0.75	0.25	1.00	0.00	0.00	1.00
Final Sat.:	1750	5575	25	1750	5576	24	1350	450	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.02	0.41	0.41	0.02	0.02	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	19.8	110	109.9	12.6	103	102.7	18.4	18.4	18.4	0.0	0.0	18.4
Volume/Cap:	0.60	0.55	0.55	0.27	0.60	0.60	0.18	0.18	0.60	0.00	0.00	0.05
Delay/Veh:	65.9	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.2	0.0	0.0	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	9.2	9.2	65.4	13.0	13.0	59.4	59.4	67.2	0.0	0.0	58.1
LOS by Move:	E	A	A	E	B	B	E+	E+	E	A	A	E+
HCM2kAvgQ:	6	15	15	2	19	19	2	2	7	0	0	0

Note: Queue reported is the number of cars per lane.

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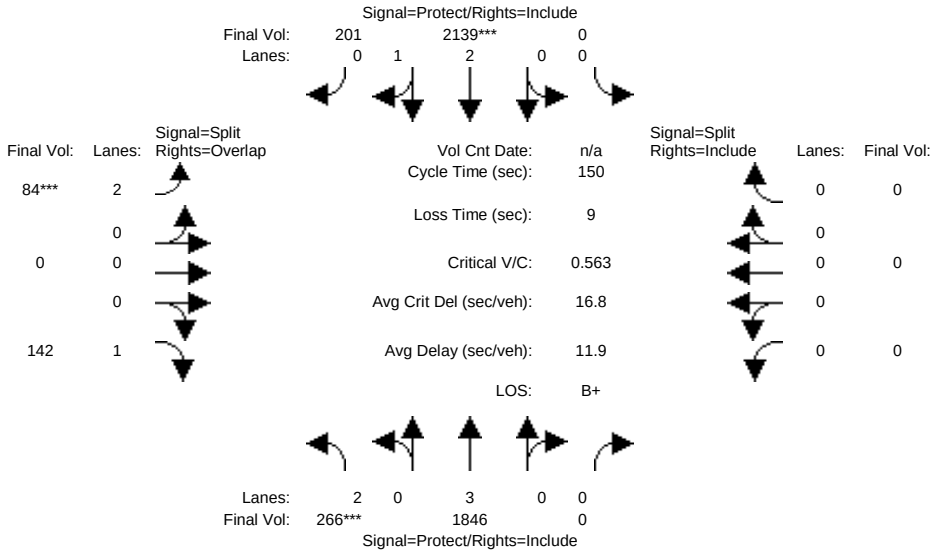
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	6	6	0	0	9	11	4	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1846	0	0	2139	201	84	0	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1846	0	0	2139	201	84	0	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1846	0	0	2139	201	84	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.73	0.27	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5118	481	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.00	0.42	0.42	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	22.0	131	0.0	0.0	109	109.0	10.0	0.0	32.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.37	0.00	0.00	0.58	0.58	0.40	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	1.8	0.0	0.0	9.8	9.8	68.4	0.0	51.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D-	A	A	A
HCM2kAvgQ:	7	5	0	0	17	17	2	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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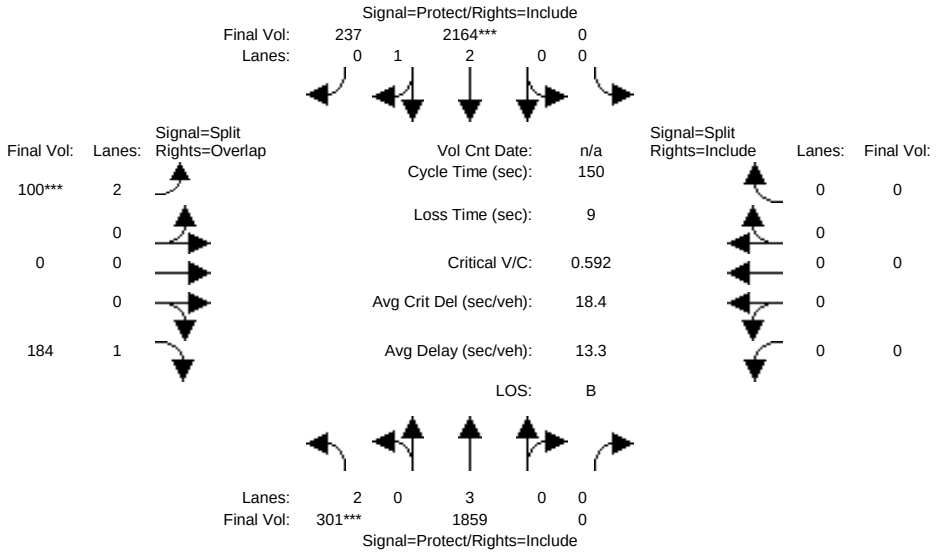
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	1840	0	0	2130	190	80	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1840	0	0	2130	190	80	0	140	0	0	0
Added Vol:	41	19	0	0	34	47	20	0	44	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1859	0	0	2164	237	100	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1859	0	0	2164	237	100	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1859	0	0	2164	237	100	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1859	0	0	2164	237	100	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5047	553	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.43	0.43	0.03	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	23.9	131	0.0	0.0	107	107.1	10.0	0.0	33.9	0.0	0.0	0.0
Volume/Cap:	0.60	0.37	0.00	0.00	0.60	0.60	0.48	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	60.7	1.8	0.0	0.0	11.0	11.0	69.2	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	1.8	0.0	0.0	11.0	11.0	69.2	0.0	51.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B+	B+	E	A	D-	A	A	A
HCM2kAvgQ:	7	5	0	0	18	18	3	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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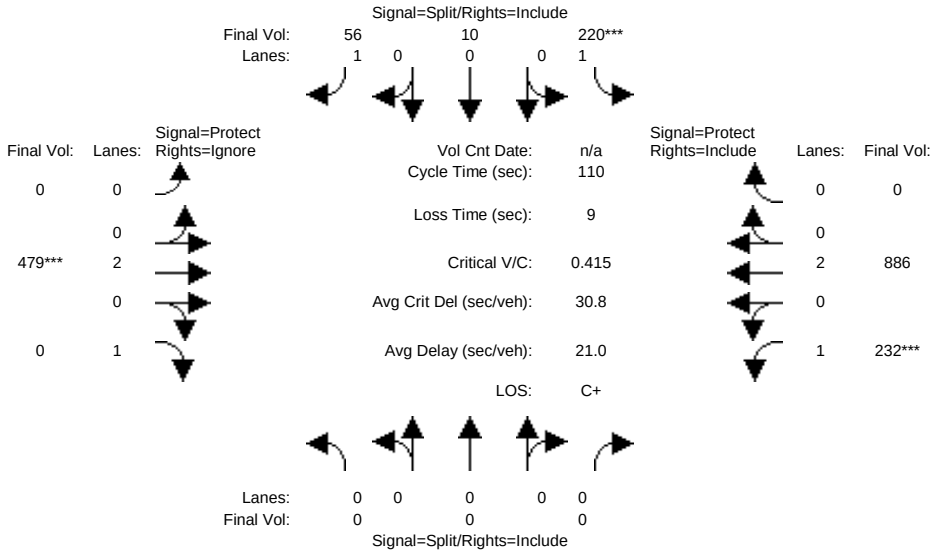
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	0	0	6	0	9	2	2	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	10	56	0	479	52	232	886	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	220	10	56	0	479	0	232	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	10	56	0	479	0	232	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	220	10	56	0	479	0	232	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.15	0.85	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	273	1527	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.04	0.04	0.00	0.13	0.00	0.13	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.4	32.4	32.4	0.0	33.4	0.0	35.2	68.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.12	0.12	0.00	0.41	0.00	0.41	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	28.4	28.4	0.0	30.7	0.0	29.9	10.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B+	A
HCM2kAvgQ:	0	0	0	6	2	2	0	6	0	6	7	0

Note: Queue reported is the number of cars per lane.

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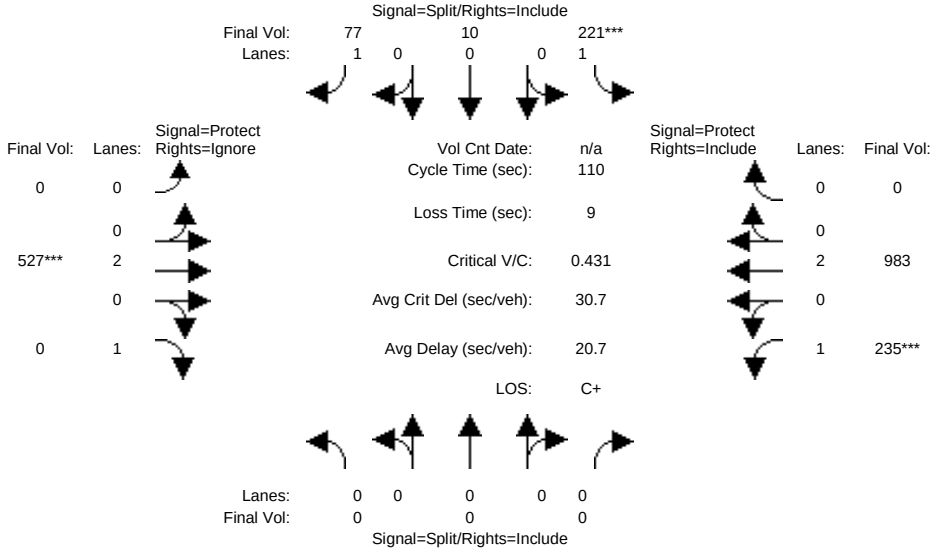
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	220	10	50	0	470	50	230	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	10	50	0	470	50	230	860	0
Added Vol:	0	0	0	1	0	27	0	57	15	5	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	10	77	0	527	65	235	983	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	221	10	77	0	527	0	235	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	10	77	0	527	0	235	983	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	221	10	77	0	527	0	235	983	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.11	0.89	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	207	1593	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.05	0.05	0.00	0.14	0.00	0.13	0.26	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.3	31.3	31.3	0.0	35.4	0.0	34.3	69.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.17	0.17	0.00	0.43	0.00	0.43	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	32.5	29.6	29.6	0.0	29.6	0.0	30.7	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	29.6	29.6	0.0	29.6	0.0	30.7	10.1	0.0
LOS by Move:	A	A	A	C-	C	C	A	C	A	C	B+	A
HCM2kAvgQ:	0	0	0	7	2	2	0	7	0	6	8	0

Note: Queue reported is the number of cars per lane.

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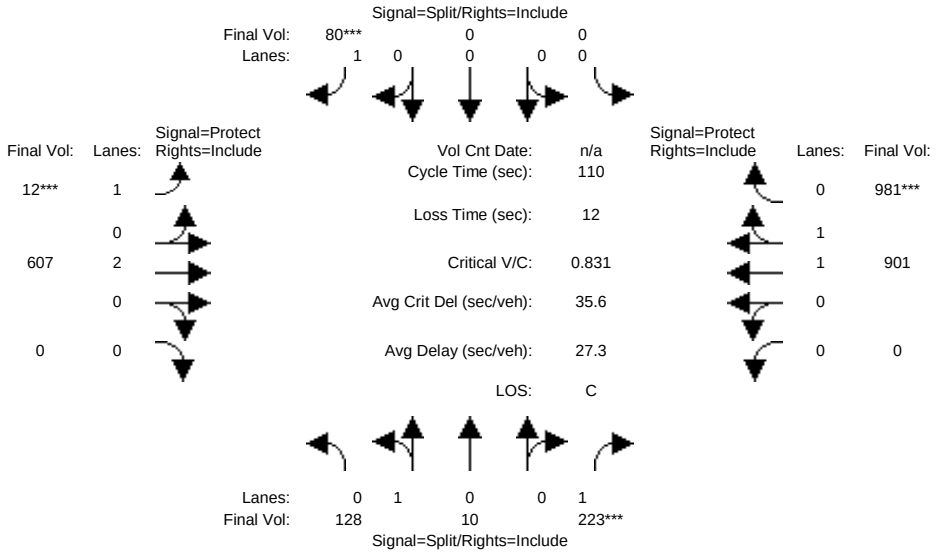
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	8	0	3	0	0	0	2	7	0	0	21	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	10	223	0	0	80	12	607	0	0	901	981
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	10	223	0	0	80	12	607	0	0	901	981
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	10	223	0	0	80	12	607	0	0	901	981
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	10	223	0	0	80	12	607	0	0	901	981
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.07	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1670	130	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.00	0.00	0.05	0.01	0.16	0.00	0.00	0.47	0.56
Crit Moves:			****			****	****					****
Green Time:	15.0	15.0	15.0	0.0	0.0	10.0	7.0	73.0	0.0	0.0	66.0	66.0
Volume/Cap:	0.56	0.56	0.93	0.00	0.00	0.50	0.11	0.24	0.00	0.00	0.79	0.93
Delay/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	87.5	0.0	0.0	50.2	49.0	7.5	0.0	0.0	18.6	28.8
LOS by Move:	D	D	F	A	A	D	D	A	A	A	B-	C
HCM2kAvgQ:	5	5	12	0	0	3	0	4	0	0	23	35

Note: Queue reported is the number of cars per lane.

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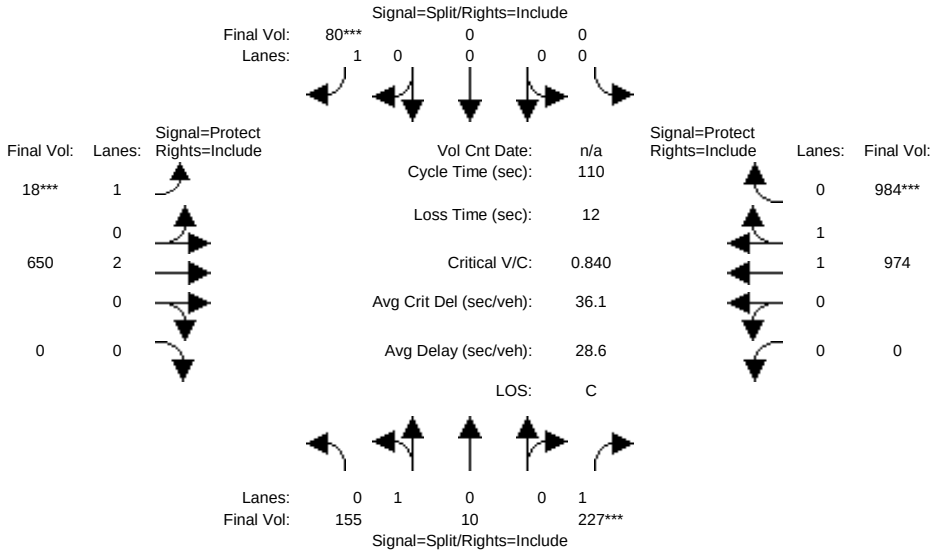
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	10	220	0	0	80	10	600	0	0	880	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	220	0	0	80	10	600	0	0	880	980
Added Vol:	35	0	7	0	0	0	8	50	0	0	94	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	10	227	0	0	80	18	650	0	0	974	984
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	10	227	0	0	80	18	650	0	0	974	984
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	227	0	0	80	18	650	0	0	974	984
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	10	227	0	0	80	18	650	0	0	974	984
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.94	0.06	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1691	109	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.00	0.00	0.05	0.01	0.17	0.00	0.00	0.51	0.56
Crit Moves:			****			****	****					****
Green Time:	15.2	15.2	15.2	0.0	0.0	10.0	7.0	72.8	0.0	0.0	65.8	65.8
Volume/Cap:	0.66	0.66	0.94	0.00	0.00	0.50	0.16	0.26	0.00	0.00	0.86	0.94
Delay/Veh:	51.6	51.6	88.5	0.0	0.0	50.2	49.4	7.6	0.0	0.0	21.7	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	88.5	0.0	0.0	50.2	49.4	7.6	0.0	0.0	21.7	29.4
LOS by Move:	D-	D-	F	A	A	D	D	A	A	A	C+	C
HCM2kAvgQ:	7	7	12	0	0	3	1	4	0	0	27	35

Note: Queue reported is the number of cars per lane.

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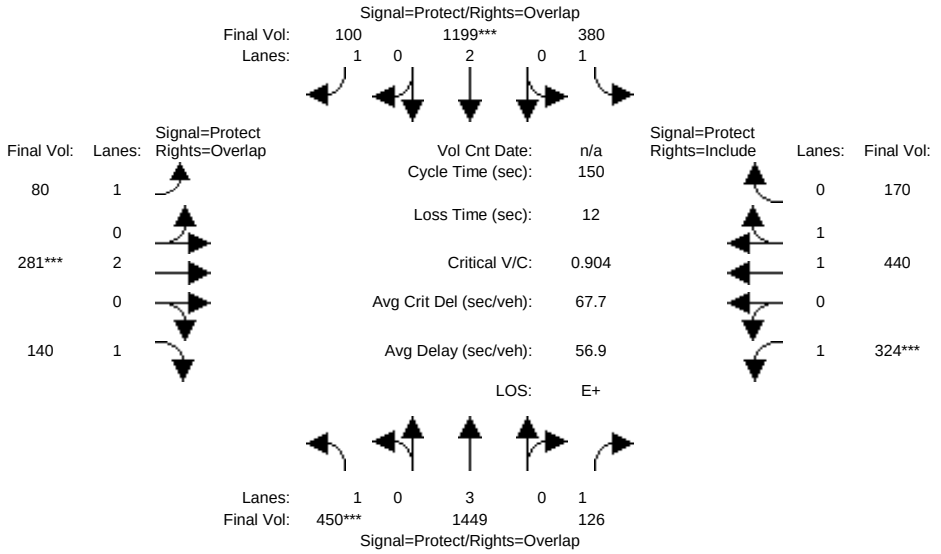
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	0	19	6	0	9	0	0	11	0	4	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1449	126	380	1199	100	80	281	140	324	440	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1449	126	380	1199	100	80	281	140	324	440	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	1449	126	380	1199	100	80	281	140	324	440	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.07	0.22	0.32	0.06	0.05	0.07	0.08	0.19	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	42.7	51.2	82.0	43.8	52.4	64.7	12.4	12.3	54.9	30.7	30.6	30.6
Volume/Cap:	0.90	0.74	0.13	0.74	0.90	0.13	0.55	0.90	0.22	0.90	0.81	0.81
Delay/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	45.2	16.7	53.9	55.4	25.8	70.8	96.3	32.9	83.5	63.4	63.4
LOS by Move:	E	D	B	D-	E+	C	E	F	C-	F	E	E
HCM2kAvgQ:	22	19	3	17	27	3	4	7	5	17	14	14

Note: Queue reported is the number of cars per lane.

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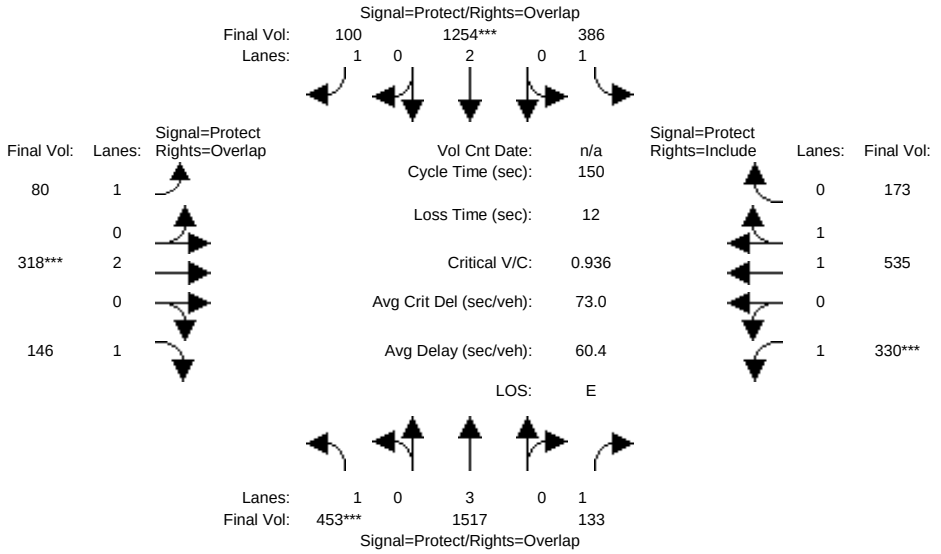
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	3	87	13	6	64	0	0	48	6	10	125	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1517	133	386	1254	100	80	318	146	330	535	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1517	133	386	1254	100	80	318	146	330	535	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1517	133	386	1254	100	80	318	146	330	535	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	1517	133	386	1254	100	80	318	146	330	535	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2795	904
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.08	0.22	0.33	0.06	0.05	0.08	0.08	0.19	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	41.5	51.6	81.8	42.8	52.9	64.2	11.3	13.4	54.9	30.2	32.4	32.4
Volume/Cap:	0.94	0.77	0.14	0.77	0.94	0.13	0.61	0.94	0.23	0.94	0.89	0.89
Delay/Veh:	78.7	46.0	16.8	56.6	59.3	26.1	75.2	100	33.1	90.8	68.8	68.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	46.0	16.8	56.6	59.3	26.1	75.2	100	33.1	90.8	68.8	68.8
LOS by Move:	E-	D	B	E+	E+	C	E-	F	C-	F	E	E
HCM2kAvgQ:	23	20	3	18	30	3	4	9	5	18	17	17

Note: Queue reported is the number of cars per lane.

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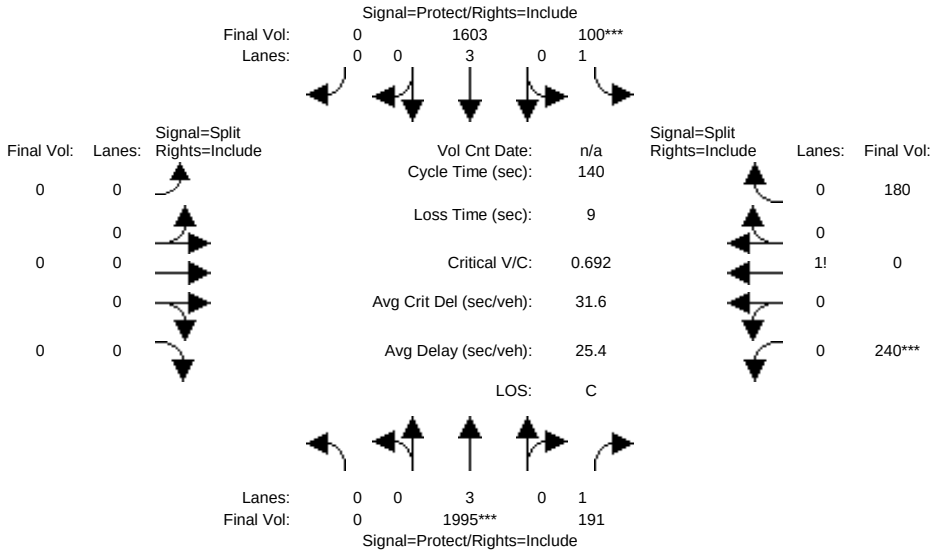
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	25	1	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1995	191	100	1603	0	0	0	0	240	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1995	191	100	1603	0	0	0	0	240	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1995	191	100	1603	0	0	0	0	240	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1000	0	750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.11	0.06	0.28	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	70.8	70.8	11.6	82.4	0.0	0.0	0.0	0.0	48.6	0.0	48.6
Volume/Cap:	0.00	0.69	0.22	0.69	0.48	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	19.3	75.9	16.6	0.0	0.0	0.0	0.0	42.7	0.0	42.7
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	21	5	4	12	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

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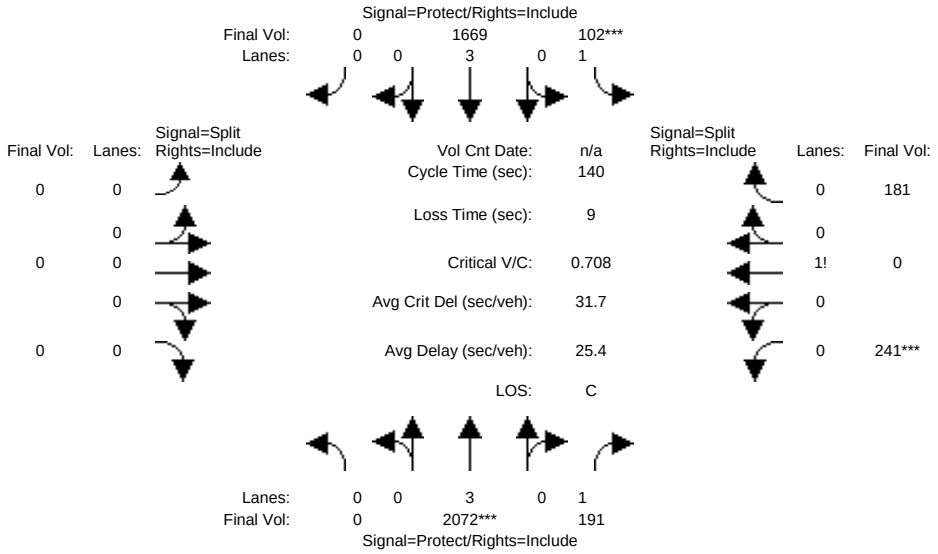
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1970	190	100	1590	0	0	0	0	240	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1970	190	100	1590	0	0	0	0	240	0	180
Added Vol:	0	102	1	2	79	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2072	191	102	1669	0	0	0	0	241	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2072	191	102	1669	0	0	0	0	241	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2072	191	102	1669	0	0	0	0	241	0	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2072	191	102	1669	0	0	0	0	241	0	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	999	0	751
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.11	0.06	0.29	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		
Green Time:	0.0	71.8	71.8	11.5	83.3	0.0	0.0	0.0	0.0	47.7	0.0	47.7
Volume/Cap:	0.00	0.71	0.21	0.71	0.49	0.00	0.00	0.00	0.00	0.71	0.00	0.71
Delay/Veh:	0.0	26.9	18.7	77.6	16.3	0.0	0.0	0.0	0.0	44.1	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.9	18.7	77.6	16.3	0.0	0.0	0.0	0.0	44.1	0.0	44.1
LOS by Move:	A	C	B-	E-	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	22	5	4	13	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

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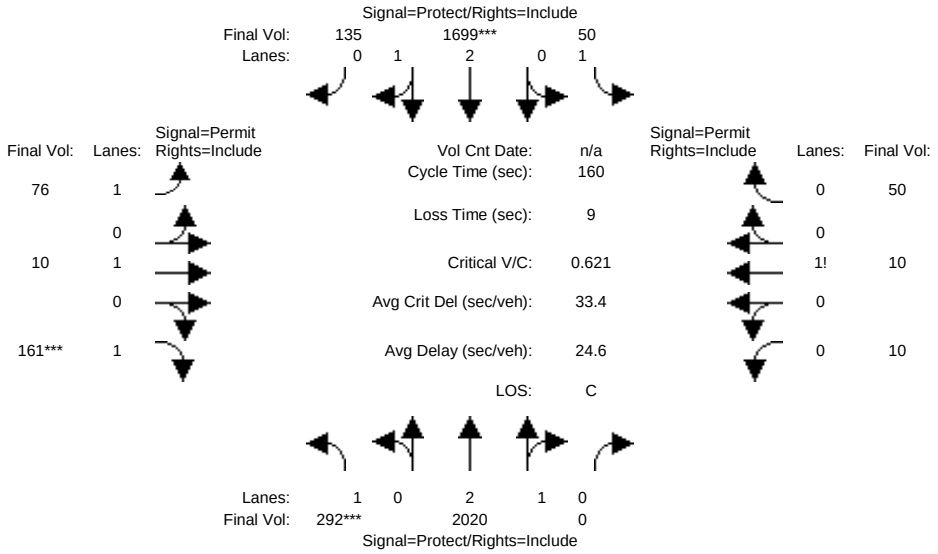
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	32	20	0	0	9	5	6	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	2020	0	50	1699	135	76	10	161	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	2020	0	50	1699	135	76	10	161	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	2020	0	50	1699	135	76	10	161	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	412	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.00	0.03	0.33	0.33	0.04	0.01	0.09	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	43.0	114	0.0	13.8	84.3	84.3	23.7	23.7	23.7	23.7	23.7	23.7
Volume/Cap:	0.62	0.51	0.00	0.33	0.62	0.62	0.29	0.04	0.62	0.27	0.27	0.27
Delay/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	10.7	0.0	70.1	27.0	27.0	61.3	58.4	68.5	61.0	61.0	61.0
LOS by Move:	D-	B+	A	E	C	C	E	E+	E	E	E	E
HCM2kAvgQ:	13	15	0	2	21	21	4	0	9	3	3	3

Note: Queue reported is the number of cars per lane.

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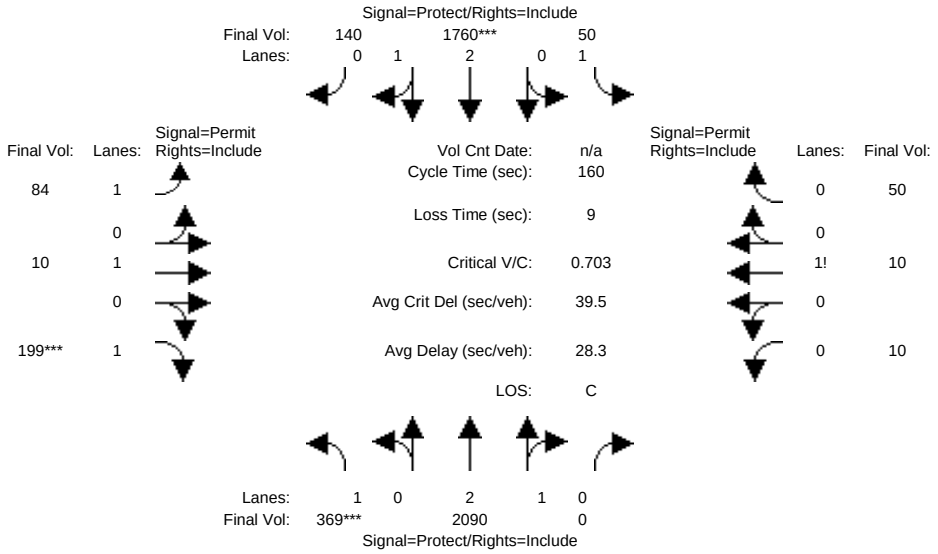
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	2000	0	50	1690	130	70	10	140	10	10	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2000	0	50	1690	130	70	10	140	10	10	50
Added Vol:	109	90	0	0	70	10	14	0	59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	2090	0	50	1760	140	84	10	199	10	10	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	2090	0	50	1760	140	84	10	199	10	10	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	2090	0	50	1760	140	84	10	199	10	10	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	2090	0	50	1760	140	84	10	199	10	10	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	1.00	2.77	0.23	1.00	1.00	1.00	0.14	0.14	0.72
Final Sat.:	1750	5600	0	1750	5187	413	1750	1900	1750	250	250	1250
Capacity Analysis Module:												
Vol/Sat:	0.21	0.37	0.00	0.03	0.34	0.34	0.05	0.01	0.11	0.04	0.04	0.04
Crit Moves:	****				****				****			
Green Time:	48.0	112	0.0	13.1	77.2	77.2	25.9	25.9	25.9	25.9	25.9	25.9
Volume/Cap:	0.70	0.53	0.00	0.35	0.70	0.70	0.30	0.03	0.70	0.25	0.25	0.25
Delay/Veh:	54.0	11.6	0.0	70.9	33.3	33.3	59.7	56.6	71.2	59.0	59.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	11.6	0.0	70.9	33.3	33.3	59.7	56.6	71.2	59.0	59.0	59.0
LOS by Move:	D-	B+	A	E	C-	C-	E+	E+	E	E+	E+	E+
HCM2kAvgQ:	17	16	0	2	24	24	4	0	11	3	3	3

Note: Queue reported is the number of cars per lane.

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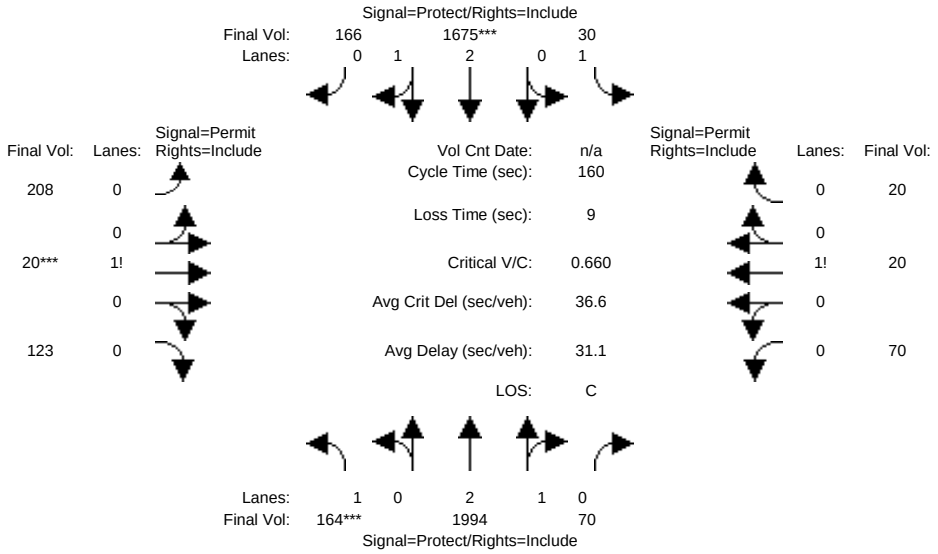
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	4	44	0	0	25	6	8	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1994	70	30	1675	166	208	20	123	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1994	70	30	1675	166	208	20	123	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1994	70	30	1675	166	208	20	123	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.89	0.11	1.00	2.72	0.28	0.59	0.06	0.35	0.64	0.18	0.18
Final Sat.:	1750	5410	190	1750	5094	505	1037	100	613	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.02	0.33	0.33	0.20	0.20	0.20	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	22.7	91.5	91.5	10.9	79.7	79.7	48.6	48.6	48.6	48.6	48.6	48.6
Volume/Cap:	0.66	0.64	0.64	0.25	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21
Delay/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.4	23.7	23.7	71.8	30.6	30.6	51.6	51.6	51.6	41.6	41.6	41.6
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	8	23	23	1	22	22	17	17	17	4	4	4

Note: Queue reported is the number of cars per lane.

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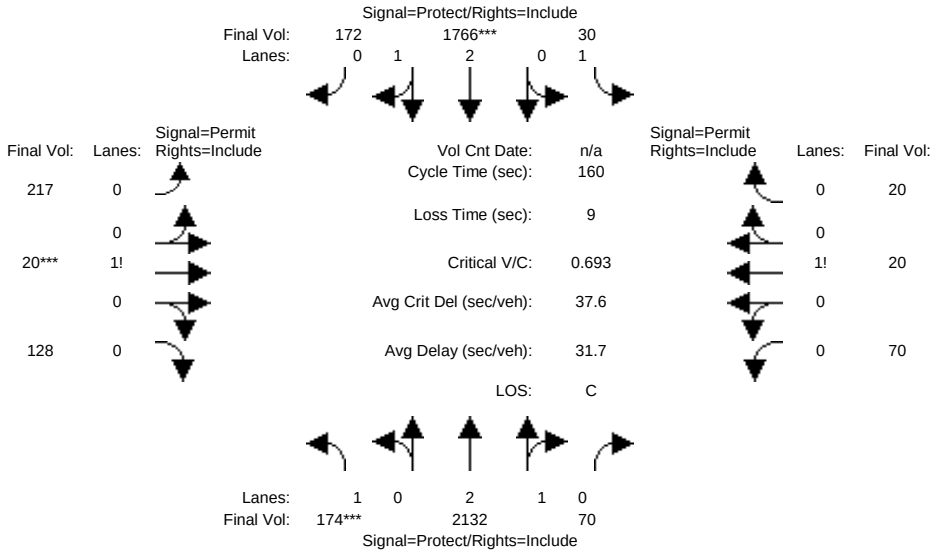
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1950	70	30	1650	160	200	20	120	70	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	70	30	1650	160	200	20	120	70	20	20
Added Vol:	14	182	0	0	116	12	17	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	2132	70	30	1766	172	217	20	128	70	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	2132	70	30	1766	172	217	20	128	70	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2132	70	30	1766	172	217	20	128	70	20	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	2132	70	30	1766	172	217	20	128	70	20	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.90	0.10	1.00	2.72	0.28	0.60	0.05	0.35	0.64	0.18	0.18
Final Sat.:	1750	5422	178	1750	5102	497	1040	96	614	1114	318	318
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.02	0.35	0.35	0.21	0.21	0.21	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	23.0	92.6	92.6	10.3	79.9	79.9	48.1	48.1	48.1	48.1	48.1	48.1
Volume/Cap:	0.69	0.68	0.68	0.27	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21
Delay/Veh:	73.3	24.0	24.0	72.5	31.4	31.4	53.4	53.4	53.4	41.9	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	24.0	24.0	72.5	31.4	31.4	53.4	53.4	53.4	41.9	41.9	41.9
LOS by Move:	E	C	C	E	C	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	9	25	25	1	24	24	18	18	18	4	4	4

Note: Queue reported is the number of cars per lane.

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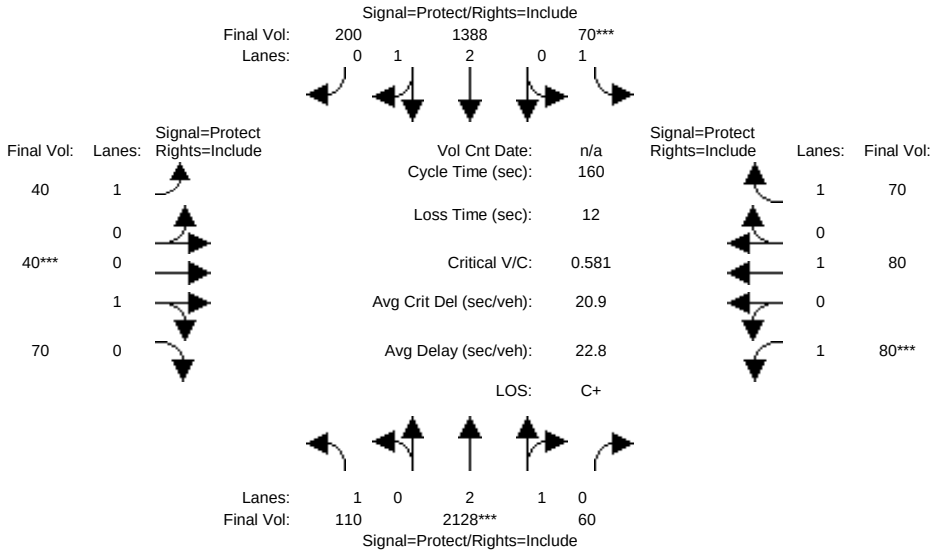
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	48	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2128	60	70	1388	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2128	60	70	1388	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2128	60	70	1388	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.91	0.09	1.00	2.61	0.39	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5446	154	1750	4894	705	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.28	0.28	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	21.5	108	107.6	11.0	97.1	97.1	12.1	16.8	16.8	12.6	17.3	17.3
Volume/Cap:	0.47	0.58	0.58	0.58	0.47	0.47	0.30	0.58	0.58	0.58	0.39	0.37
Delay/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	14.3	14.3	79.2	17.4	17.4	71.2	72.7	72.7	77.3	67.7	67.5
LOS by Move:	E	B	B	E-	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	18	18	4	14	14	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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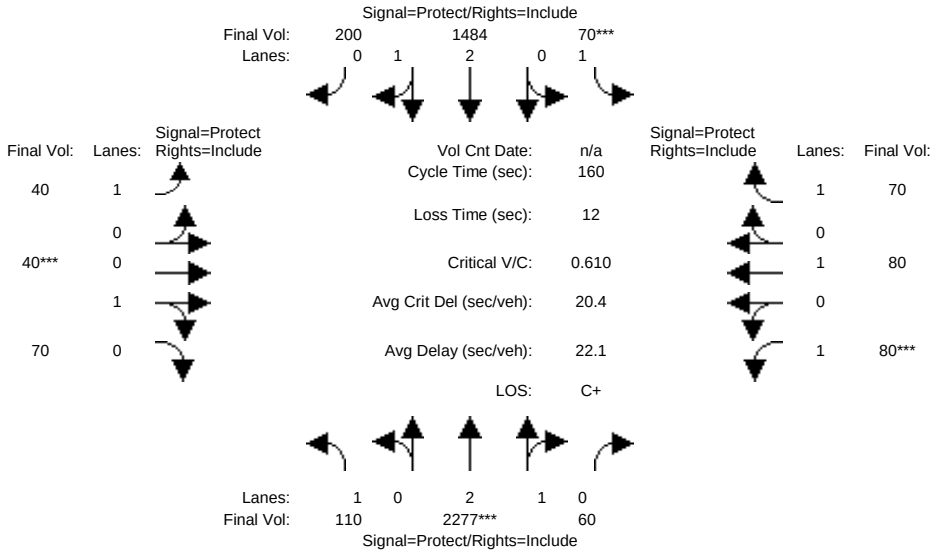
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2080	60	70	1360	200	40	40	70	80	80	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2080	60	70	1360	200	40	40	70	80	80	70
Added Vol:	0	197	0	0	124	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2277	60	70	1484	200	40	40	70	80	80	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2277	60	70	1484	200	40	40	70	80	80	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2277	60	70	1484	200	40	40	70	80	80	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2277	60	70	1484	200	40	40	70	80	80	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.92	0.08	1.00	2.63	0.37	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5456	144	1750	4934	665	1750	655	1145	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.04	0.30	0.30	0.02	0.06	0.06	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	20.7	109	109.5	10.5	99.2	99.2	11.5	16.0	16.0	12.0	16.5	16.5
Volume/Cap:	0.48	0.61	0.61	0.61	0.48	0.48	0.32	0.61	0.61	0.61	0.41	0.39
Delay/Veh:	66.3	14.0	14.0	82.0	16.6	16.6	71.9	75.0	75.0	79.9	68.6	68.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	14.0	14.0	82.0	16.6	16.6	71.9	75.0	75.0	79.9	68.6	68.4
LOS by Move:	E	B	B	F	B	B	E	E	E	E-	E	E
HCM2kAvgQ:	5	19	19	4	14	14	2	6	6	5	4	4

Note: Queue reported is the number of cars per lane.

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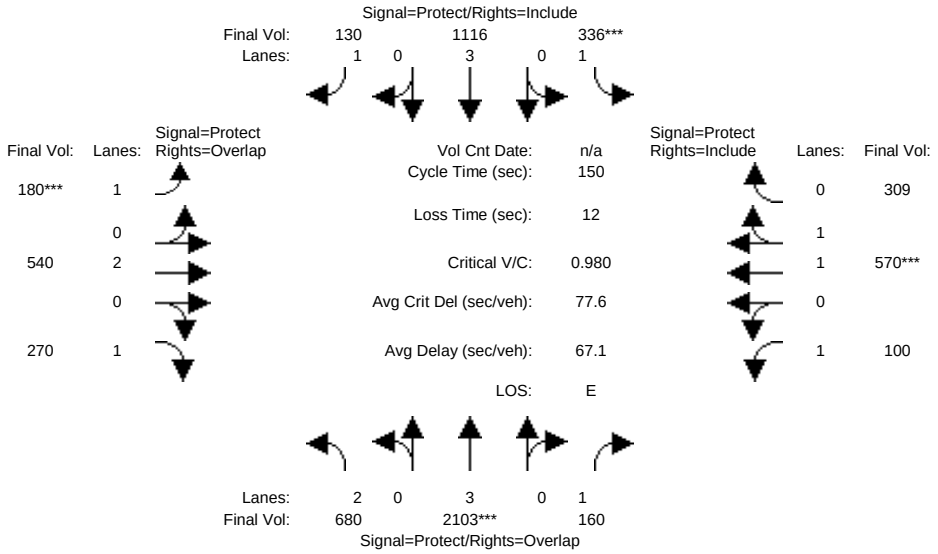
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	0	13	0	6	6	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2103	160	336	1116	130	180	540	270	100	570	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2103	160	336	1116	130	180	540	270	100	570	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	2103	160	336	1116	130	180	540	270	100	570	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2398	1300
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.09	0.19	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	45.0	56.5	71.4	29.4	40.8	40.8	15.7	37.2	82.2	14.9	36.4	36.4
Volume/Cap:	0.72	0.98	0.19	0.98	0.72	0.27	0.98	0.57	0.28	0.57	0.98	0.98
Delay/Veh:	49.5	61.1	22.8	103.0	51.0	43.2	127.3	50.3	18.3	69.0	81.5	81.5
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	61.1	22.8	144.2	71.5	60.5	127.3	50.3	18.3	69.0	81.5	81.5
LOS by Move:	D	E	C+	F	E	E	F	D	B-	E	F	F
HCM2kAvgQ:	16	32	4	21	16	5	9	10	7	4	20	20

Note: Queue reported is the number of cars per lane.

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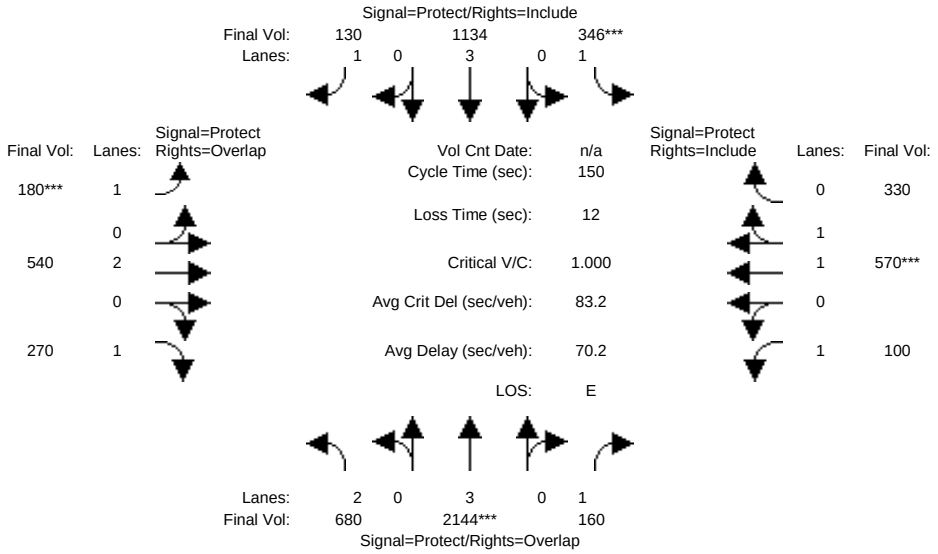
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	680	2090	160	330	1110	130	180	540	270	100	570	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2090	160	330	1110	130	180	540	270	100	570	300
Added Vol:	0	54	0	16	24	0	0	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	2144	160	346	1134	130	180	540	270	100	570	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2144	160	346	1134	130	180	540	270	100	570	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2144	160	346	1134	130	180	540	270	100	570	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	2144	160	346	1134	130	180	540	270	100	570	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.25	0.75
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2342	1356
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.09	0.20	0.20	0.07	0.10	0.14	0.15	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	44.8	56.4	71.3	29.7	41.3	41.3	15.4	37.0	81.8	14.9	36.5	36.5
Volume/Cap:	0.72	1.00	0.19	1.00	0.72	0.27	1.00	0.58	0.28	0.58	1.00	1.00
Delay/Veh:	49.8	66.2	22.8	108.6	50.9	42.9	134.4	50.5	18.5	69.2	86.8	86.8
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	66.2	22.8	152.0	71.2	60.0	134.4	50.5	18.5	69.2	86.8	86.8
LOS by Move:	D	E	C+	F	E	E	F	D	B-	E	F	F
HCM2kAvgQ:	16	34	4	23	17	5	9	10	7	4	21	21

Note: Queue reported is the number of cars per lane.

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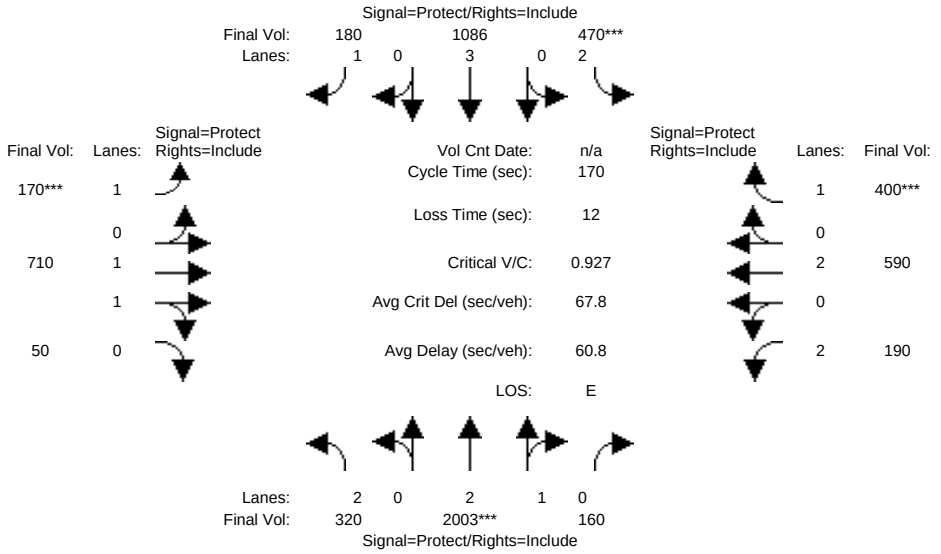
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	13	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2003	160	470	1086	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2003	160	470	1086	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2003	160	470	1086	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5185	414	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	34.2	70.9	70.9	27.4	64.1	64.1	17.8	46.2	46.2	13.6	41.9	41.9
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	54.2	54.2	93.5	41.0	37.0	121.2	60.1	60.1	88.9	58.5	88.5
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	40	40	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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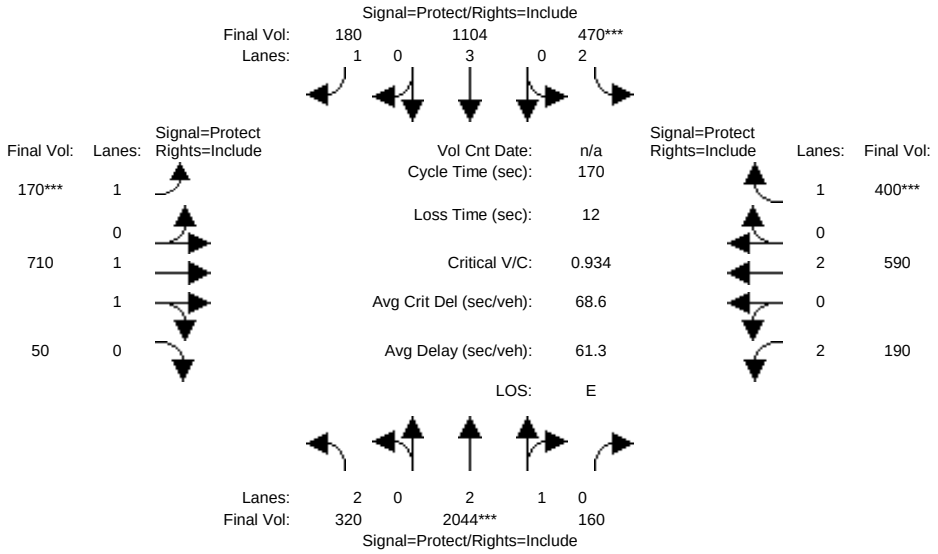
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1990	160	470	1080	180	170	710	50	190	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1990	160	470	1080	180	170	710	50	190	590	400
Added Vol:	0	54	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2044	160	470	1104	180	170	710	50	190	590	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	2044	160	470	1104	180	170	710	50	190	590	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2044	160	470	1104	180	170	710	50	190	590	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	2044	160	470	1104	180	170	710	50	190	590	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	3150	5193	406	3150	5700	1750	1750	3456	243	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.15	0.19	0.10	0.10	0.21	0.21	0.06	0.16	0.23
Crit Moves:		****		****			****					****
Green Time:	34.0	71.6	71.6	27.1	64.8	64.8	17.7	45.8	45.8	13.4	41.6	41.6
Volume/Cap:	0.51	0.93	0.93	0.93	0.51	0.27	0.93	0.76	0.76	0.76	0.63	0.93
Delay/Veh:	61.3	54.7	54.7	95.4	40.6	36.5	123.6	60.6	60.6	89.7	58.9	90.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	54.7	54.7	95.4	40.6	36.5	123.6	60.6	60.6	89.7	58.9	90.6
LOS by Move:	E	D-	D-	F	D	D+	F	E	E	F	E+	F
HCM2kAvgQ:	9	41	41	15	14	7	11	19	19	7	14	26

Note: Queue reported is the number of cars per lane.

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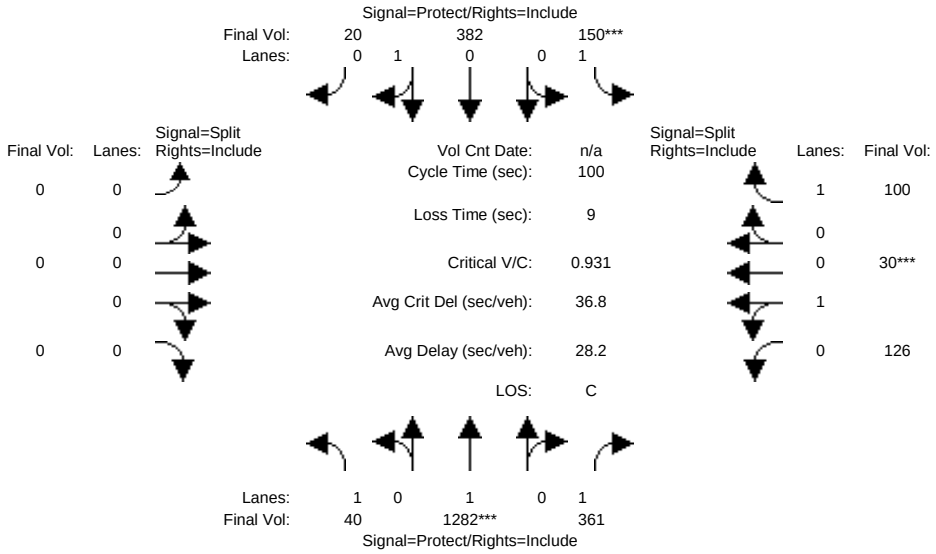
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	2	1	0	2	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1282	361	150	382	20	0	0	0	126	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1282	361	150	382	20	0	0	0	126	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1282	361	150	382	20	0	0	0	126	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1282	361	150	382	20	0	0	0	126	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.81	0.19	1.00
Final Sat.:	1750	1900	1750	1750	1710	90	0	0	0	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.21	0.09	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.06
Crit Moves:		****		****							****	
Green Time:	19.3	71.9	71.9	9.1	61.7	61.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.94	0.29	0.94	0.36	0.36	0.00	0.00	0.00	0.87	0.87	0.57
Delay/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	24.7	5.1	98.4	9.7	9.7	0.0	0.0	0.0	77.3	77.3	47.4
LOS by Move:	C-	C	A	F	A	A	A	A	A	E-	E-	D
HCM2kAvgQ:	1	39	4	8	6	6	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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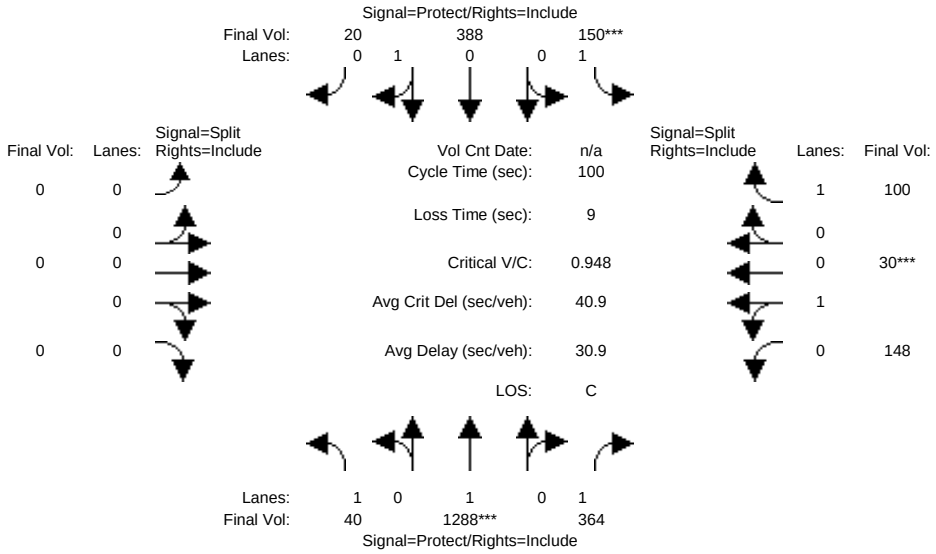
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1280	360	150	380	20	0	0	0	120	30	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1280	360	150	380	20	0	0	0	120	30	100
Added Vol:	0	8	4	0	8	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1288	364	150	388	20	0	0	0	148	30	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1288	364	150	388	20	0	0	0	148	30	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1288	364	150	388	20	0	0	0	148	30	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1288	364	150	388	20	0	0	0	148	30	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.00	0.00	0.00	0.83	0.17	1.00
Final Sat.:	1750	1900	1750	1750	1712	88	0	0	0	1497	303	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.68	0.21	0.09	0.23	0.23	0.00	0.00	0.00	0.10	0.10	0.06
Crit Moves:		****		****							****	
Green Time:	19.0	71.5	71.5	9.0	61.6	61.6	0.0	0.0	0.0	10.4	10.4	10.4
Volume/Cap:	0.12	0.95	0.29	0.95	0.37	0.37	0.00	0.00	0.00	0.95	0.95	0.55
Delay/Veh:	33.7	26.4	5.2	101.2	9.8	9.8	0.0	0.0	0.0	95.1	95.1	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	26.4	5.2	101.2	9.8	9.8	0.0	0.0	0.0	95.1	95.1	46.0
LOS by Move:	C-	C	A	F	A	A	A	A	A	F	F	D
HCM2kAvgQ:	1	41	4	8	7	7	0	0	0	6	6	3

Note: Queue reported is the number of cars per lane.

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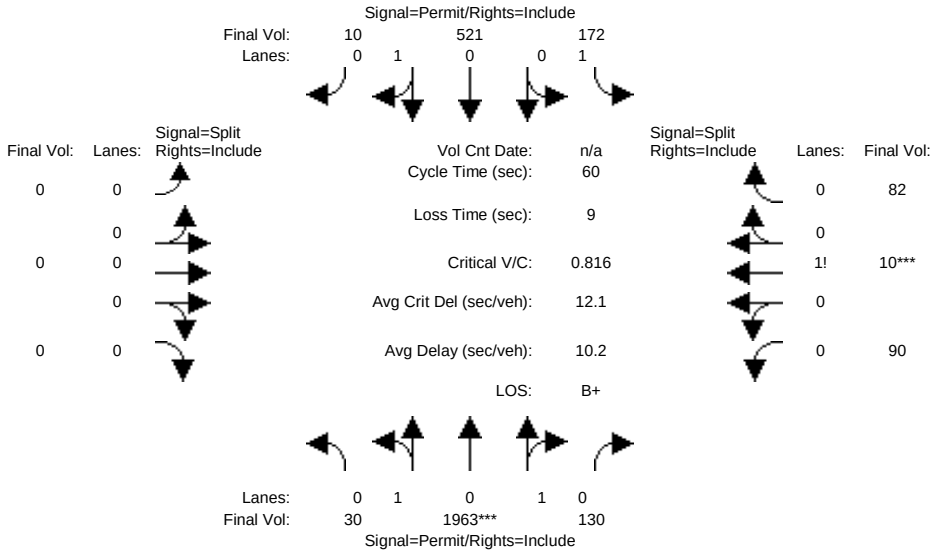
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	3	0	2	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1963	130	172	521	10	0	0	0	90	10	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1963	130	172	521	10	0	0	0	90	10	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1963	130	172	521	10	0	0	0	90	10	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1963	130	172	521	10	0	0	0	90	10	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.50	0.05	0.45
Final Sat.:	51	3329	220	1750	1766	34	0	0	0	865	96	788
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.10	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.14	0.43	0.43	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	3.4	4.5	4.5	0.0	0.0	0.0	27.4	27.4	27.4
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	1	5	5	0	0	0	3	3	3

Note: Queue reported is the number of cars per lane.

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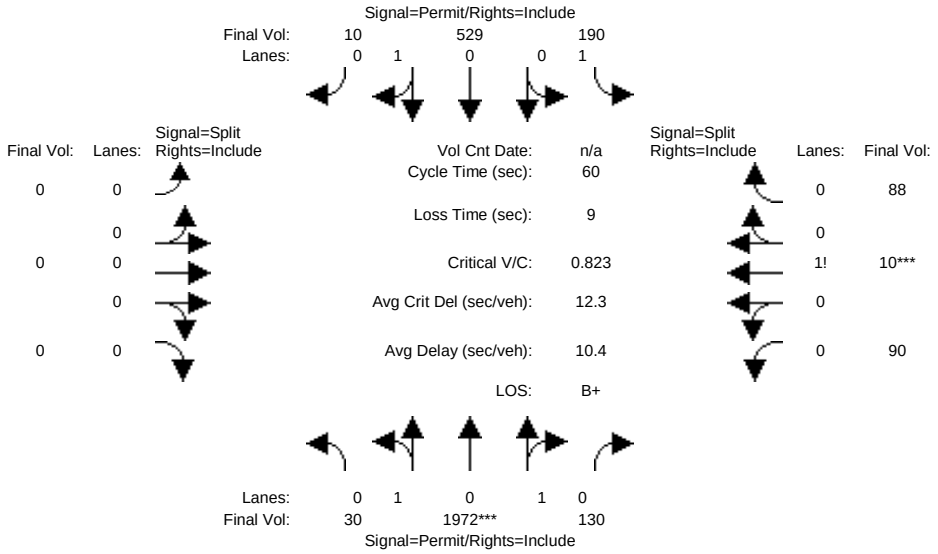
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	12	0	20	9	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1972	130	190	529	10	0	0	0	90	10	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1972	130	190	529	10	0	0	0	90	10	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1972	130	190	529	10	0	0	0	90	10	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1972	130	190	529	10	0	0	0	90	10	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.48	0.05	0.47
Final Sat.:	51	3330	220	1750	1767	33	0	0	0	838	93	819
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.11	0.30	0.30	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.16	0.44	0.44	0.00	0.00	0.00	0.64	0.64	0.64
Delay/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	28.2	28.2	28.2
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	20	20	20	1	5	5	0	0	0	4	4	4

Note: Queue reported is the number of cars per lane.

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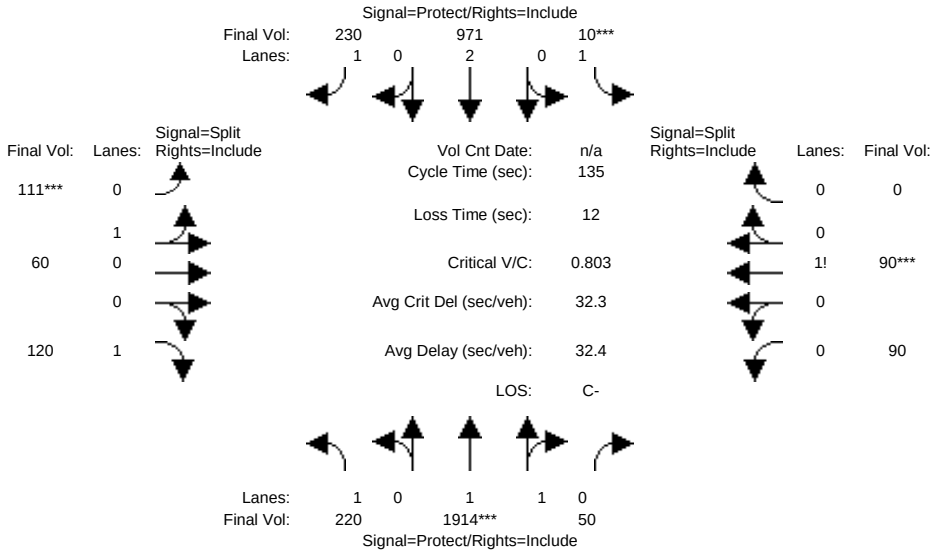
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	0	4	0	0	1	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1914	50	10	971	230	111	60	120	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1914	50	10	971	230	111	60	120	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1914	50	10	971	230	111	60	120	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1914	50	10	971	230	111	60	120	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3606	94	1750	3800	1750	1168	632	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.3	84.8	84.8	7.0	61.6	61.6	15.2	15.2	15.2	16.0	16.0	0.0
Volume/Cap:	0.56	0.84	0.84	0.11	0.56	0.29	0.84	0.84	0.61	0.84	0.84	0.00
Delay/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	22.9	22.9	61.6	27.3	23.2	85.1	85.1	62.6	83.6	83.6	0.0
LOS by Move:	D	C+	C+	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	34	34	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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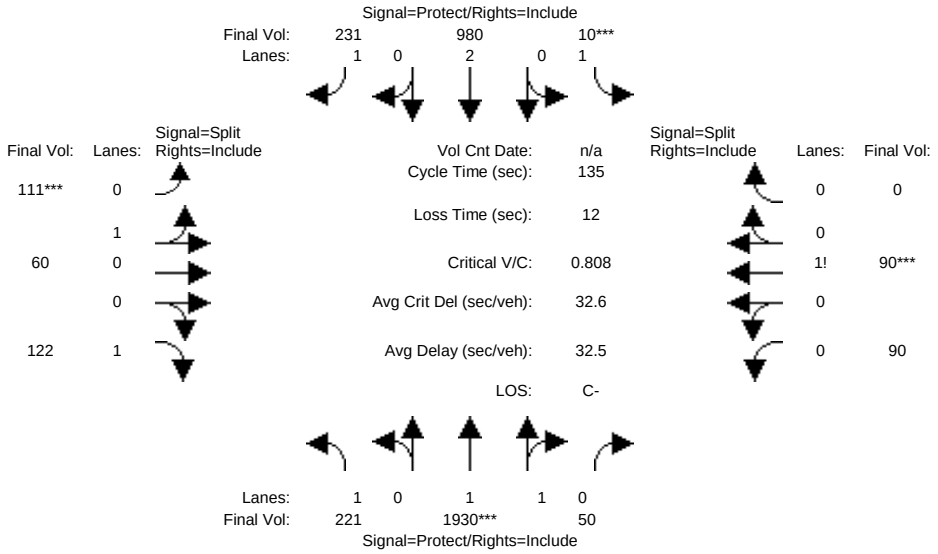
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1910	50	10	970	230	110	60	120	90	90	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1910	50	10	970	230	110	60	120	90	90	0
Added Vol:	1	20	0	0	10	1	1	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1930	50	10	980	231	111	60	122	90	90	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1930	50	10	980	231	111	60	122	90	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1930	50	10	980	231	111	60	122	90	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1930	50	10	980	231	111	60	122	90	90	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.65	0.35	1.00	0.50	0.50	0.00
Final Sat.:	1750	3606	93	1750	3800	1750	1168	632	1750	900	900	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.01	0.26	0.13	0.10	0.10	0.07	0.10	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.2	85.0	85.0	7.0	61.8	61.8	15.1	15.1	15.1	15.9	15.9	0.0
Volume/Cap:	0.56	0.85	0.85	0.11	0.56	0.29	0.85	0.85	0.62	0.85	0.85	0.00
Delay/Veh:	48.4	23.1	23.1	61.6	27.2	23.1	86.2	86.2	63.4	84.7	84.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	23.1	23.1	61.6	27.2	23.1	86.2	86.2	63.4	84.7	84.7	0.0
LOS by Move:	D	C	C	E	C	C	F	F	E	F	F	A
HCM2kAvgQ:	9	35	35	1	15	6	8	8	5	10	10	0

Note: Queue reported is the number of cars per lane.

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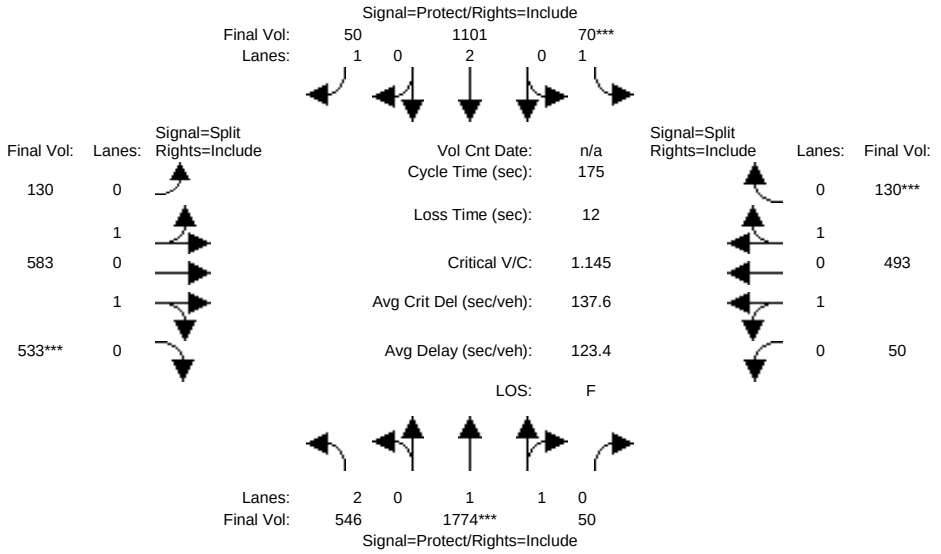
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	6	4	0	0	1	0	0	3	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	1774	50	70	1101	50	130	583	533	50	493	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	1774	50	70	1101	50	130	583	533	50	493	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	1774	50	70	1101	50	130	583	533	50	493	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	0.94	0.85	0.15	1.46	0.39
Final Sat.:	3150	3598	101	1750	3800	1750	376	1684	1540	267	2637	695
Capacity Analysis Module:												
Vol/Sat:	0.17	0.49	0.49	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****			****
Green Time:	30.7	75.0	75.0	7.0	51.3	51.3	52.6	52.6	52.6	28.4	28.4	28.4
Volume/Cap:	0.99	1.15	1.15	1.00	0.99	0.10	1.15	1.15	1.15	1.15	1.15	1.15
Delay/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	126	125.7	191.6	85.8	45.1	140.1	140	140.1	159.7	160	159.7
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	17	61	61	7	35	2	46	46	46	24	24	24

Note: Queue reported is the number of cars per lane.

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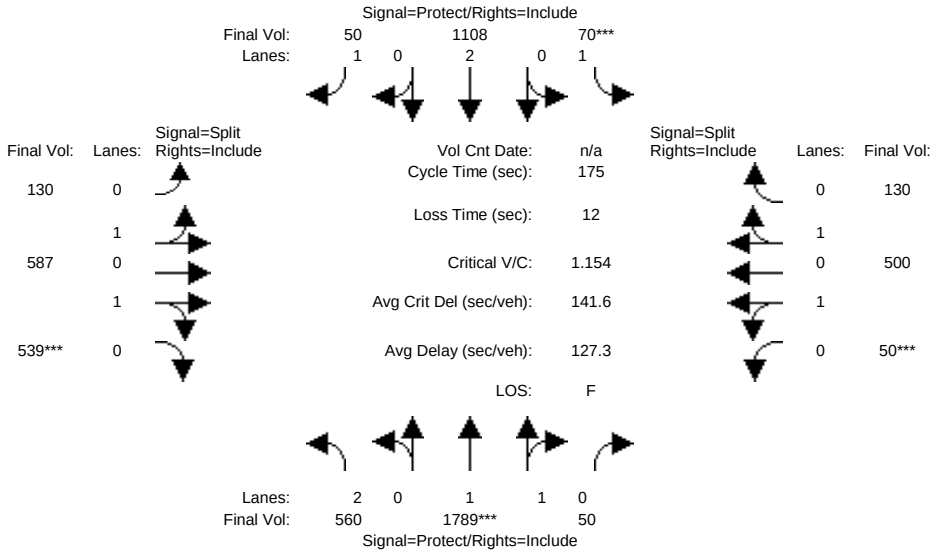
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	20	19	0	0	8	0	0	7	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	1789	50	70	1108	50	130	587	539	50	500	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1789	50	70	1108	50	130	587	539	50	500	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1789	50	70	1108	50	130	587	539	50	500	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1789	50	70	1108	50	130	587	539	50	500	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.21	0.93	0.86	0.15	1.47	0.38
Final Sat.:	3150	3599	101	1750	3800	1750	373	1682	1545	265	2647	688
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.50	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****	****		
Green Time:	31.0	74.9	74.9	7.0	50.9	50.9	52.6	52.6	52.6	28.5	28.5	28.5
Volume/Cap:	1.00	1.16	1.16	1.00	1.00	0.10	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	110.7	130	129.9	191.6	89.7	45.4	144.1	144	144.1	163.4	163	163.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.7	130	129.9	191.6	89.7	45.4	144.1	144	144.1	163.4	163	163.4
LOS by Move:	F	F	F	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	18	63	63	7	35	2	47	47	47	25	25	25

Note: Queue reported is the number of cars per lane.

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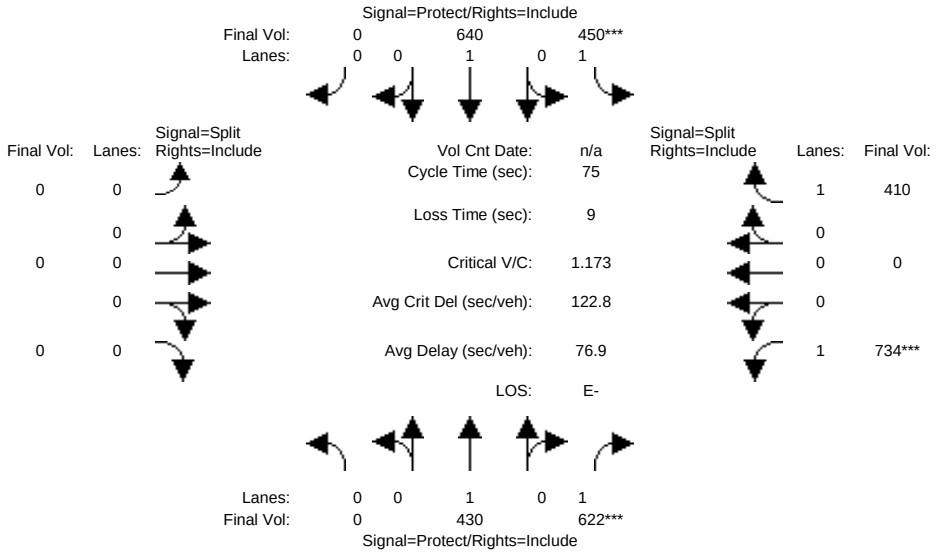
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	2	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	622	450	640	0	0	0	0	734	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	622	450	640	0	0	0	0	734	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	622	450	640	0	0	0	0	734	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	622	450	640	0	0	0	0	734	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.42	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.4	39.2	0.0	0.0	0.0	0.0	26.8	0.0	26.8
Volume/Cap:	0.00	0.75	1.17	1.17	0.64	0.00	0.00	0.00	0.00	1.17	0.00	0.66
Delay/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	122.5	131.3	14.4	0.0	0.0	0.0	0.0	118.0	0.0	22.7
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	29	24	11	0	0	0	0	34	0	9

Note: Queue reported is the number of cars per lane.

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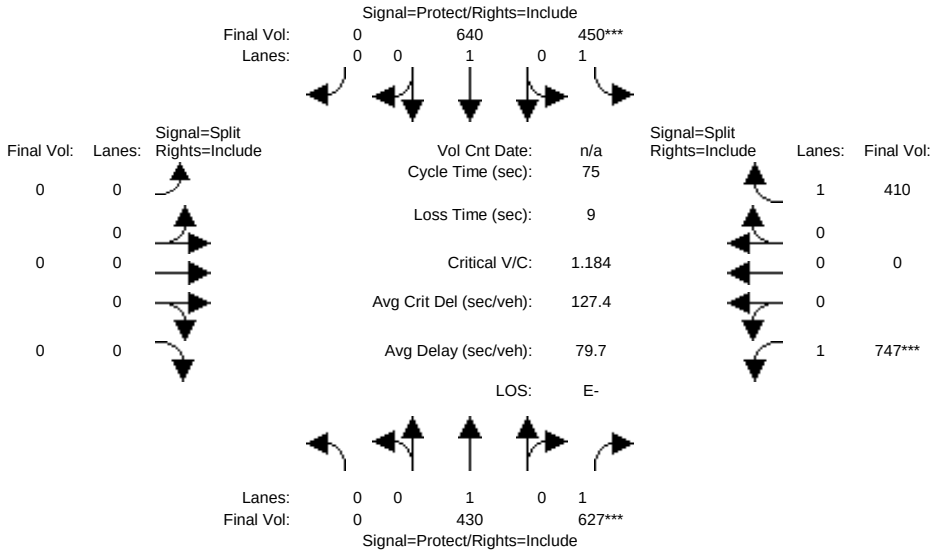
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	7	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	627	450	640	0	0	0	0	747	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	627	450	640	0	0	0	0	747	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	627	450	640	0	0	0	0	747	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	627	450	640	0	0	0	0	747	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.43	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	22.7	22.7	16.3	39.0	0.0	0.0	0.0	0.0	27.0	0.0	27.0
Volume/Cap:	0.00	0.75	1.18	1.18	0.65	0.00	0.00	0.00	0.00	1.18	0.00	0.65
Delay/Veh:	0.0	29.0	127.1	136.0	14.6	0.0	0.0	0.0	0.0	122.4	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	127.1	136.0	14.6	0.0	0.0	0.0	0.0	122.4	0.0	22.4
LOS by Move:	A	C	F	F	B	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	9	30	24	11	0	0	0	0	35	0	9

Note: Queue reported is the number of cars per lane.

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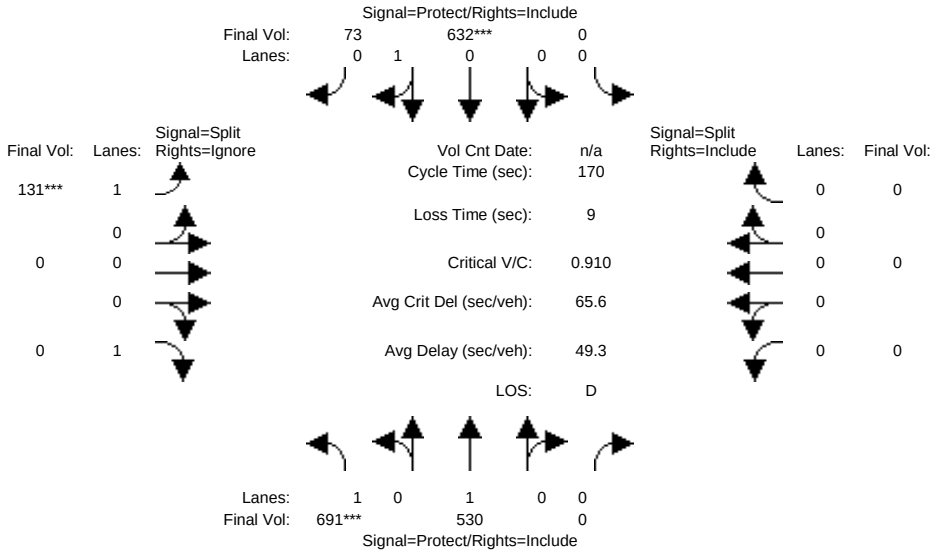
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	1	0	0	0	2	3	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	530	0	0	632	73	131	0	571	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	691	530	0	0	632	73	131	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	530	0	0	632	73	131	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	691	530	0	0	632	73	131	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1614	186	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.28	0.00	0.00	0.39	0.39	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.8	147	0.0	0.0	73.2	73.2	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.91	0.32	0.00	0.00	0.91	0.91	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	2.3	0.0	0.0	60.0	60.0	126.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	E+	E+	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	37	37	7	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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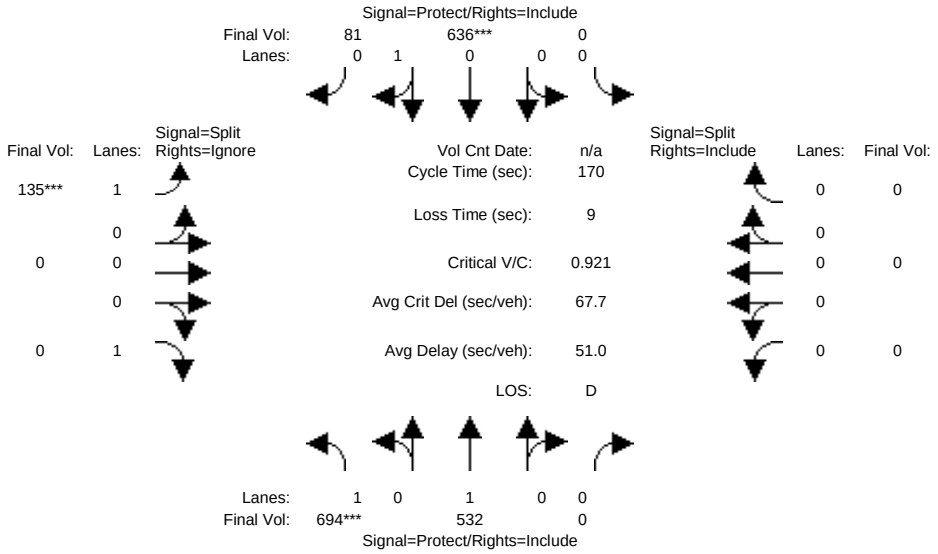
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	530	0	0	630	70	130	0	570	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	530	0	0	630	70	130	0	570	0	0	0
Added Vol:	4	2	0	0	6	11	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	694	532	0	0	636	81	135	0	574	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	694	532	0	0	636	81	135	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	694	532	0	0	636	81	135	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	694	532	0	0	636	81	135	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1597	203	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.00	0.00	0.40	0.40	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.2	147	0.0	0.0	73.5	73.5	14.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.92	0.32	0.00	0.00	0.92	0.92	0.92	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	62.2	2.3	0.0	0.0	61.6	61.6	128.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	2.3	0.0	0.0	61.6	61.6	128.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	38	5	0	0	38	38	8	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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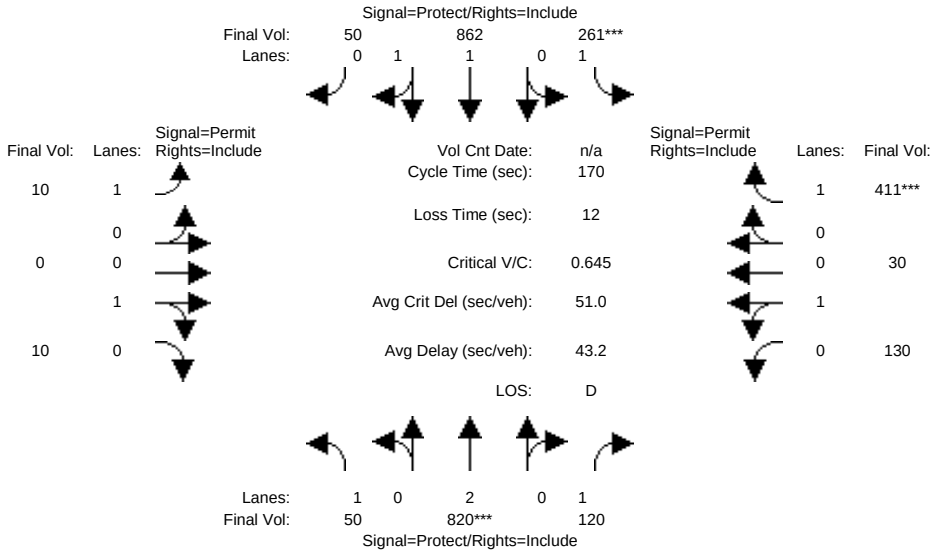
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	0	0	1	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	820	120	261	862	50	10	0	10	130	30	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	820	120	261	862	50	10	0	10	130	30	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	820	120	261	862	50	10	0	10	130	30	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	820	120	261	862	50	10	0	10	130	30	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3497	203	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.23
Crit Moves:		****		****								****
Green Time:	13.8	56.8	56.8	39.3	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	49.2	40.6	62.6	30.2	30.2	34.6	0.0	34.6	37.9	37.9	47.2
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	17	5	12	15	15	0	0	0	6	6	19

Note: Queue reported is the number of cars per lane.

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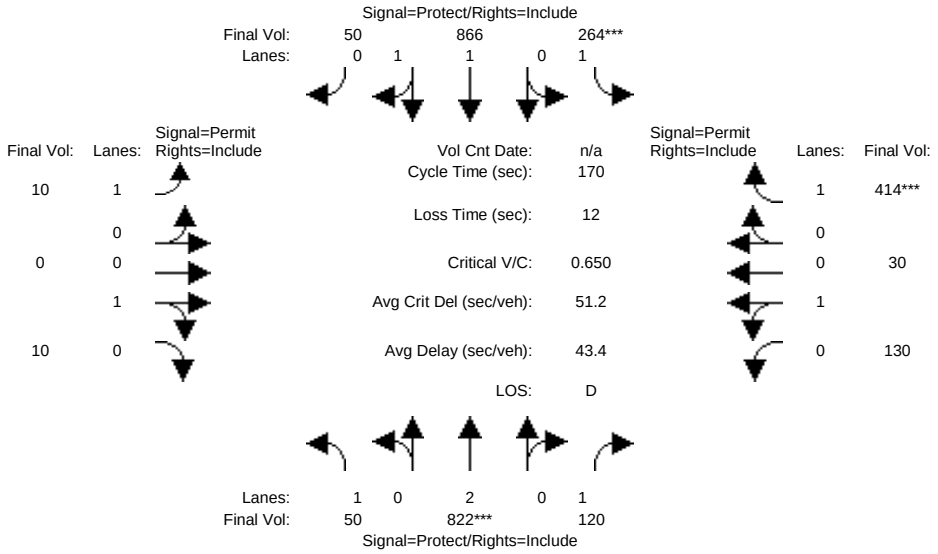
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	820	120	260	860	50	10	0	10	130	30	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	820	120	260	860	50	10	0	10	130	30	410
Added Vol:	0	2	0	4	6	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	822	120	264	866	50	10	0	10	130	30	414
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	822	120	264	866	50	10	0	10	130	30	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	822	120	264	866	50	10	0	10	130	30	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	822	120	264	866	50	10	0	10	130	30	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3498	202	1750	0	1800	1462	337	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.07	0.15	0.25	0.25	0.01	0.00	0.01	0.09	0.09	0.24
Crit Moves:		****		****								****
Green Time:	13.7	56.6	56.6	39.5	82.4	82.4	61.9	0.0	61.9	61.9	61.9	61.9
Volume/Cap:	0.35	0.65	0.21	0.65	0.51	0.51	0.02	0.00	0.02	0.24	0.24	0.65
Delay/Veh:	75.5	49.5	40.8	62.7	30.3	30.3	34.6	0.0	34.6	37.9	37.9	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	49.5	40.8	62.7	30.3	30.3	34.6	0.0	34.6	37.9	37.9	47.4
LOS by Move:	E-	D	D	E	C	C	C-	A	C-	D+	D+	D
HCM2kAvgQ:	3	17	5	13	15	15	0	0	0	6	6	19

Note: Queue reported is the number of cars per lane.

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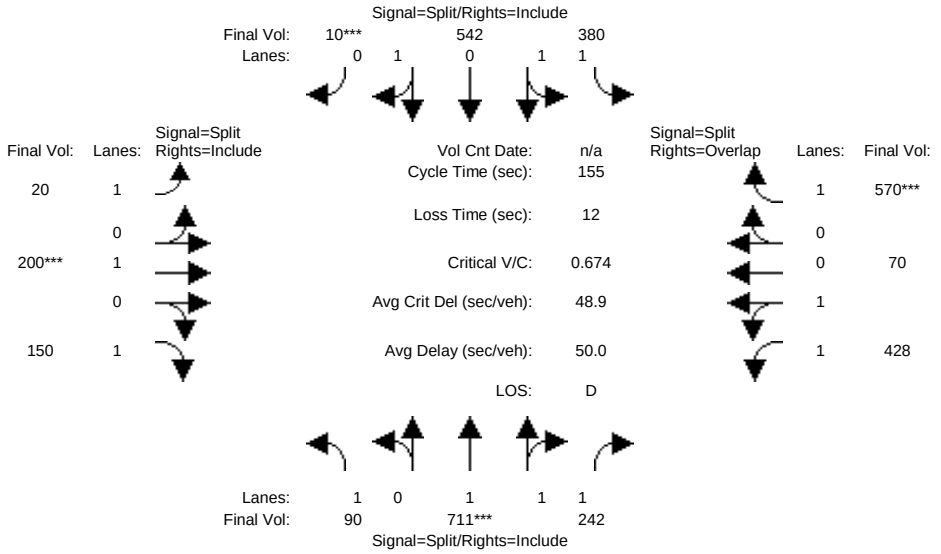
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	1	2	0	2	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	711	242	380	542	10	20	200	150	428	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	711	242	380	542	10	20	200	150	428	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	711	242	380	542	10	20	200	150	428	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	711	242	380	542	10	20	200	150	428	70	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.24	1.73	0.03	1.00	1.00	1.00	1.72	0.28	1.00
Final Sat.:	1750	3734	1800	2181	3111	57	1750	1900	1750	3051	499	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.13	0.17	0.17	0.17	0.01	0.11	0.09	0.14	0.14	0.33
Crit Moves:		****				****		****				****
Green Time:	43.8	43.8	43.8	40.1	40.1	40.1	24.2	24.2	24.2	34.9	34.9	75.0
Volume/Cap:	0.18	0.67	0.48	0.67	0.67	0.67	0.07	0.67	0.55	0.62	0.62	0.67
Delay/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.2	52.9	52.9	52.9	55.9	67.6	62.7	55.7	55.7	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	9	14	14	14	1	10	8	11	11	22

Note: Queue reported is the number of cars per lane.

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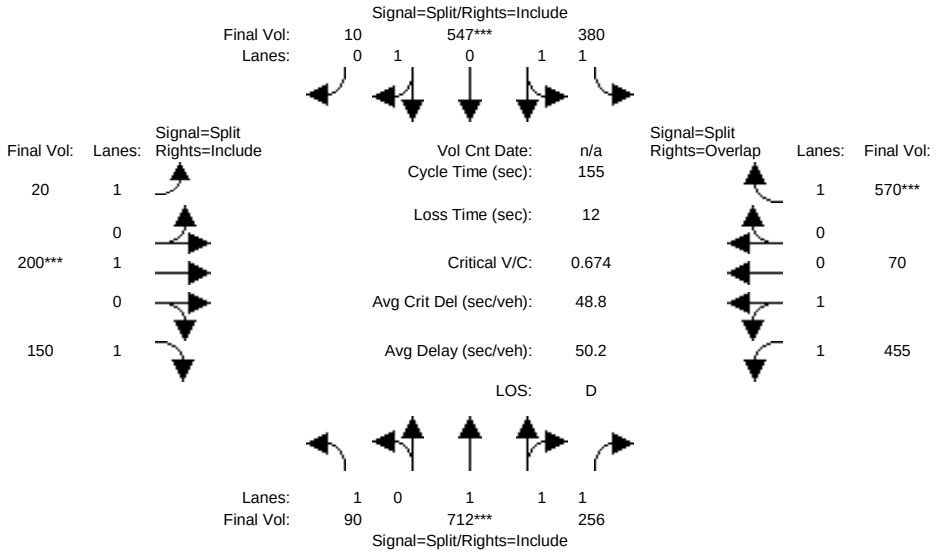
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	710	240	380	540	10	20	200	150	420	70	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	710	240	380	540	10	20	200	150	420	70	570
Added Vol:	0	2	16	0	7	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	712	256	380	547	10	20	200	150	455	70	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	712	256	380	547	10	20	200	150	455	70	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	712	256	380	547	10	20	200	150	455	70	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	712	256	380	547	10	20	200	150	455	70	570
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.23	1.74	0.03	1.00	1.00	1.00	1.74	0.26	1.00
Final Sat.:	1750	3736	1800	2169	3123	57	1750	1900	1750	3077	473	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.14	0.18	0.18	0.18	0.01	0.11	0.09	0.15	0.15	0.33
Crit Moves:		****			****			****				****
Green Time:	43.8	43.8	43.8	40.3	40.3	40.3	24.2	24.2	24.2	34.6	34.6	74.9
Volume/Cap:	0.18	0.67	0.50	0.67	0.67	0.67	0.07	0.67	0.55	0.66	0.66	0.67
Delay/Veh:	42.2	50.5	46.7	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.5	46.7	52.8	52.8	52.8	55.9	67.7	62.7	56.9	56.9	32.8
LOS by Move:	D	D	D	D-	D-	D-	E+	E	E	E+	E+	C-
HCM2kAvgQ:	3	14	10	14	14	14	1	10	8	12	12	22

Note: Queue reported is the number of cars per lane.

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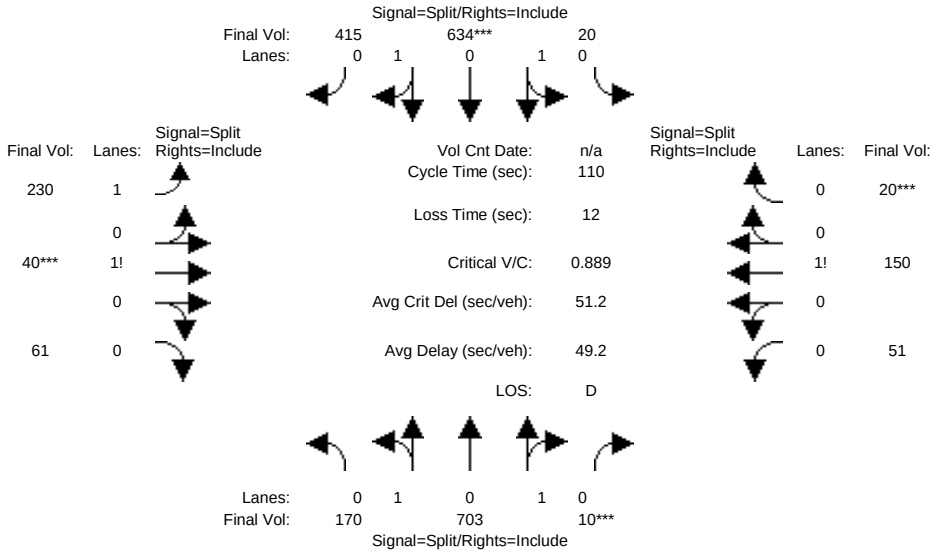
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	0	3	0	0	4	5	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	703	10	20	634	415	230	40	61	51	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	703	10	20	634	415	230	40	61	51	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	703	10	20	634	415	230	40	61	51	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	703	10	20	634	415	230	40	61	51	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.39	1.59	0.02	0.04	1.18	0.78	1.53	0.19	0.28	0.23	0.68	0.09
Final Sat.:	693	2866	41	67	2135	1398	2682	324	494	404	1188	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.09	0.12	0.12	0.13	0.13	0.13
Crit Moves:			****		****			****				****
Green Time:	30.4	30.4	30.4	36.7	36.7	36.7	15.3	15.3	15.3	15.6	15.6	15.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.62	0.89	0.89	0.89	0.89	0.89
Delay/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	48.2	43.1	43.1	43.1	46.8	68.6	68.6	76.2	76.2	76.2
LOS by Move:	D	D	D	D	D	D	D	E	E	E-	E-	E-
HCM2kAvgQ:	16	16	16	19	19	19	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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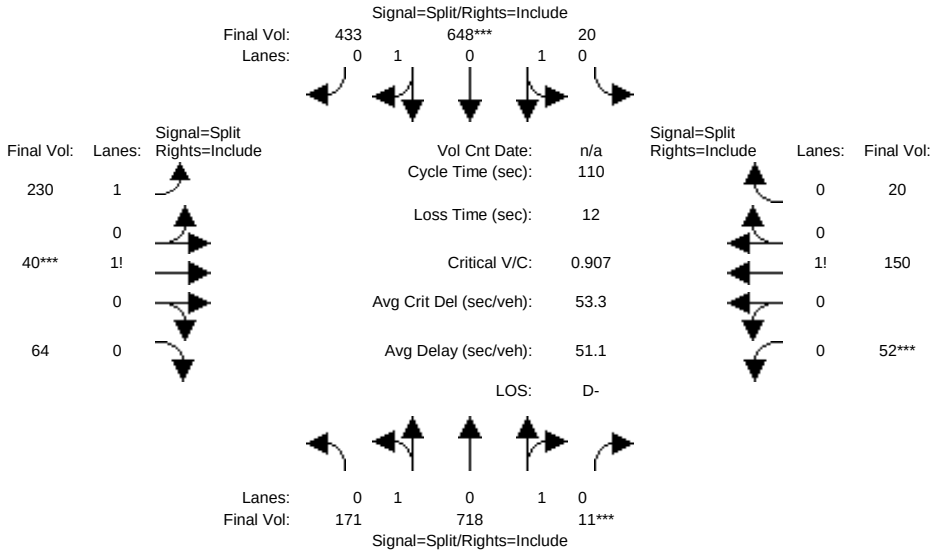
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	700	10	20	630	410	230	40	60	50	150	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	700	10	20	630	410	230	40	60	50	150	20
Added Vol:	1	18	1	0	18	23	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	718	11	20	648	433	230	40	64	52	150	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	718	11	20	648	433	230	40	64	52	150	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	718	11	20	648	433	230	40	64	52	150	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	718	11	20	648	433	230	40	64	52	150	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.60	0.02	0.03	1.18	0.79	1.53	0.18	0.29	0.23	0.68	0.09
Final Sat.:	684	2872	44	65	2119	1416	2669	320	511	410	1182	158
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.31	0.31	0.31	0.09	0.13	0.13	0.13	0.13	0.13
Crit Moves:			****		****			****		****		
Green Time:	30.3	30.3	30.3	37.1	37.1	37.1	15.2	15.2	15.2	15.4	15.4	15.4
Volume/Cap:	0.91	0.91	0.91	0.91	0.91	0.91	0.62	0.91	0.91	0.91	0.91	0.91
Delay/Veh:	50.2	50.2	50.2	44.7	44.7	44.7	47.0	72.0	72.0	80.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	50.2	44.7	44.7	44.7	47.0	72.0	72.0	80.3	80.3	80.3
LOS by Move:	D	D	D	D	D	D	D	E	E	F	F	F
HCM2kAvgQ:	16	16	16	20	20	20	5	9	9	11	11	11

Note: Queue reported is the number of cars per lane.

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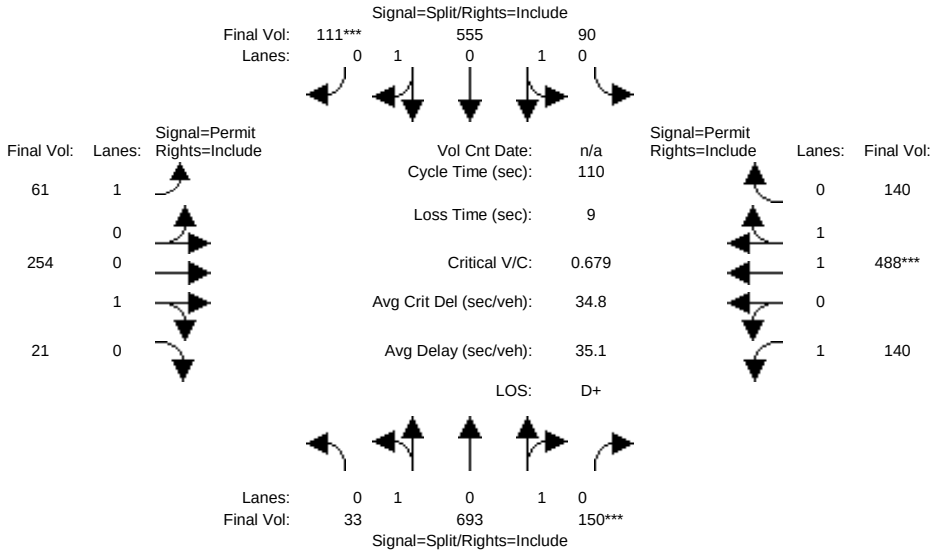
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	3	3	0	0	5	1	1	4	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	693	150	90	555	111	61	254	21	140	488	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	693	150	90	555	111	61	254	21	140	488	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	693	150	90	555	111	61	254	21	140	488	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	693	150	90	555	111	61	254	21	140	488	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.08	1.58	0.34	0.24	1.47	0.29	1.00	0.92	0.08	1.00	1.54	0.46
Final Sat.:	136	2848	616	429	2643	529	1750	1663	137	1750	2875	825
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.21	0.21	0.21	0.03	0.15	0.15	0.08	0.17	0.17
Crit Moves:			****			****					****	
Green Time:	39.4	39.4	39.4	34.0	34.0	34.0	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.61	0.61	0.32	0.68	0.68
Delay/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	31.4	34.9	34.9	34.9	32.2	39.0	39.0	34.0	39.3	39.3
LOS by Move:	C	C	C	C-	C-	C-	C-	D+	D+	C-	D	D
HCM2kAvgQ:	13	13	13	11	11	11	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

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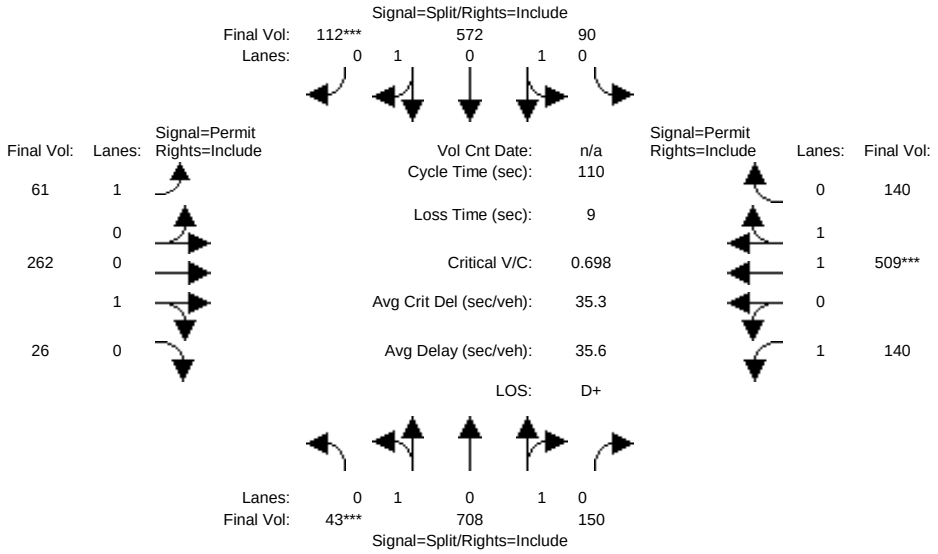
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	690	150	90	550	110	60	250	20	140	480	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	690	150	90	550	110	60	250	20	140	480	140
Added Vol:	13	18	0	0	22	2	1	12	6	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	708	150	90	572	112	61	262	26	140	509	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	708	150	90	572	112	61	262	26	140	509	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	708	150	90	572	112	61	262	26	140	509	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	708	150	90	572	112	61	262	26	140	509	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.10	1.57	0.33	0.23	1.48	0.29	1.00	0.91	0.09	1.00	1.56	0.44
Final Sat.:	172	2829	599	419	2660	521	1750	1637	162	1750	2901	798
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.22	0.22	0.22	0.03	0.16	0.16	0.08	0.18	0.18
Crit Moves:	****					****					****	
Green Time:	39.5	39.5	39.5	33.9	33.9	33.9	27.7	27.7	27.7	27.7	27.7	27.7
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.64	0.64	0.32	0.70	0.70
Delay/Veh:	31.9	31.9	31.9	35.5	35.5	35.5	32.1	39.7	39.7	33.9	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	31.9	31.9	35.5	35.5	35.5	32.1	39.7	39.7	33.9	39.7	39.7
LOS by Move:	C	C	C	D+	D+	D+	C-	D	D	C-	D	D
HCM2kAvgQ:	14	14	14	11	11	11	2	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

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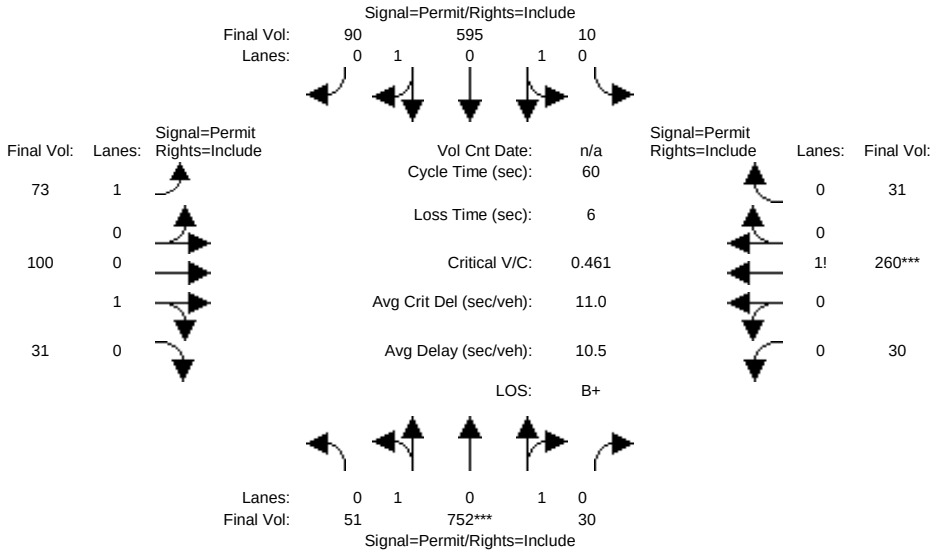
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	1	2	0	0	5	0	3	0	1	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	752	30	10	595	90	73	100	31	30	260	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	752	30	10	595	90	73	100	31	30	260	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	752	30	10	595	90	73	100	31	30	260	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	752	30	10	595	90	73	100	31	30	260	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.81	0.10
Final Sat.:	220	3250	130	52	3082	466	1750	1374	426	164	1417	169
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.19	0.19	0.19	0.04	0.07	0.07	0.18	0.18	0.18
Crit Moves:		****									****	
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.46	0.46	0.46	0.38	0.38	0.38	0.10	0.18	0.18	0.46	0.46	0.46
Delay/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.4	9.4	9.4	11.4	11.9	11.9	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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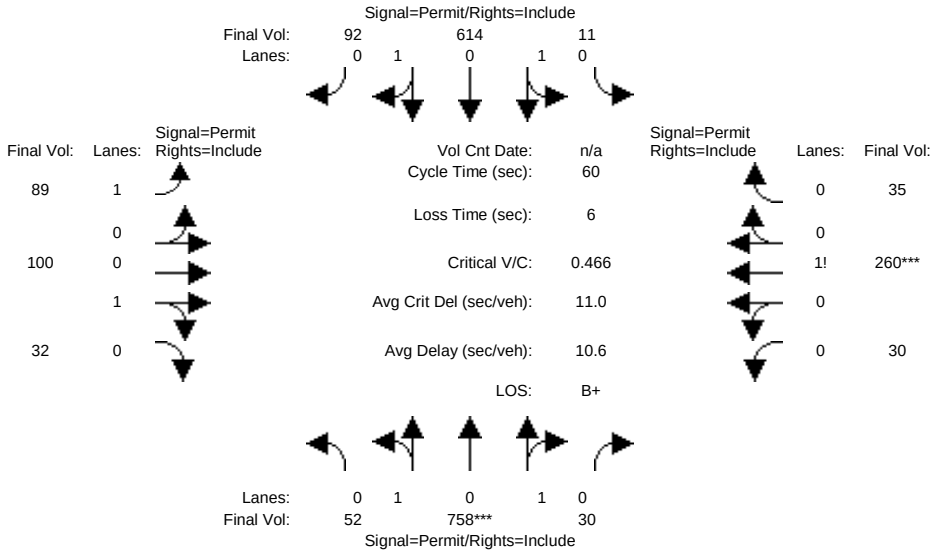
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	750	30	10	590	90	70	100	30	30	260	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	750	30	10	590	90	70	100	30	30	260	30
Added Vol:	2	8	0	1	24	2	19	0	2	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	758	30	11	614	92	89	100	32	30	260	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	758	30	11	614	92	89	100	32	30	260	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	758	30	11	614	92	89	100	32	30	260	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	758	30	11	614	92	89	100	32	30	260	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.12	1.81	0.07	0.03	1.71	0.26	1.00	0.76	0.24	0.09	0.80	0.11
Final Sat.:	223	3249	129	55	3083	462	1750	1364	436	162	1400	188
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.20	0.20	0.20	0.05	0.07	0.07	0.19	0.19	0.19
Crit Moves:		****									****	
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.47	0.47	0.47	0.40	0.40	0.40	0.13	0.18	0.18	0.47	0.47	0.47
Delay/Veh:	9.9	9.9	9.9	9.5	9.5	9.5	11.5	11.8	11.8	13.8	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.5	9.5	9.5	11.5	11.8	11.8	13.8	13.8	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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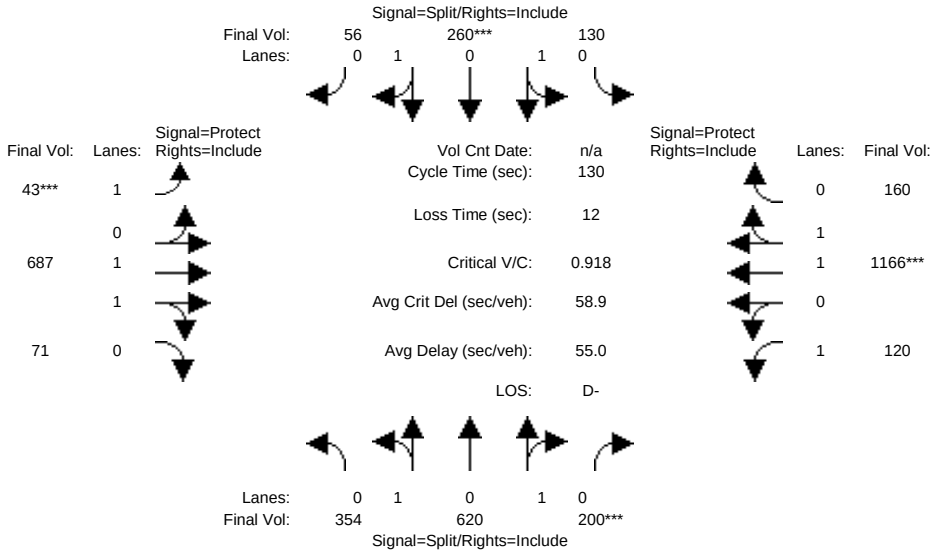
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	4	0	0	0	0	6	3	7	1	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	620	200	130	260	56	43	687	71	120	1166	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	620	200	130	260	56	43	687	71	120	1166	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	620	200	130	260	56	43	687	71	120	1166	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	620	200	130	260	56	43	687	71	120	1166	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.60	1.06	0.34	0.58	1.17	0.25	1.00	1.81	0.19	1.00	1.75	0.25
Final Sat.:	1086	1901	613	1049	2099	452	1750	3353	347	1750	3253	446
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.12	0.12	0.12	0.02	0.20	0.20	0.07	0.36	0.36
Crit Moves:			****		****		****				****	
Green Time:	44.8	44.8	44.8	17.0	17.0	17.0	7.0	42.1	42.1	14.1	49.2	49.2
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.95	0.46	0.63	0.63	0.63	0.95	0.95
Delay/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	56.1	84.5	84.5	84.5	63.1	38.5	38.5	62.2	52.5	52.5
LOS by Move:	E+	E+	E+	F	F	F	E	D+	D+	E	D-	D-
HCM2kAvgQ:	23	23	23	11	11	11	2	13	13	5	28	28

Note: Queue reported is the number of cars per lane.

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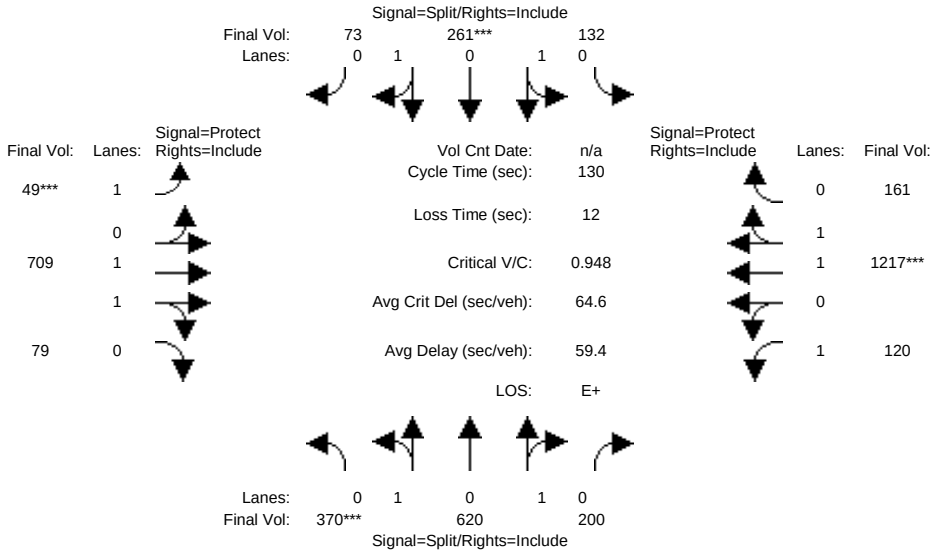
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	620	200	130	260	50	40	680	70	120	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	620	200	130	260	50	40	680	70	120	1150	160
Added Vol:	20	0	0	2	1	23	9	29	9	0	67	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	620	200	132	261	73	49	709	79	120	1217	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	620	200	132	261	73	49	709	79	120	1217	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	620	200	132	261	73	49	709	79	120	1217	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	620	200	132	261	73	49	709	79	120	1217	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.62	1.04	0.34	0.57	1.12	0.31	1.00	1.79	0.21	1.00	1.76	0.24
Final Sat.:	1119	1876	605	1020	2016	564	1750	3329	371	1750	3267	432
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.13	0.13	0.13	0.03	0.21	0.21	0.07	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	44.1	44.1	44.1	17.3	17.3	17.3	7.0	42.9	42.9	13.8	49.7	49.7
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.52	0.65	0.65	0.65	0.97	0.97
Delay/Veh:	62.3	62.3	62.3	90.7	90.7	90.7	65.0	38.3	38.3	63.4	57.8	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	62.3	62.3	90.7	90.7	90.7	65.0	38.3	38.3	63.4	57.8	57.8
LOS by Move:	E	E	E	F	F	F	E	D+	D+	E	E+	E+
HCM2kAvgQ:	24	24	24	12	12	12	2	13	13	5	30	30

Note: Queue reported is the number of cars per lane.

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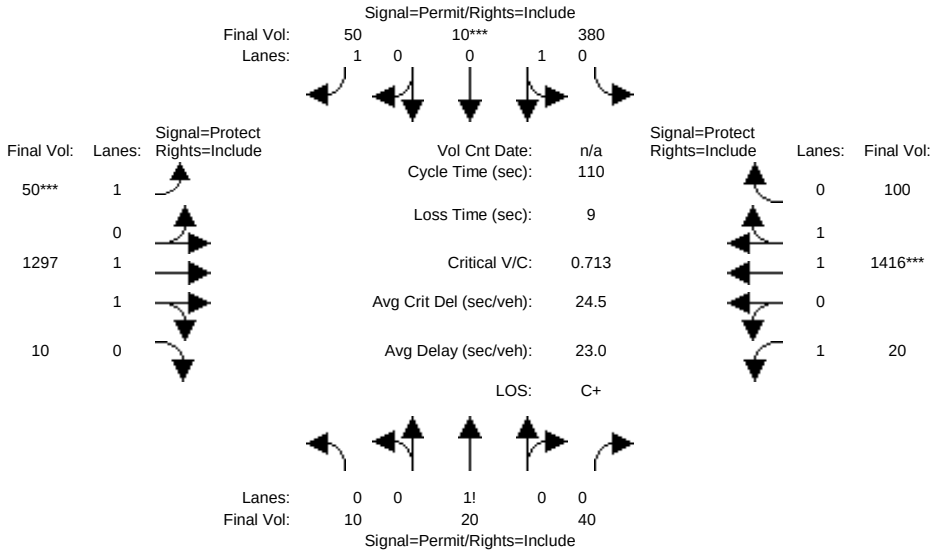
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1297	10	20	1416	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1297	10	20	1416	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1297	10	20	1416	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1297	10	20	1416	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.86	0.14
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3456	244
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.35	0.35	0.01	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	32.5	32.5	32.5	32.5	32.5	32.5	7.0	58.0	58.0	10.5	61.5	61.5
Volume/Cap:	0.14	0.14	0.14	0.73	0.73	0.10	0.45	0.67	0.67	0.12	0.73	0.73
Delay/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	28.5	40.1	40.1	28.2	52.5	19.9	19.9	45.9	19.5	19.5
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	20	20

Note: Queue reported is the number of cars per lane.

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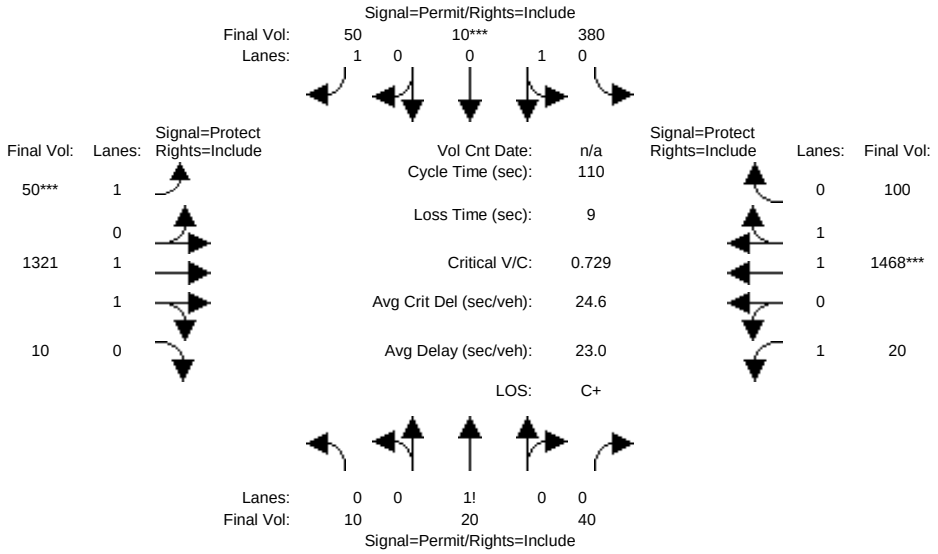
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	20	40	380	10	50	50	1290	10	20	1400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	40	380	10	50	50	1290	10	20	1400	100
Added Vol:	0	0	0	0	0	0	0	31	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	40	380	10	50	50	1321	10	20	1468	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	20	40	380	10	50	50	1321	10	20	1468	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	40	380	10	50	50	1321	10	20	1468	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	20	40	380	10	50	50	1321	10	20	1468	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.29	0.57	0.97	0.03	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	250	500	1000	1754	46	1750	1750	3672	28	1750	3464	236
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.03	0.03	0.36	0.36	0.01	0.42	0.42
Crit Moves:					****		****				****	
Green Time:	31.8	31.8	31.8	31.8	31.8	31.8	7.0	58.8	58.8	10.4	62.2	62.2
Volume/Cap:	0.14	0.14	0.14	0.75	0.75	0.10	0.45	0.67	0.67	0.12	0.75	0.75
Delay/Veh:	29.1	29.1	29.1	41.5	41.5	28.7	52.5	19.5	19.5	45.9	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	29.1	41.5	41.5	28.7	52.5	19.5	19.5	45.9	19.6	19.6
LOS by Move:	C	C	C	D	D	C	D-	B-	B-	D	B-	B-
HCM2kAvgQ:	2	2	2	14	14	1	2	16	16	1	21	21

Note: Queue reported is the number of cars per lane.

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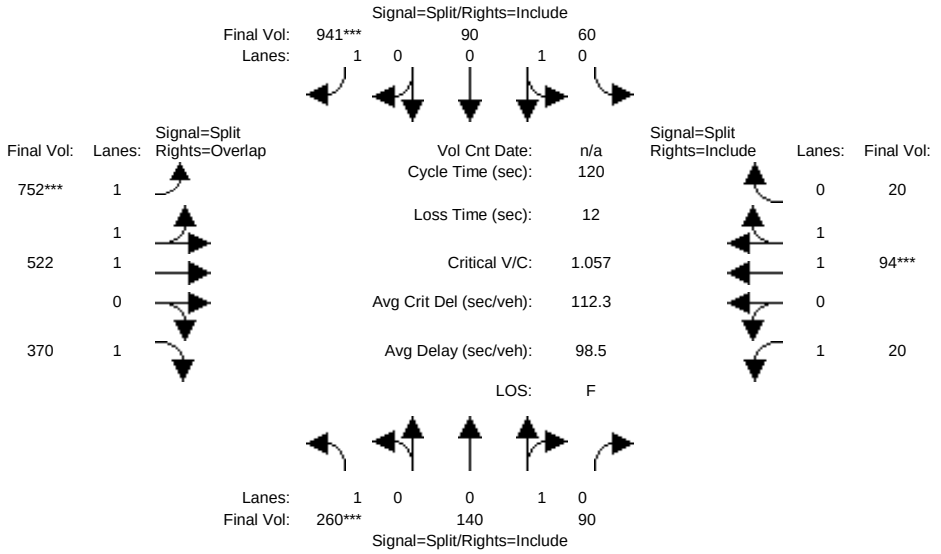
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	1	2	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	941	752	522	370	20	94	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	941	752	522	370	20	94	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	941	752	522	370	20	94	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	941	752	522	370	20	94	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.81	1.19	1.00	1.00	1.64	0.36
Final Sat.:	1750	1096	704	720	1080	1750	3214	2231	1750	1750	3050	649
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.23	0.23	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	15.8	15.8	15.8	57.3	57.3	57.3	24.9	24.9	40.7	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.37	0.37
Delay/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	101	101.4	18.0	18.0	103.6	116.4	116	35.3	51.4	52.8	52.8
LOS by Move:	F	F	F	B	B	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	2	2

Note: Queue reported is the number of cars per lane.

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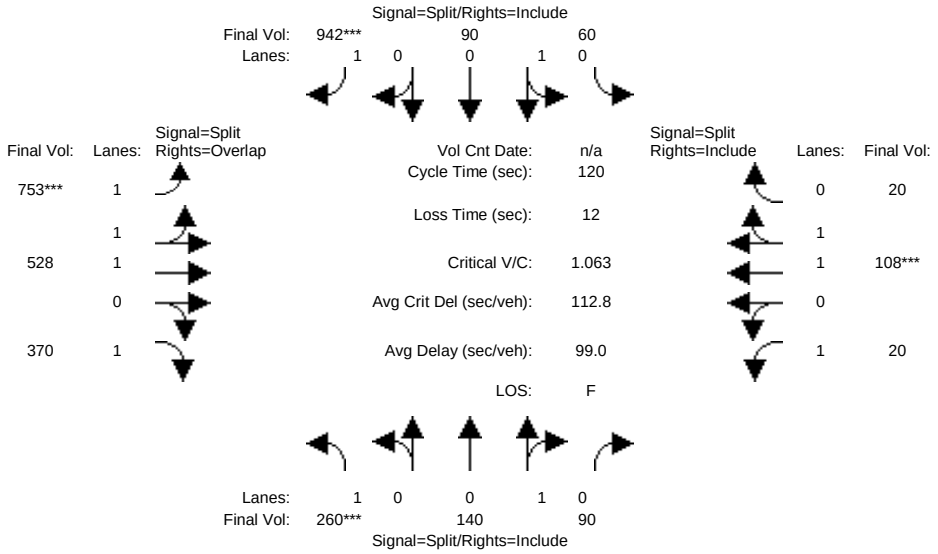
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	140	90	60	90	940	750	520	370	20	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	140	90	60	90	940	750	520	370	20	90	20
Added Vol:	0	0	0	0	0	2	3	8	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	140	90	60	90	942	753	528	370	20	108	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	140	90	60	90	942	753	528	370	20	108	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	140	90	60	90	942	753	528	370	20	108	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	140	90	60	90	942	753	528	370	20	108	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.61	0.39	0.40	0.60	1.00	1.81	1.19	1.00	1.00	1.68	0.32
Final Sat.:	1750	1096	704	720	1080	1750	3201	2244	1750	1750	3121	578
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.08	0.54	0.24	0.24	0.21	0.01	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	15.8	15.8	15.8	57.2	57.2	57.2	25.0	25.0	40.8	10.0	10.0	10.0
Volume/Cap:	1.13	0.97	0.97	0.17	0.17	1.13	1.13	1.13	0.62	0.14	0.42	0.42
Delay/Veh:	150.5	102	102.0	18.0	18.0	104.5	117.2	117	35.2	51.4	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.5	102	102.0	18.0	18.0	104.5	117.2	117	35.2	51.4	53.1	53.1
LOS by Move:	F	F	F	B-	B-	F	F	F	D+	D-	D-	D-
HCM2kAvgQ:	18	13	13	3	3	55	26	26	13	1	3	3

Note: Queue reported is the number of cars per lane.

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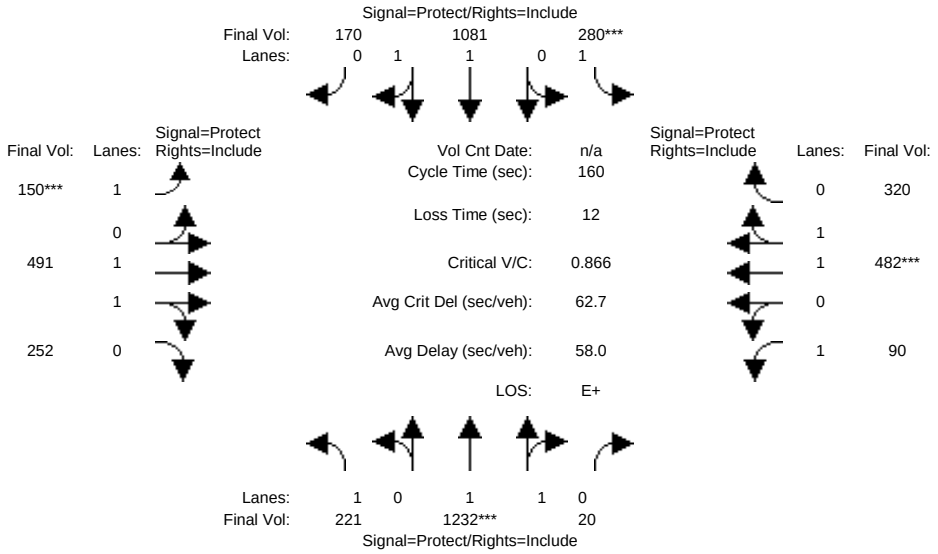
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	1	2	0	0	1	0	0	1	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1232	20	280	1081	170	150	491	252	90	482	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1232	20	280	1081	170	150	491	252	90	482	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1232	20	280	1081	170	150	491	252	90	482	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.30	0.70	1.00	1.18	0.82
Final Sat.:	1750	3641	59	1750	3197	503	1750	2444	1254	1750	2223	1476
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	25.0	62.5	62.5	29.6	67.0	67.0	15.8	44.5	44.5	11.4	40.1	40.1
Volume/Cap:	0.81	0.87	0.87	0.87	0.81	0.81	0.87	0.72	0.72	0.72	0.87	0.87
Delay/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	50.6	50.6	84.2	44.0	44.0	104.8	54.7	54.7	91.4	66.0	66.0
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2kAvgQ:	13	31	31	17	29	29	7	15	15	5	20	20

Note: Queue reported is the number of cars per lane.

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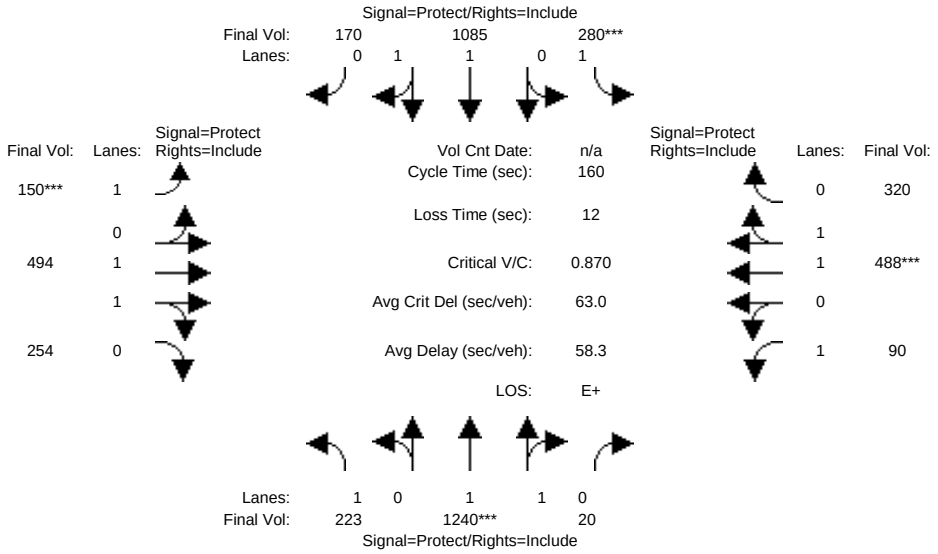
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	220	1230	20	280	1080	170	150	490	250	90	480	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1230	20	280	1080	170	150	490	250	90	480	320
Added Vol:	3	10	0	0	5	0	0	4	4	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1240	20	280	1085	170	150	494	254	90	488	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1240	20	280	1085	170	150	494	254	90	488	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1240	20	280	1085	170	150	494	254	90	488	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1240	20	280	1085	170	150	494	254	90	488	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.72	0.28	1.00	1.30	0.70	1.00	1.19	0.81
Final Sat.:	1750	3641	59	1750	3198	501	1750	2443	1256	1750	2234	1465
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.16	0.34	0.34	0.09	0.20	0.20	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	25.1	62.6	62.6	29.4	66.9	66.9	15.8	44.6	44.6	11.3	40.2	40.2
Volume/Cap:	0.81	0.87	0.87	0.87	0.81	0.81	0.87	0.73	0.73	0.73	0.87	0.87
Delay/Veh:	81.6	50.9	50.9	85.1	44.3	44.3	105.8	54.8	54.8	91.9	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	50.9	50.9	85.1	44.3	44.3	105.8	54.8	54.8	91.9	66.3	66.3
LOS by Move:	F	D	D	F	D	D	F	D-	D-	F	E	E
HCM2kAvgQ:	13	31	31	17	29	29	7	16	16	5	20	20

Note: Queue reported is the number of cars per lane.

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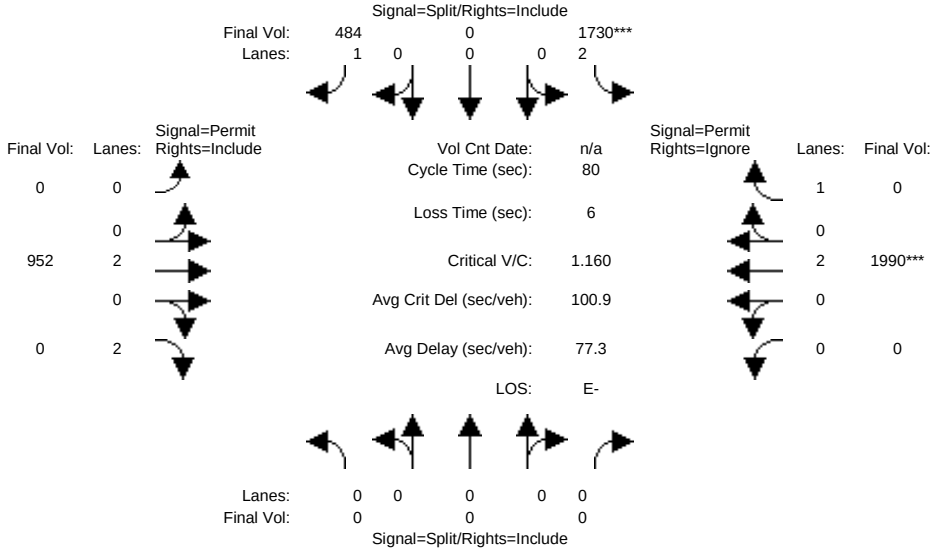
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	4	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	484	0	952	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	484	0	952	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	484	0	952	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.58	0.00	0.55	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.4	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	8	0	0	42	0

Note: Queue reported is the number of cars per lane.

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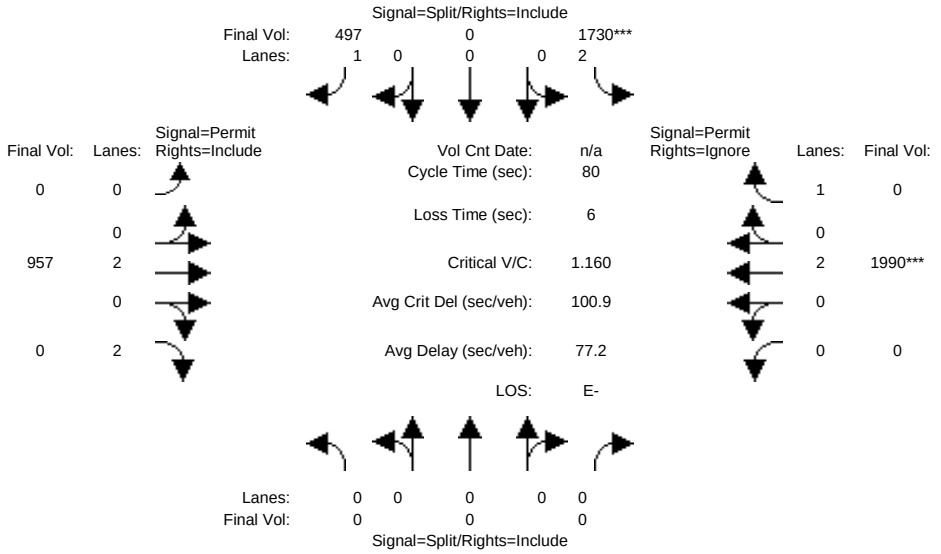
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1730	0	480	0	950	0	0	1990	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1730	0	480	0	950	0	0	1990	360
Added Vol:	0	0	0	0	0	17	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1730	0	497	0	957	0	0	1990	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1730	0	497	0	957	0	0	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1730	0	497	0	957	0	0	1990	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1730	0	497	0	957	0	0	1990	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.55	0.00	0.28	0.00	0.25	0.00	0.00	0.52	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	36.1	0.0	0.0	36.1	0.0
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.60	0.00	0.56	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	100.9	0.0	16.7	0.0	16.5	0.0	0.0	101	0.0
LOS by Move:	A	A	A	F	A	B	A	B	A	A	F	A
HCM2kAvgQ:	0	0	0	47	0	10	0	9	0	0	42	0

Note: Queue reported is the number of cars per lane.

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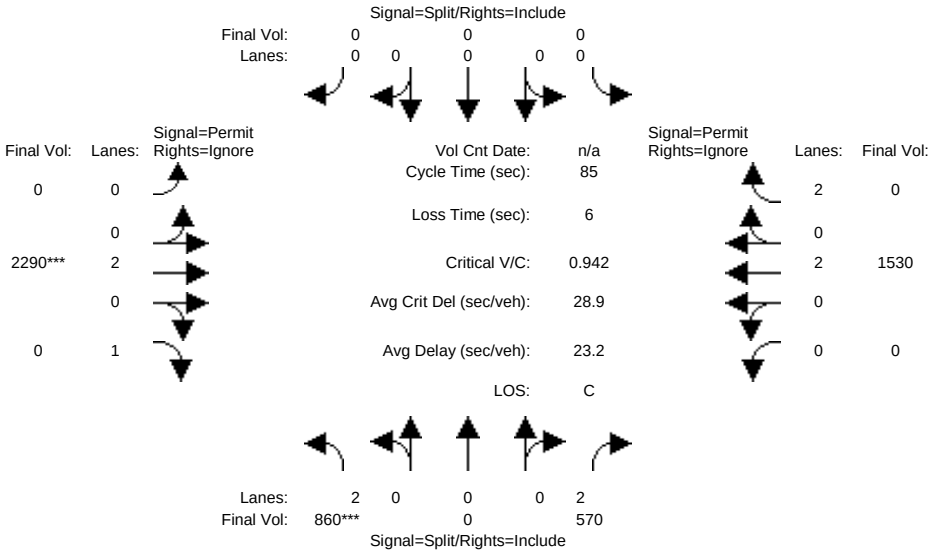
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	512	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2kAvgQ:	18	0	9	0	0	0	0	30	0	0	13	0

Note: Queue reported is the number of cars per lane.

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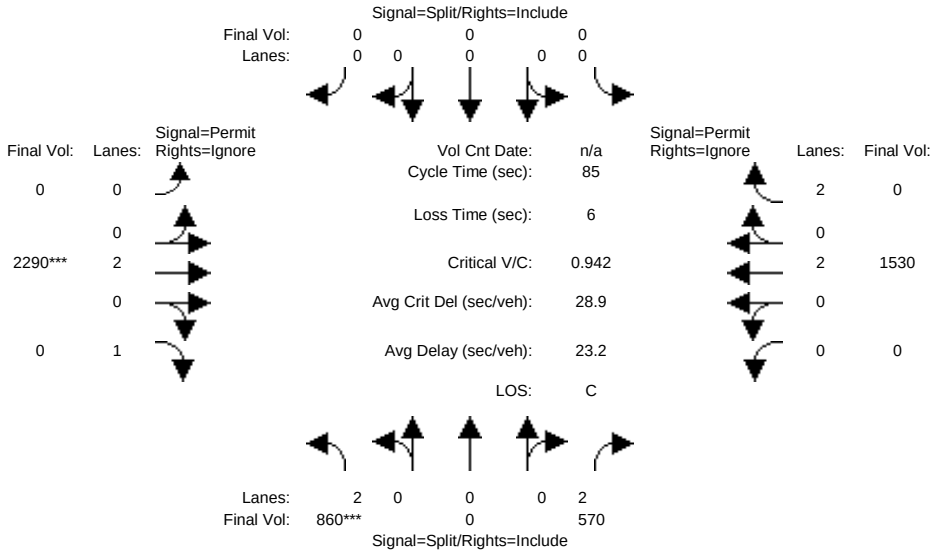
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	0	570	0	0	0	0	2290	510	0	1530	1750
Added Vol:	0	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	570	0	0	0	0	2290	517	0	1530	1750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	0	570	0	0	0	0	2290	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	0	570	0	0	0	0	2290	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.18	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	54.4	0.0	0.0	54.4	0.0
Volume/Cap:	0.94	0.00	0.62	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.63	0.00
Delay/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	27.5	0.0	0.0	0.0	0.0	22.2	0.0	0.0	9.8	0.0
LOS by Move:	D	A	C	A	A	A	A	C+	A	A	A	A
HCM2kAvgQ:	18	0	9	0	0	0	0	30	0	0	13	0

Note: Queue reported is the number of cars per lane.

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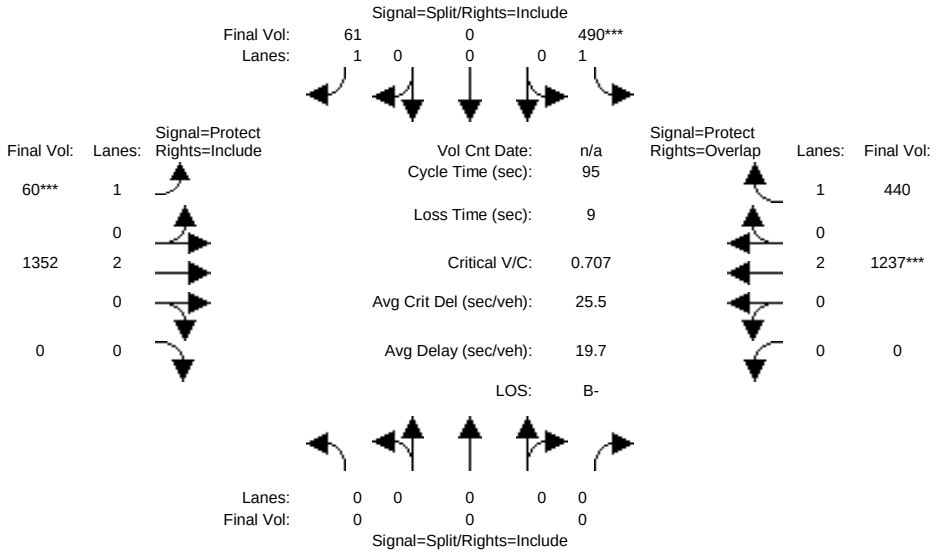
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	1	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	61	60	1352	0	0	1237	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	61	60	1352	0	0	1237	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	61	60	1352	0	0	1237	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.5	0.0	36.5	7.0	49.5	0.0	0.0	42.5	79.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.09	0.47	0.68	0.00	0.00	0.73	0.30
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	18.7	44.8	17.9	0.0	0.0	23.2	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	1	2	14	0	0	15	3

Note: Queue reported is the number of cars per lane.

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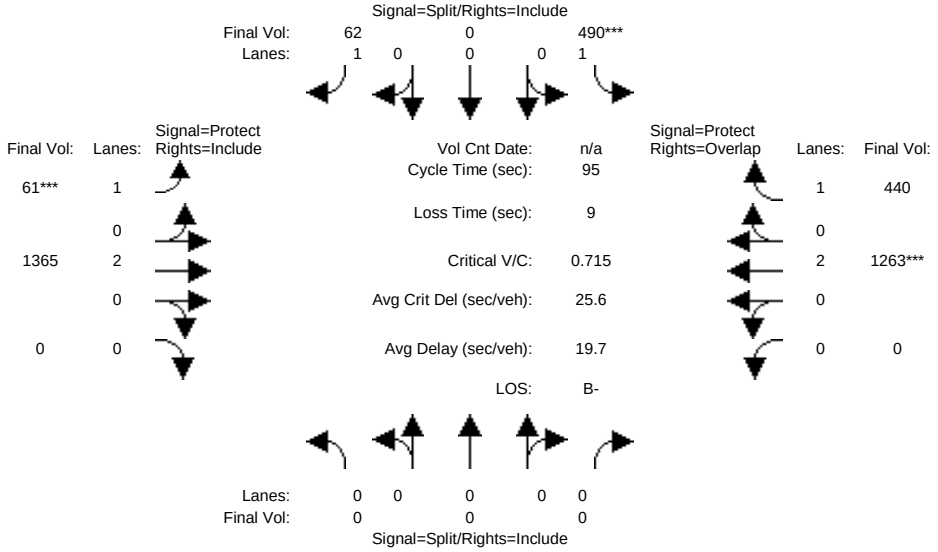
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	490	0	60	60	1350	0	0	1230	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	60	60	1350	0	0	1230	440
Added Vol:	0	0	0	0	0	2	1	15	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	62	61	1365	0	0	1263	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	62	61	1365	0	0	1263	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	62	61	1365	0	0	1263	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	62	61	1365	0	0	1263	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.04	0.03	0.36	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	7.0	49.9	0.0	0.0	42.9	79.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.09	0.47	0.68	0.00	0.00	0.74	0.30
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.7	0.0	0.0	23.1	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	0.0	19.0	45.0	17.7	0.0	0.0	23.1	1.9
LOS by Move:	A	A	A	C	A	B-	D	B	A	A	C	A
HCM2kAvgQ:	0	0	0	15	0	1	2	14	0	0	15	3

Note: Queue reported is the number of cars per lane.

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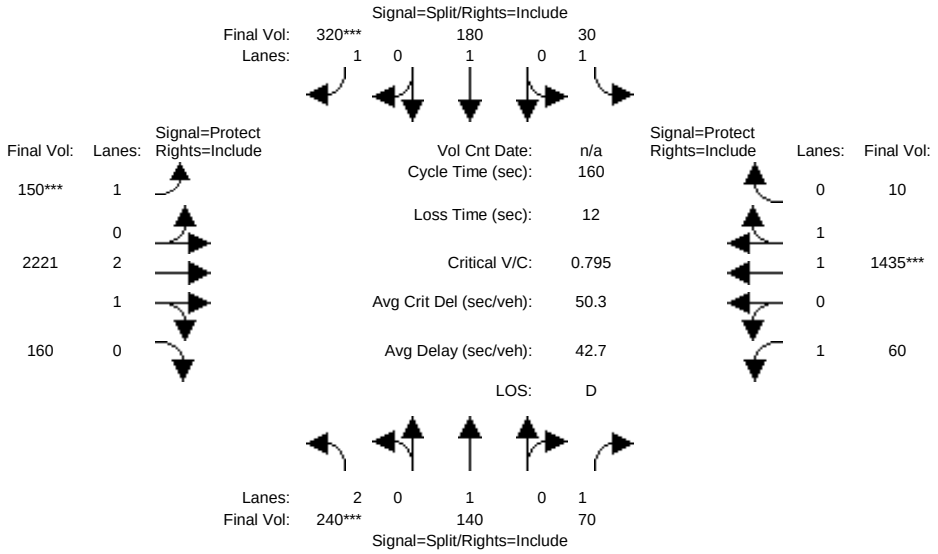
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2221	160	60	1435	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2221	160	60	1435	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2221	160	60	1435	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5223	376	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	15.3	15.3	15.3	36.8	36.8	36.8	17.3	86.9	86.9	8.9	78.6	78.6
Volume/Cap:	0.79	0.77	0.42	0.07	0.41	0.79	0.79	0.78	0.78	0.61	0.79	0.79
Delay/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	88.5	69.8	48.3	53.0	68.5	90.0	30.4	30.4	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	7	18	8	31	31	3	30	30

Note: Queue reported is the number of cars per lane.

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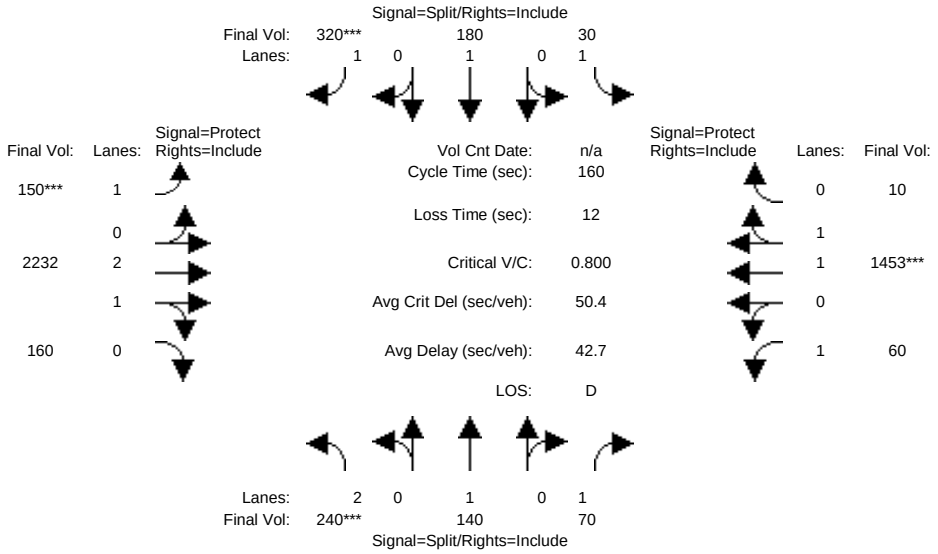
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	140	70	30	180	320	150	2220	160	60	1430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	140	70	30	180	320	150	2220	160	60	1430	10
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	140	70	30	180	320	150	2232	160	60	1453	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	140	70	30	180	320	150	2232	160	60	1453	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	140	70	30	180	320	150	2232	160	60	1453	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	140	70	30	180	320	150	2232	160	60	1453	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5225	375	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.02	0.09	0.18	0.09	0.43	0.43	0.03	0.40	0.40
Crit Moves:	****					****	****				****	
Green Time:	15.2	15.2	15.2	36.6	36.6	36.6	17.1	87.3	87.3	8.9	79.1	79.1
Volume/Cap:	0.80	0.77	0.42	0.08	0.41	0.80	0.80	0.78	0.78	0.61	0.80	0.80
Delay/Veh:	85.0	89.2	69.9	48.5	53.2	69.2	90.9	30.2	30.2	84.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	89.2	69.9	48.5	53.2	69.2	90.9	30.2	30.2	84.9	36.5	36.5
LOS by Move:	F	F	E	D	D-	E	F	C	C	F	D+	D+
HCM2kAvgQ:	9	8	4	1	8	18	8	31	31	3	31	31

Note: Queue reported is the number of cars per lane.

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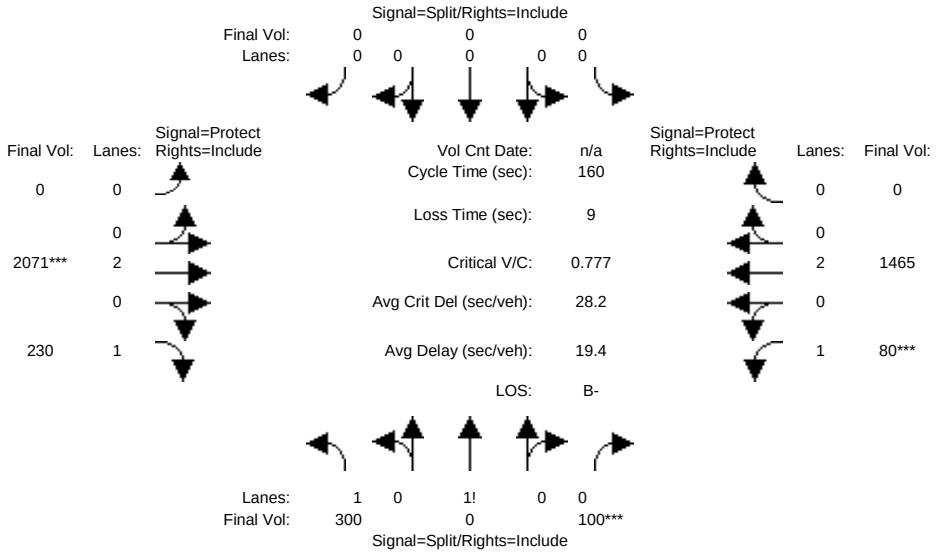
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2071	230	80	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2071	230	80	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2071	230	80	1465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.4	0.0	29.4	0.0	0.0	0.0	0.0	112	112.2	9.4	122	0.0
Volume/Cap:	0.58	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	0.0	69.6	0.0	0.0	0.0	0.0	17.2	8.3	104.6	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	32	4	4	13	0

Note: Queue reported is the number of cars per lane.

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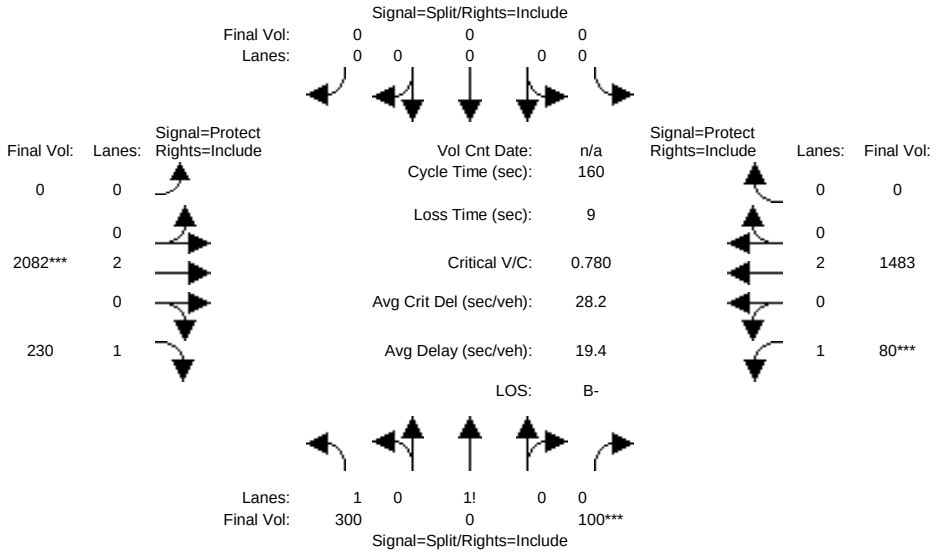
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	0	100	0	0	0	0	2070	230	80	1460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	100	0	0	0	0	2070	230	80	1460	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	100	0	0	0	0	2082	230	80	1483	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	0	100	0	0	0	0	2082	230	80	1483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	100	0	0	0	0	2082	230	80	1483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	0	100	0	0	0	0	2082	230	80	1483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.60	0.00	0.40	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2800	0	700	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.14	0.00	0.00	0.00	0.00	0.55	0.13	0.05	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	29.3	0.0	29.3	0.0	0.0	0.0	0.0	112	112.3	9.4	122	0.0
Volume/Cap:	0.59	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.19	0.78	0.51	0.00
Delay/Veh:	61.1	0.0	69.9	0.0	0.0	0.0	0.0	17.2	8.2	105.3	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	0.0	69.9	0.0	0.0	0.0	0.0	17.2	8.2	105.3	7.7	0.0
LOS by Move:	E	A	E	A	A	A	A	B	A	F	A	A
HCM2kAvgQ:	10	0	14	0	0	0	0	33	4	4	13	0

Note: Queue reported is the number of cars per lane.

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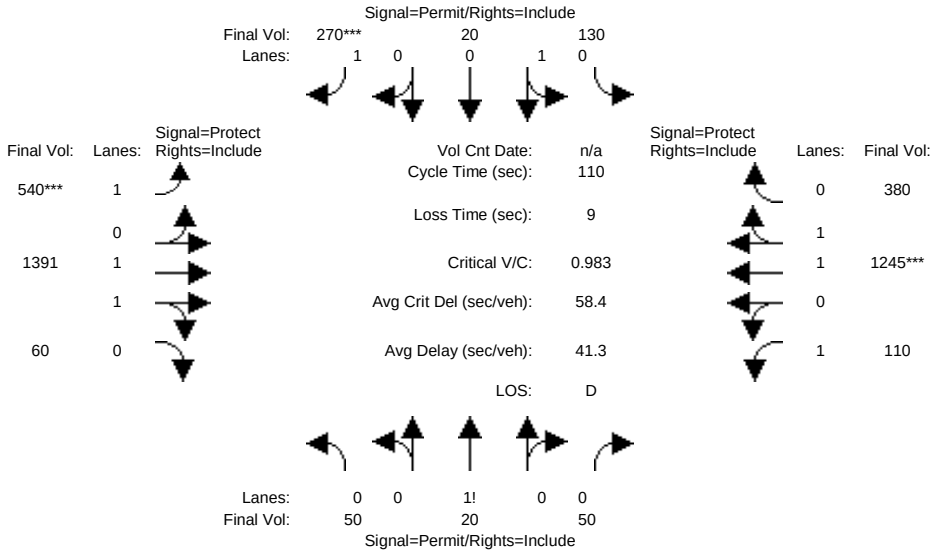
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1391	60	110	1245	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1391	60	110	1245	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1391	60	110	1245	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3547	153	1750	2834	865
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.39	0.39	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	34.5	72.0	72.0	11.7	49.2	49.2
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.98	0.98	0.60	0.60	0.59	0.98	0.98
Delay/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	43.1	44.6	44.6	95.5	71.2	11.2	11.2	51.9	48.0	48.0
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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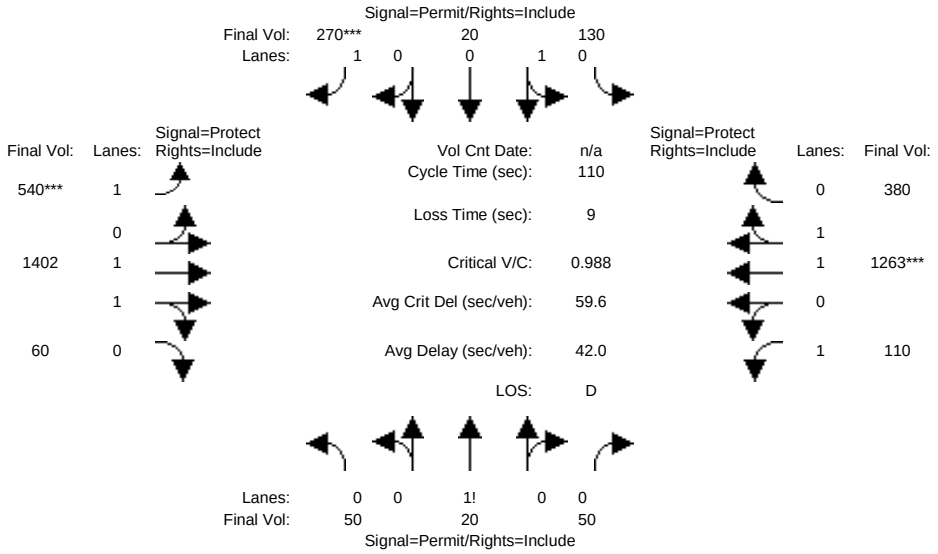
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	20	50	130	20	270	540	1390	60	110	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	50	130	20	270	540	1390	60	110	1240	380
Added Vol:	0	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	50	130	20	270	540	1402	60	110	1263	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	50	130	20	270	540	1402	60	110	1263	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	50	130	20	270	540	1402	60	110	1263	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	50	130	20	270	540	1402	60	110	1263	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.42	0.17	0.41	0.87	0.13	1.00	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	729	292	729	1560	240	1750	1750	3548	152	1750	2844	856
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.15	0.31	0.40	0.40	0.06	0.44	0.44
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	34.4	72.2	72.2	11.6	49.5	49.5
Volume/Cap:	0.44	0.44	0.44	0.53	0.53	0.99	0.99	0.60	0.60	0.59	0.99	0.99
Delay/Veh:	43.2	43.2	43.2	44.7	44.7	97.2	72.9	11.2	11.2	52.1	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.2	44.7	44.7	97.2	72.9	11.2	11.2	52.1	49.1	49.1
LOS by Move:	D	D	D	D	D	F	E	B+	B+	D-	D	D
HCM2kAvgQ:	4	4	4	6	6	15	22	14	14	4	33	33

Note: Queue reported is the number of cars per lane.

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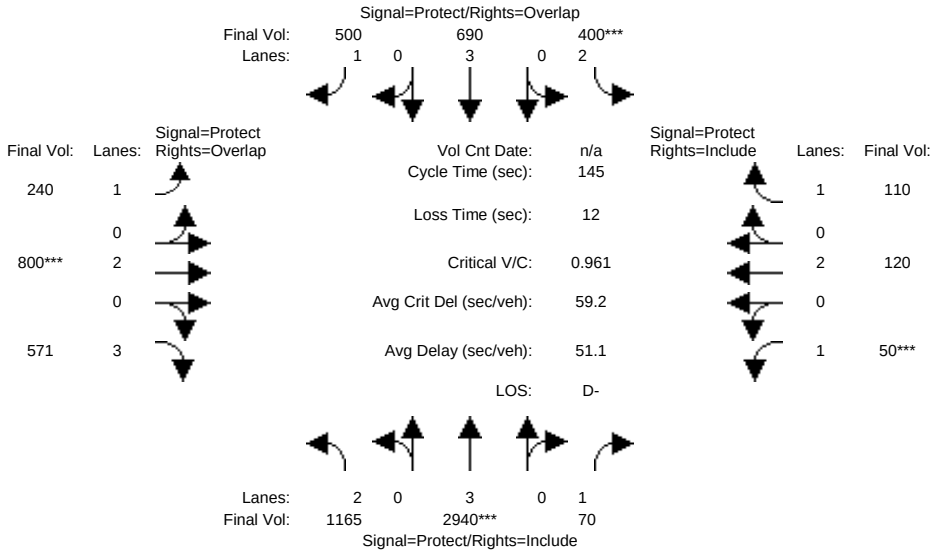
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	5	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1165	2940	70	400	690	500	240	800	571	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1165	2940	70	400	690	500	240	800	571	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1165	2940	70	400	690	500	240	800	571	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****		****				****		****		
Green Time:	67.7	76.2	76.2	18.8	27.2	52.5	25.3	31.1	98.8	7.0	12.7	12.7
Volume/Cap:	0.79	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.18	0.59	0.36	0.72
Delay/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	46.3	17.1	102.6	55.8	47.8	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	27	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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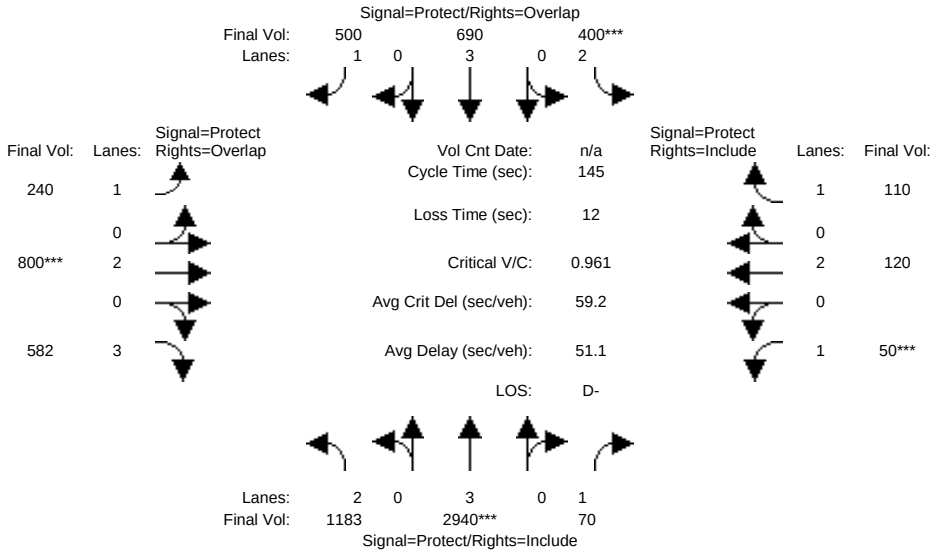
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1160	2940	70	400	690	500	240	800	570	50	120	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1160	2940	70	400	690	500	240	800	570	50	120	110
Added Vol:	23	0	0	0	0	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1183	2940	70	400	690	500	240	800	582	50	120	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1183	2940	70	400	690	500	240	800	582	50	120	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1183	2940	70	400	690	500	240	800	582	50	120	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1183	2940	70	400	690	500	240	800	582	50	120	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.52	0.04	0.13	0.12	0.29	0.14	0.21	0.13	0.03	0.03	0.06
Crit Moves:		****		****				****		****		
Green Time:	68.0	76.2	76.2	18.8	26.9	52.2	25.3	31.1	99.1	7.0	12.7	12.7
Volume/Cap:	0.80	0.98	0.08	0.98	0.65	0.79	0.78	0.98	0.19	0.59	0.36	0.72
Delay/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	46.3	17.1	102.6	56.2	48.4	69.7	83.7	8.4	78.3	62.9	79.1
LOS by Move:	D+	D	B	F	E+	D	E	F	A	E-	E	E-
HCM2kAvgQ:	27	48	2	15	10	23	11	20	4	3	3	7

Note: Queue reported is the number of cars per lane.

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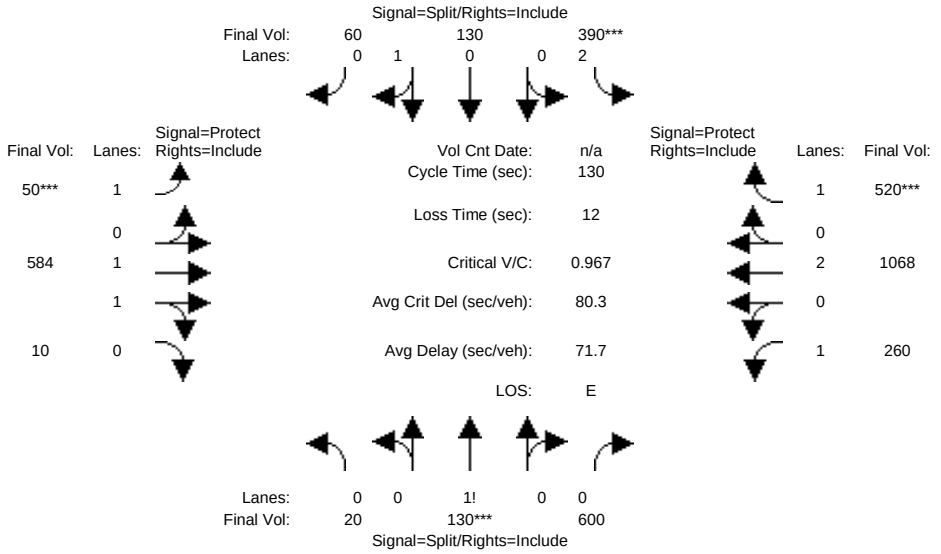
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	584	10	260	1068	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	584	10	260	1068	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	584	10	260	1068	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	584	10	260	1068	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	62	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.28	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	23.8	23.8	22.0	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.94	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.1	64.1	76.8	59.2	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E+	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	23	26

Note: Queue reported is the number of cars per lane.

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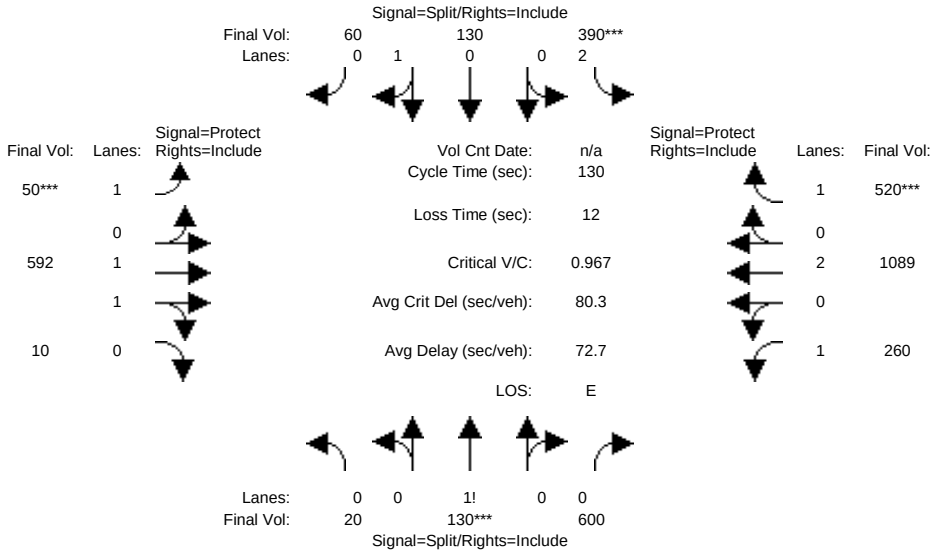
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	130	600	390	130	60	50	580	10	260	1060	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	600	390	130	60	50	580	10	260	1060	520
Added Vol:	0	0	0	0	0	0	0	12	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	600	390	130	60	50	592	10	260	1089	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	130	600	390	130	60	50	592	10	260	1089	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	600	390	130	60	50	592	10	260	1089	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	130	600	390	130	60	50	592	10	260	1089	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.17	0.80	2.00	0.68	0.32	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	47	303	1400	3150	1232	568	1750	3638	61	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.12	0.11	0.11	0.03	0.16	0.16	0.15	0.29	0.30
Crit Moves:		****		****			****					****
Green Time:	56.0	56.0	56.0	16.2	16.2	16.2	7.0	24.0	24.0	21.9	38.8	38.8
Volume/Cap:	0.99	0.99	0.99	0.99	0.85	0.85	0.53	0.88	0.88	0.88	0.96	0.99
Delay/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.7	64.7	78.1	62.6	83.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	100.9	80.6	80.6	65.6	64.7	64.7	78.1	62.6	83.5
LOS by Move:	E	E	E	F	F	F	E	E	E	E-	E	F
HCM2kAvgQ:	39	39	39	14	10	10	2	13	13	12	24	26

Note: Queue reported is the number of cars per lane.

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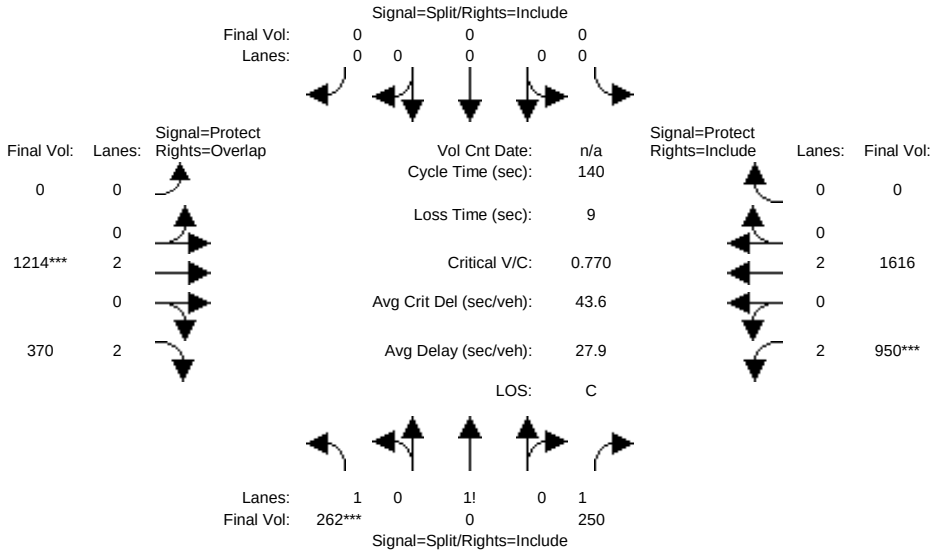
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	250	0	0	0	0	1214	370	950	1616	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	0	250	0	0	0	0	1214	370	950	1616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	0	250	0	0	0	0	1214	370	950	1616	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.51	0.00	1.49	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2646	0	2604	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	58.1	76.1	54.9	113	0.0
Volume/Cap:	0.77	0.00	0.75	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	63.3	0.0	0.0	0.0	0.0	37.6	16.6	40.1	4.7	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	21	5	20	11	0

Note: Queue reported is the number of cars per lane.

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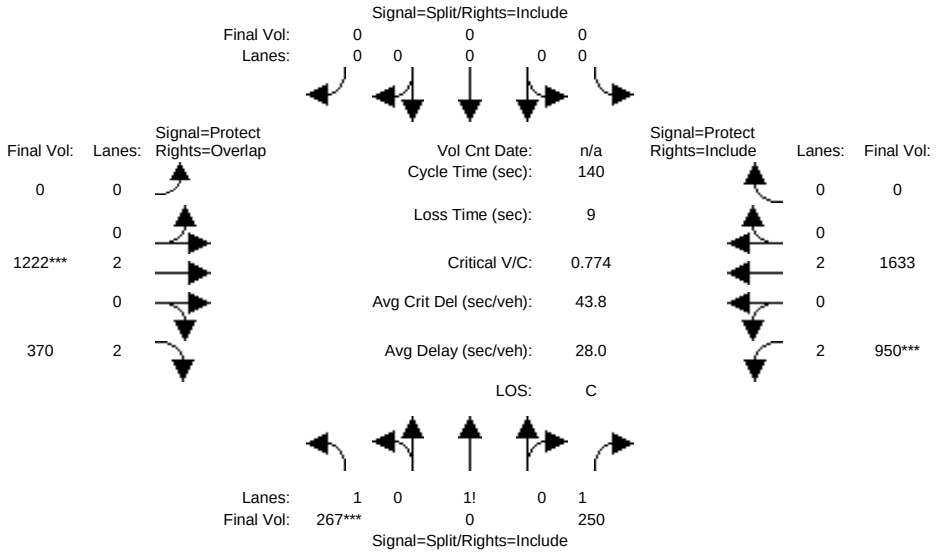
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	0	250	0	0	0	0	1210	370	950	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	0	250	0	0	0	0	1210	370	950	1610	0
Added Vol:	7	0	0	0	0	0	0	12	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	0	250	0	0	0	0	1222	370	950	1633	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	0	250	0	0	0	0	1222	370	950	1633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	250	0	0	0	0	1222	370	950	1633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	0	250	0	0	0	0	1222	370	950	1633	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.52	0.00	1.48	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2654	0	2596	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.12	0.30	0.43	0.00
Crit Moves:	****							****		****		
Green Time:	18.2	0.0	18.2	0.0	0.0	0.0	0.0	58.2	76.4	54.6	113	0.0
Volume/Cap:	0.77	0.00	0.74	0.00	0.00	0.00	0.00	0.77	0.22	0.77	0.53	0.00
Delay/Veh:	64.5	0.0	62.8	0.0	0.0	0.0	0.0	37.7	16.4	40.4	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	0.0	62.8	0.0	0.0	0.0	0.0	37.7	16.4	40.4	4.8	0.0
LOS by Move:	E	A	E	A	A	A	A	D+	B	D	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	21	5	20	11	0

Note: Queue reported is the number of cars per lane.

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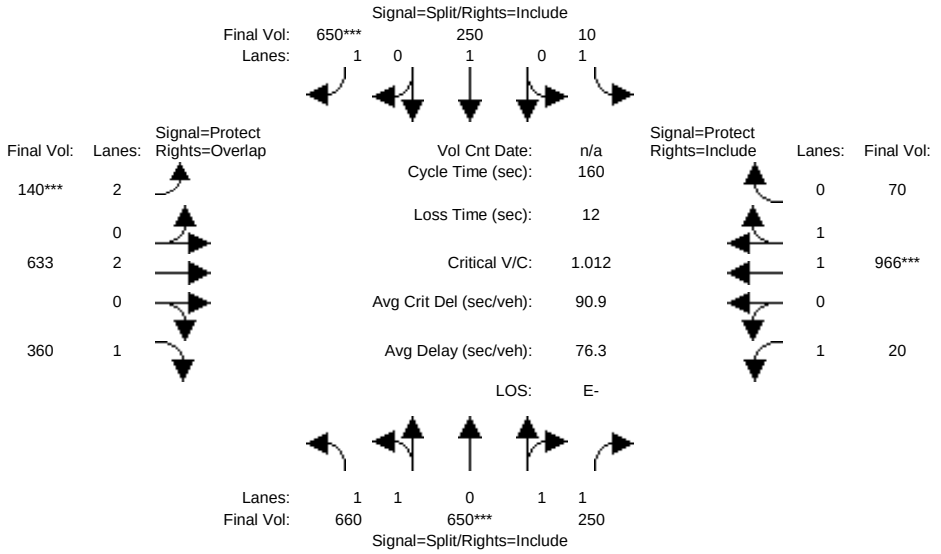
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	633	360	20	966	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	633	360	20	966	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	633	360	20	966	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	633	360	20	966	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	38.0	38.0	38.0	58.7	58.7	58.7	7.0	40.6	78.6	10.7	44.3	44.3
Volume/Cap:	1.01	1.01	0.60	0.02	0.36	1.01	1.01	0.66	0.42	0.17	1.01	1.01
Delay/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	87.0	54.6	32.3	37.2	89.3	156.3	55.1	26.4	71.2	89.1	89.1
LOS by Move:	F	F	D-	C-	D+	F	F	E+	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	41	5	13	11	1	30	30

Note: Queue reported is the number of cars per lane.

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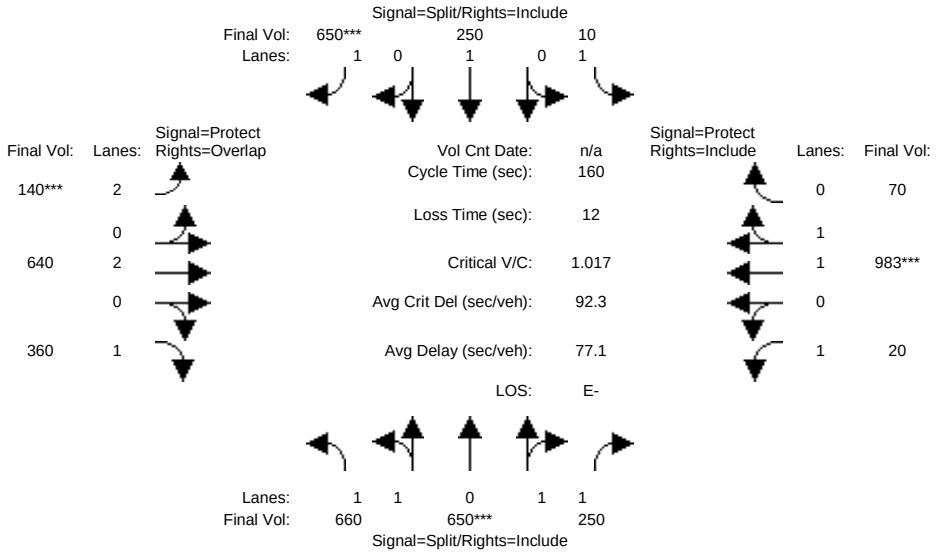
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	660	650	250	10	250	650	140	630	360	20	960	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	650	250	10	250	650	140	630	360	20	960	70
Added Vol:	0	0	0	0	0	0	0	10	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	650	250	10	250	650	140	640	360	20	983	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	660	650	250	10	250	650	140	640	360	20	983	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	650	250	10	250	650	140	640	360	20	983	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	660	650	250	10	250	650	140	640	360	20	983	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.55	1.45	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	2744	2702	1750	1750	1900	1750	3150	3800	1750	1750	3454	246
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.14	0.01	0.13	0.37	0.04	0.17	0.21	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green Time:	37.8	37.8	37.8	58.4	58.4	58.4	7.0	41.1	78.9	10.7	44.8	44.8
Volume/Cap:	1.02	1.02	0.60	0.02	0.36	1.02	1.02	0.66	0.42	0.17	1.02	1.02
Delay/Veh:	88.5	88.5	54.8	32.4	37.5	90.8	157.4	54.8	26.2	71.2	90.0	90.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.5	88.5	54.8	32.4	37.5	90.8	157.4	54.8	26.2	71.2	90.0	90.0
LOS by Move:	F	F	D-	C-	D+	F	F	D-	C	E	F	F
HCM2kAvgQ:	27	27	12	0	9	42	5	13	11	1	31	31

Note: Queue reported is the number of cars per lane.

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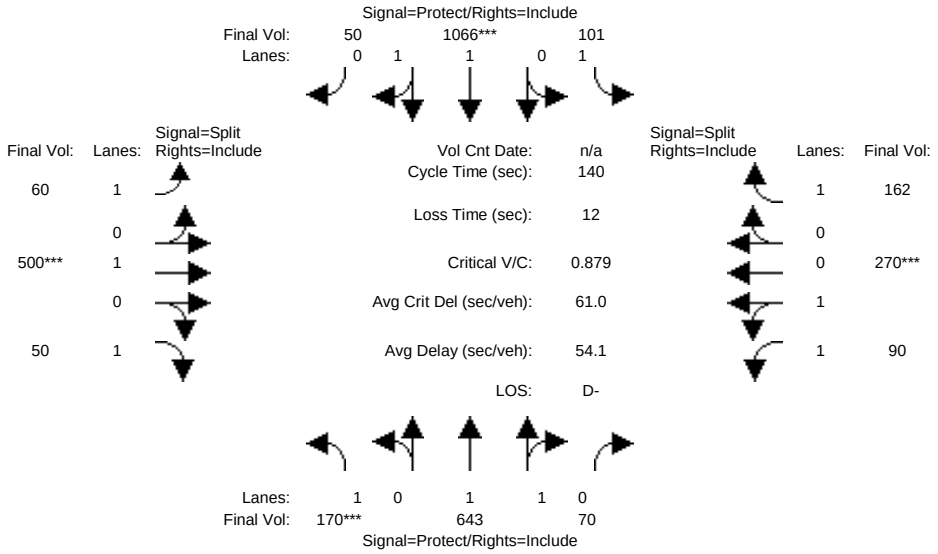
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	3	0	1	6	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	643	70	101	1066	50	60	500	50	90	270	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	643	70	101	1066	50	60	500	50	90	270	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	643	70	101	1066	50	60	500	50	90	270	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	643	70	101	1066	50	60	500	50	90	270	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3336	363	1750	3534	166	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.30	0.30	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.5	48.9	48.9	14.6	48.0	48.0	41.9	41.9	41.9	22.6	22.6	22.6
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.11	0.88	0.10	0.32	0.88	0.57
Delay/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	37.3	37.3	63.2	50.6	50.6	35.7	61.3	35.5	52.0	76.5	57.1
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	12	12	4	24	24	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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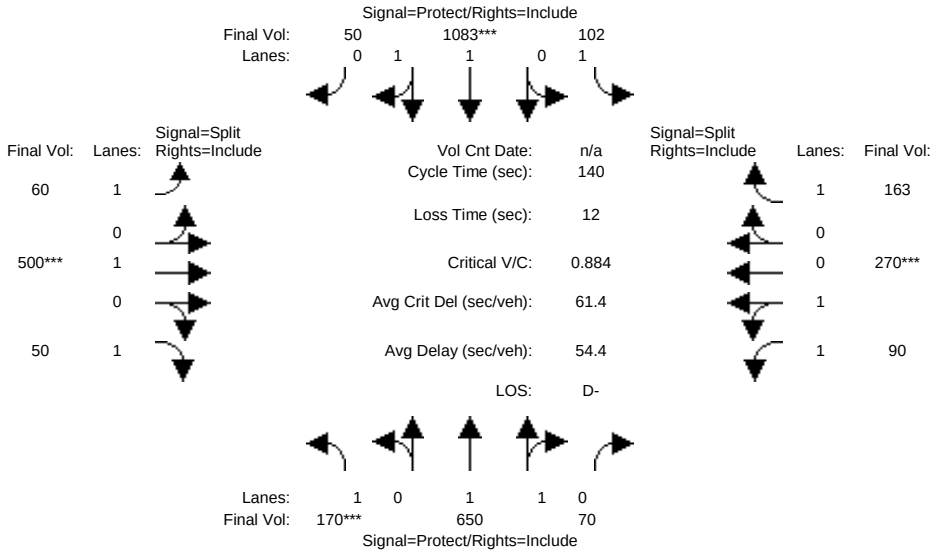
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	640	70	100	1060	50	60	500	50	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	640	70	100	1060	50	60	500	50	90	270	160
Added Vol:	0	10	0	2	23	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	650	70	102	1083	50	60	500	50	90	270	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	650	70	102	1083	50	60	500	50	90	270	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	650	70	102	1083	50	60	500	50	90	270	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	650	70	102	1083	50	60	500	50	90	270	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3340	360	1750	3537	163	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.31	0.31	0.03	0.26	0.03	0.05	0.14	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.4	49.1	49.1	14.7	48.5	48.5	41.7	41.7	41.7	22.5	22.5	22.5
Volume/Cap:	0.88	0.55	0.55	0.55	0.88	0.88	0.12	0.88	0.10	0.32	0.88	0.58
Delay/Veh:	96.4	37.1	37.1	63.2	50.8	50.8	35.9	62.2	35.6	52.2	77.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	37.1	37.1	63.2	50.8	50.8	35.9	62.2	35.6	52.2	77.4	57.4
LOS by Move:	F	D+	D+	E	D	D	D+	E	D+	D-	E-	E+
HCM2kAvgQ:	9	12	12	4	25	25	2	23	2	4	14	8

Note: Queue reported is the number of cars per lane.

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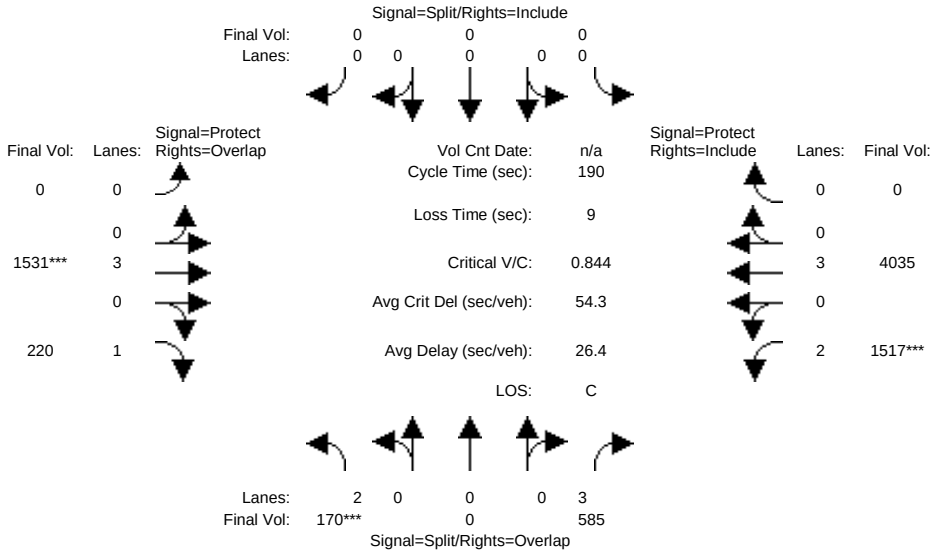
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	5	0	0	0	0	1	0	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	585	0	0	0	0	1531	220	1517	4035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	585	0	0	0	0	1531	220	1517	4035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	585	0	0	0	0	1531	220	1517	4035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.48	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.1	0.0	120.5	0.0	0.0	0.0	0.0	60.5	72.6	108.4	169	0.0
Volume/Cap:	0.84	0.00	0.20	0.00	0.00	0.00	0.00	0.84	0.33	0.84	0.80	0.00
Delay/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.4	0.0	14.6	0.0	0.0	0.0	0.0	64.2	41.8	37.7	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	26	9	44	31	0

Note: Queue reported is the number of cars per lane.

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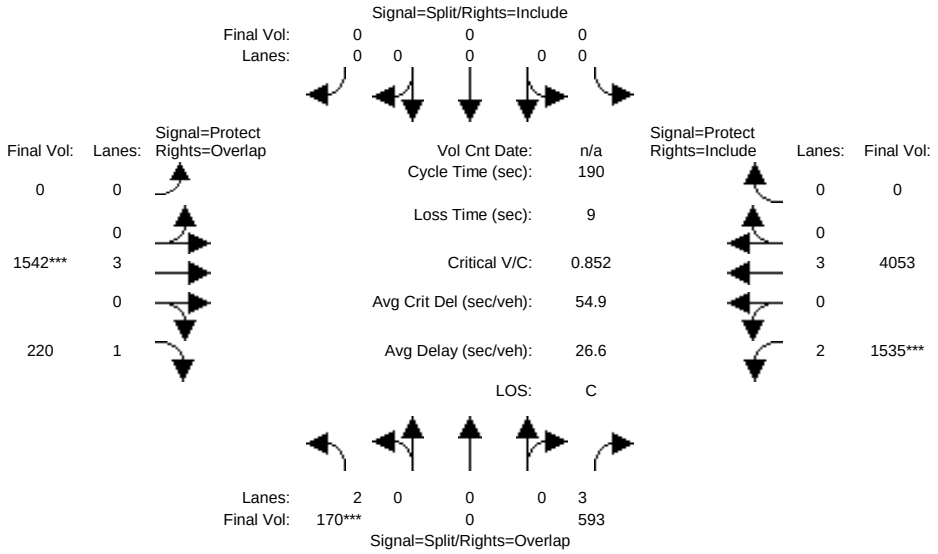
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	580	0	0	0	0	1530	220	1510	4030	0
Added Vol:	0	0	13	0	0	0	0	12	0	25	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	593	0	0	0	0	1542	220	1535	4053	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	593	0	0	0	0	1542	220	1535	4053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	593	0	0	0	0	1542	220	1535	4053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	593	0	0	0	0	1542	220	1535	4053	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.27	0.13	0.49	0.71	0.00
Crit Moves:	****							****		****		
Green Time:	12.0	0.0	120.7	0.0	0.0	0.0	0.0	60.3	72.4	108.6	169	0.0
Volume/Cap:	0.85	0.00	0.21	0.00	0.00	0.00	0.00	0.85	0.33	0.85	0.80	0.00
Delay/Veh:	116.1	0.0	14.6	0.0	0.0	0.0	0.0	64.8	42.0	38.1	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.1	0.0	14.6	0.0	0.0	0.0	0.0	64.8	42.0	38.1	5.0	0.0
LOS by Move:	F	A	B	A	A	A	A	E	D	D+	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	26	9	45	31	0

Note: Queue reported is the number of cars per lane.

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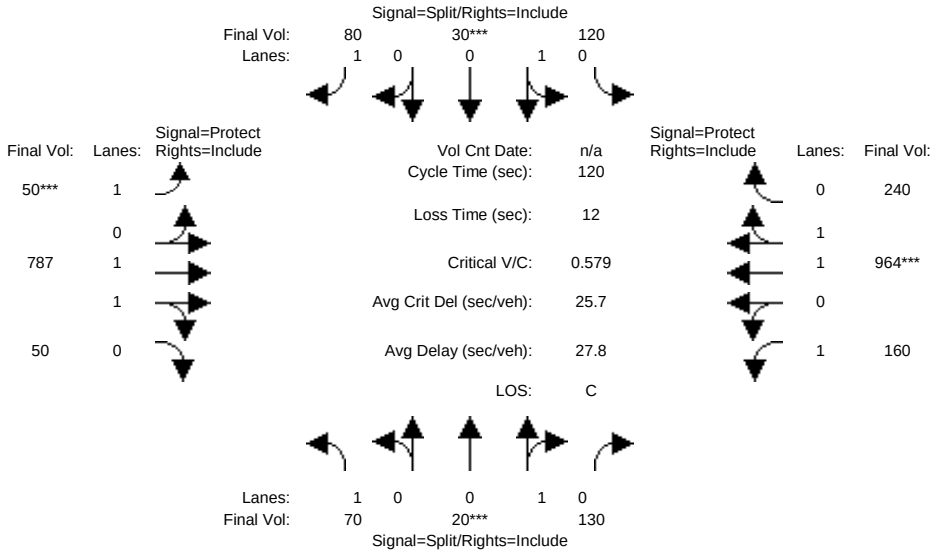
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	17	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	787	50	160	964	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	787	50	160	964	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	787	50	160	964	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	787	50	160	964	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.59	0.41
Final Sat.:	1750	240	1560	1440	360	1750	1750	3479	221	1750	2962	737
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.23	0.23	0.09	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	17.1	17.1	17.1	17.1	17.1	17.1	7.0	52.6	52.6	21.2	66.8	66.8
Volume/Cap:	0.28	0.58	0.58	0.58	0.58	0.32	0.49	0.52	0.52	0.52	0.58	0.58
Delay/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	51.6	51.6	51.6	51.6	47.0	58.4	24.8	24.8	46.2	17.9	17.9
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	14	14

Note: Queue reported is the number of cars per lane.

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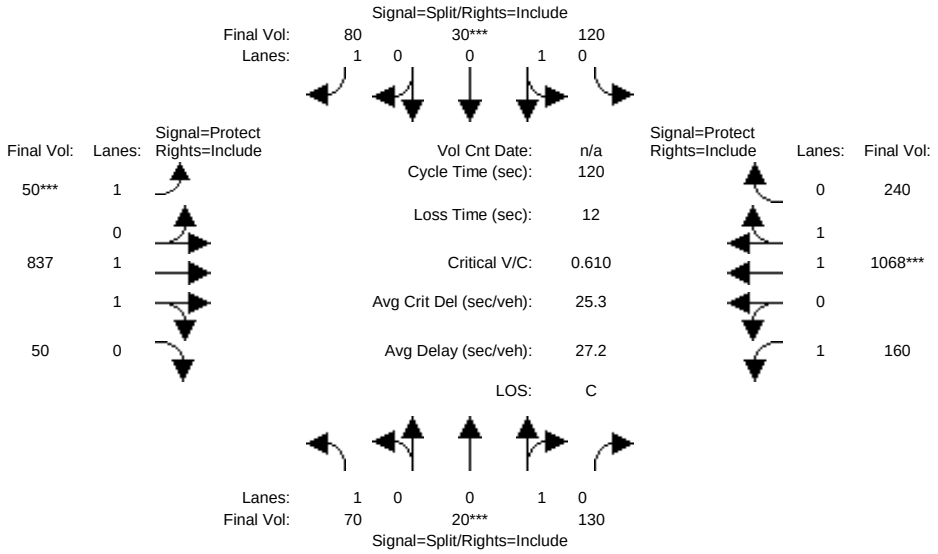
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	20	130	120	30	80	50	770	50	160	930	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	130	120	30	80	50	770	50	160	930	240
Added Vol:	0	0	0	0	0	0	0	67	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	130	120	30	80	50	837	50	160	1068	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	130	120	30	80	50	837	50	160	1068	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	130	120	30	80	50	837	50	160	1068	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	130	120	30	80	50	837	50	160	1068	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.13	0.87	0.80	0.20	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	1750	240	1560	1440	360	1750	1750	3491	209	1750	3021	679
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.08	0.08	0.05	0.03	0.24	0.24	0.09	0.35	0.35
Crit Moves:		****			****		****				****	
Green Time:	16.2	16.2	16.2	16.2	16.2	16.2	7.0	54.8	54.8	20.9	68.6	68.6
Volume/Cap:	0.30	0.62	0.62	0.62	0.62	0.34	0.49	0.53	0.53	0.53	0.62	0.62
Delay/Veh:	47.5	53.8	53.8	53.8	53.8	47.9	58.4	23.6	23.6	46.7	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	53.8	53.8	53.8	53.8	47.9	58.4	23.6	23.6	46.7	17.6	17.6
LOS by Move:	D	D-	D-	D-	D-	D	E+	C	C	D	B	B
HCM2kAvgQ:	3	6	6	6	6	3	2	11	11	5	15	15

Note: Queue reported is the number of cars per lane.

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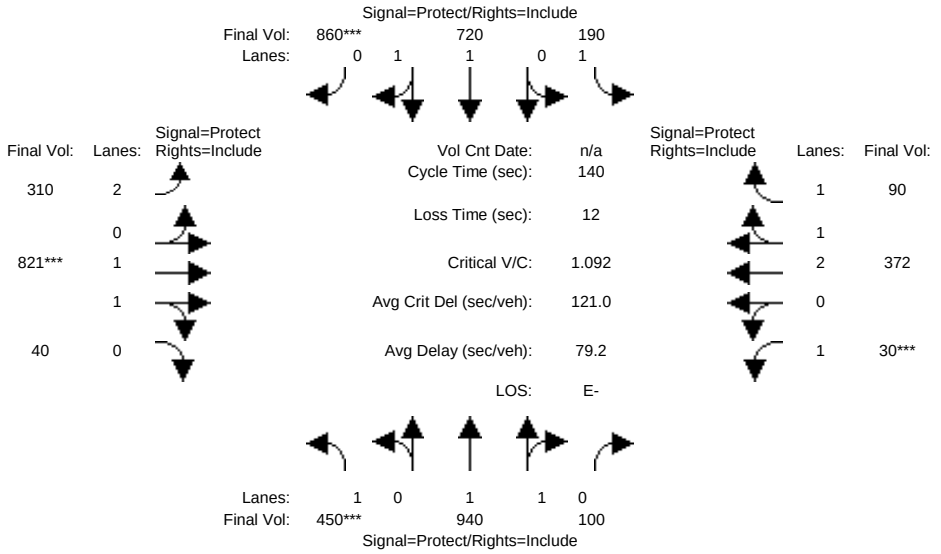
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	821	40	30	372	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	821	40	30	372	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	821	40	30	372	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	821	40	30	372	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3528	172	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****		****		
Green Time:	31.7	66.6	66.6	25.7	60.6	60.6	20.7	28.7	28.7	7.0	15.0	15.0
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.67	1.14	1.14	0.34	0.61	0.47
Delay/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.6	27.3	27.3	55.2	41.4	110.0	60.1	132	132.4	66.6	61.2	59.1
LOS by Move:	F	C	C	E+	D	F	E	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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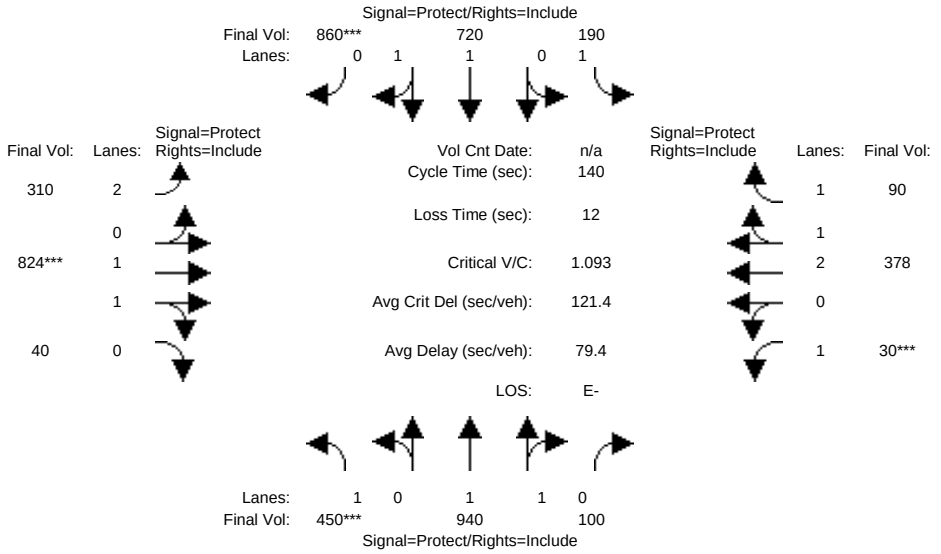
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	940	100	190	720	860	310	820	40	30	370	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	940	100	190	720	860	310	820	40	30	370	90
Added Vol:	0	0	0	0	0	0	0	4	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	940	100	190	720	860	310	824	40	30	378	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	940	100	190	720	860	310	824	40	30	378	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	940	100	190	720	860	310	824	40	30	378	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	940	100	190	720	860	310	824	40	30	378	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.90	0.10	1.00	3.00	1.00
Final Sat.:	1750	3344	356	1750	1900	1750	3150	3529	171	1750	5648	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.11	0.38	0.49	0.10	0.23	0.23	0.02	0.07	0.05
Crit Moves:	****					****		****		****		
Green Time:	31.7	66.5	66.5	25.7	60.5	60.5	20.7	28.8	28.8	7.0	15.0	15.0
Volume/Cap:	1.14	0.59	0.59	0.59	0.88	1.14	0.66	1.14	1.14	0.34	0.62	0.47
Delay/Veh:	142.0	27.4	27.4	55.3	41.5	110.4	60.0	133	132.7	66.6	61.4	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.0	27.4	27.4	55.3	41.5	110.4	60.0	133	132.7	66.6	61.4	59.0
LOS by Move:	F	C	C	E+	D	F	E+	F	F	E	E	E+
HCM2kAvgQ:	31	17	17	9	31	56	7	26	26	2	6	4

Note: Queue reported is the number of cars per lane.

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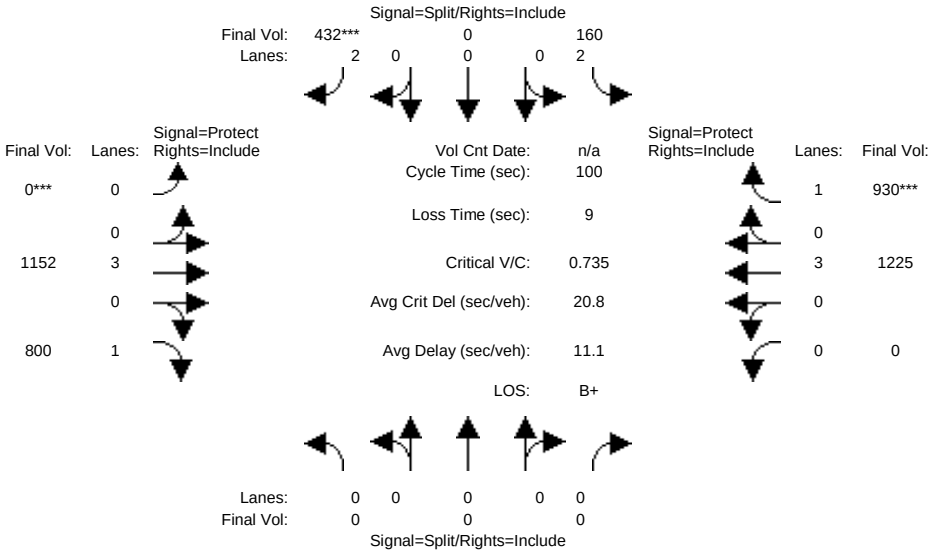
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	2	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	432	0	1152	800	0	1225	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	432	0	1152	800	0	1225	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	432	0	1152	800	0	1225	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.21	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	0.0	72.3	72.3	0.0	72.3	72.3
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.73	0.00	0.28	0.63	0.00	0.30	0.73
Delay/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	0.0	43.1	0.0	4.8	8.1	0.0	4.9	10.4
LOS by Move:	A	A	A	D+	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	18

Note: Queue reported is the number of cars per lane.

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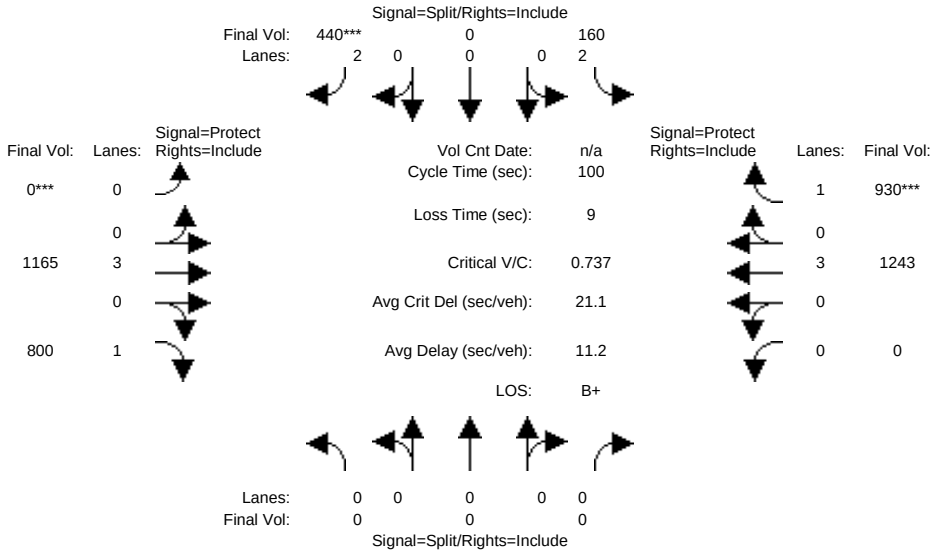
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	0	430	0	1150	800	0	1220	930
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	430	0	1150	800	0	1220	930
Added Vol:	0	0	0	0	0	10	0	15	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	440	0	1165	800	0	1243	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	440	0	1165	800	0	1243	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	440	0	1165	800	0	1243	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	440	0	1165	800	0	1243	930
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.20	0.46	0.00	0.22	0.53
Crit Moves:						****	****					****
Green Time:	0.0	0.0	0.0	18.9	0.0	18.9	0.0	72.1	72.1	0.0	72.1	72.1
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.28	0.63	0.00	0.30	0.74
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.3	0.0	5.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.9	0.0	43.0	0.0	4.9	8.3	0.0	5.0	10.7
LOS by Move:	A	A	A	C-	A	D	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	3	0	9	0	4	13	0	4	18

Note: Queue reported is the number of cars per lane.

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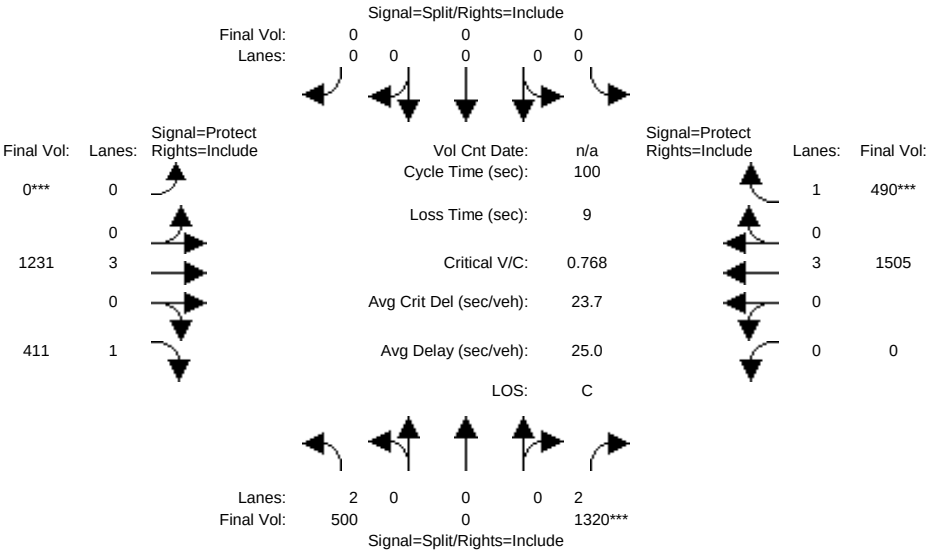
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	1	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1231	411	0	1505	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1231	411	0	1505	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	0	1231	411	0	1505	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.23	0.00	0.26	0.28
Crit Moves:			****				****					****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.59	0.64	0.00	0.72	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.2	28.7	0.0	28.7	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2kAvgQ:	5	0	20	0	0	0	0	10	11	0	13	14

Note: Queue reported is the number of cars per lane.

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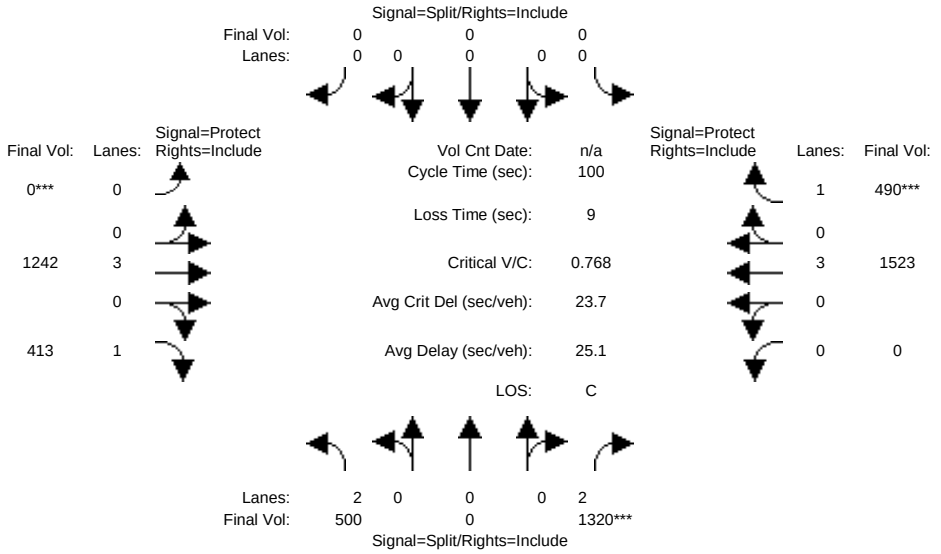
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	1320	0	0	0	0	1230	410	0	1500	490
Added Vol:	0	0	0	0	0	0	0	12	3	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	0	1320	0	0	0	0	1242	413	0	1523	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	0	1320	0	0	0	0	1242	413	0	1523	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	1320	0	0	0	0	1242	413	0	1523	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	0	1320	0	0	0	0	1242	413	0	1523	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.22	0.24	0.00	0.27	0.28
Crit Moves:			****				****					****
Green Time:	54.6	0.0	54.6	0.0	0.0	0.0	0.0	36.4	36.4	0.0	36.4	36.4
Volume/Cap:	0.29	0.00	0.77	0.00	0.00	0.00	0.00	0.60	0.65	0.00	0.73	0.77
Delay/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	28.9	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	19.9	0.0	0.0	0.0	0.0	26.3	28.8	0.0	28.9	33.7
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C-
HCM2kAvgQ:	5	0	20	0	0	0	0	10	11	0	13	14

Note: Queue reported is the number of cars per lane.

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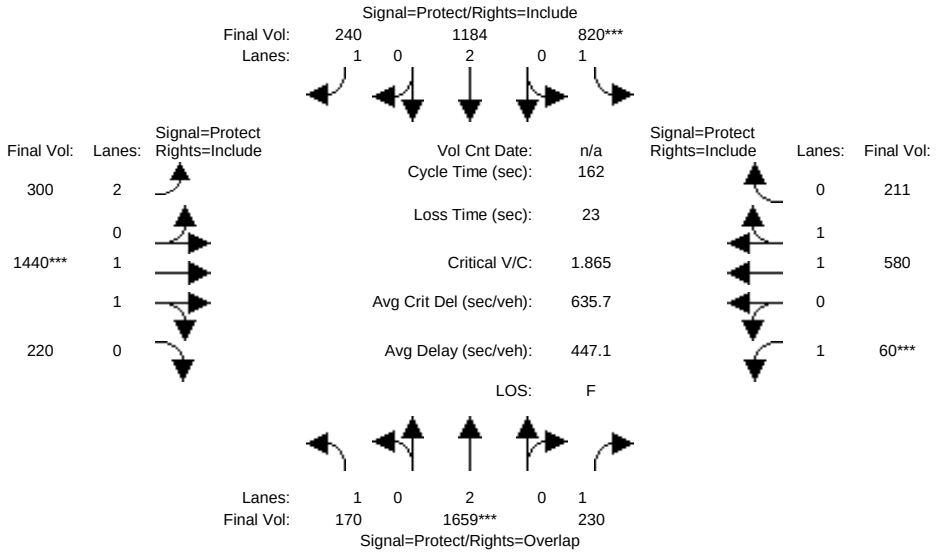
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	9	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1659	230	820	1184	240	300	1440	220	60	580	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1659	230	820	1184	240	300	1440	220	60	580	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1659	230	820	1184	240	300	1440	220	60	580	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2305	839
Capacity Analysis Module:												
Vol/Sat:	0.11	0.51	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.36	0.34	5.37	1.23	0.54	0.49	1.66	1.66	0.53	1.50	1.50
Delay/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	224	32.9	2063	179	55.8	62.9	362	362.3	87.2	312	312.4
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	72	12	136	45	13	10	88	88	4	40	40

Note: Queue reported is the number of cars per lane.

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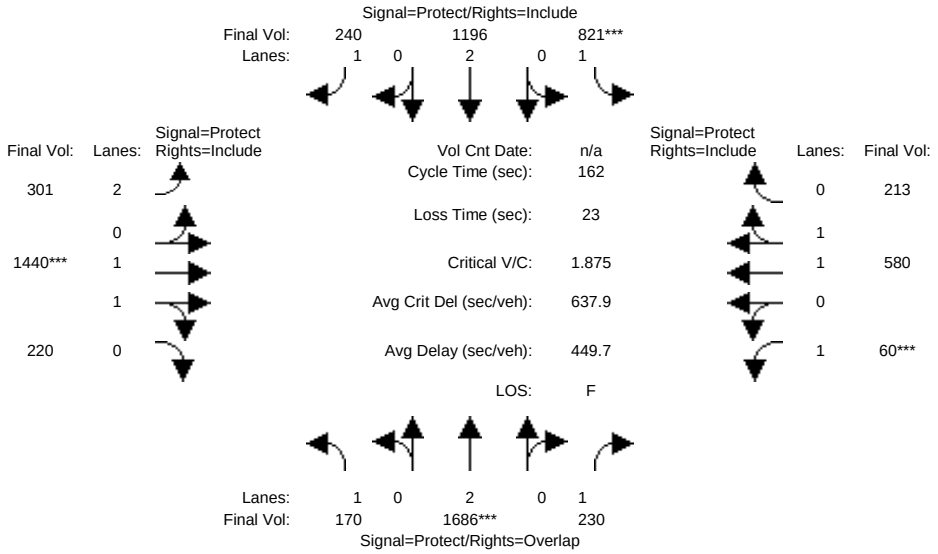
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	70	70	19	55	55	42	59	59	14	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1650	230	820	1180	240	300	1440	220	60	580	210
Added Vol:	0	36	0	1	16	0	1	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1686	230	821	1196	240	301	1440	220	60	580	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1686	230	821	1196	240	301	1440	220	60	580	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1686	230	821	1196	240	301	1440	220	60	580	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1686	230	821	1196	240	301	1440	220	60	580	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.84	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2728	417	1488	2300	845
Capacity Analysis Module:												
Vol/Sat:	0.11	0.52	0.15	0.55	0.37	0.16	0.11	0.53	0.53	0.04	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	29.8	61.3	73.6	16.6	48.2	48.2	36.8	51.7	51.7	12.3	27.1	27.1
Volume/Cap:	0.62	1.38	0.34	5.37	1.25	0.54	0.50	1.66	1.66	0.53	1.51	1.51
Delay/Veh:	74.0	233	32.9	2066	184	55.8	62.9	362	362.3	87.2	314	314.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	233	32.9	2066	184	55.8	62.9	362	362.3	87.2	314	314.1
LOS by Move:	E	F	C-	F	F	E+	E	F	F	F	F	F
HCM2kAvgQ:	10	74	12	137	46	13	10	88	88	4	41	41

Note: Queue reported is the number of cars per lane.

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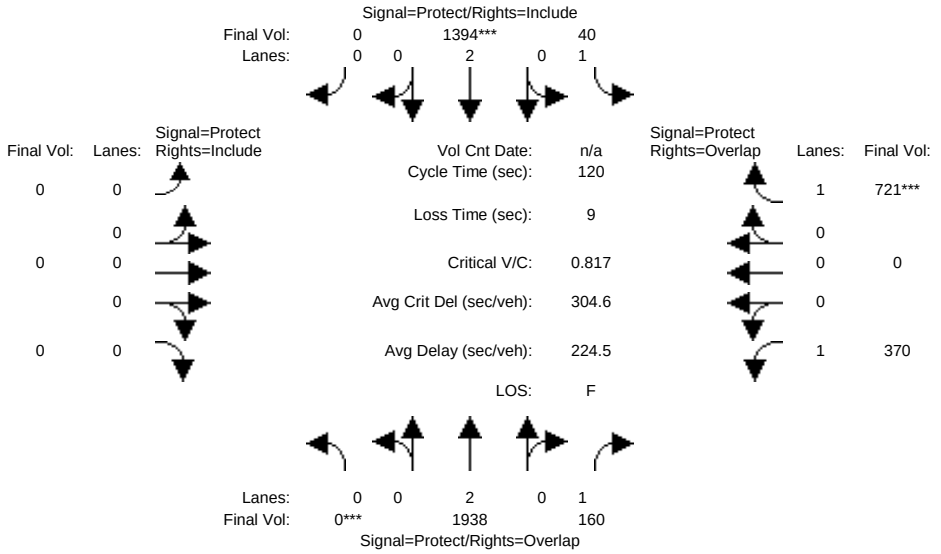
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1938	160	40	1394	0	0	0	0	370	0	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1938	160	40	1394	0	0	0	0	370	0	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1938	160	40	1394	0	0	0	0	370	0	721
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.65	0.11	0.29	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.85
Delay/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.0	53.4	0.1	0.0	0.0	0.0	0.0	1055	0.0	893.4
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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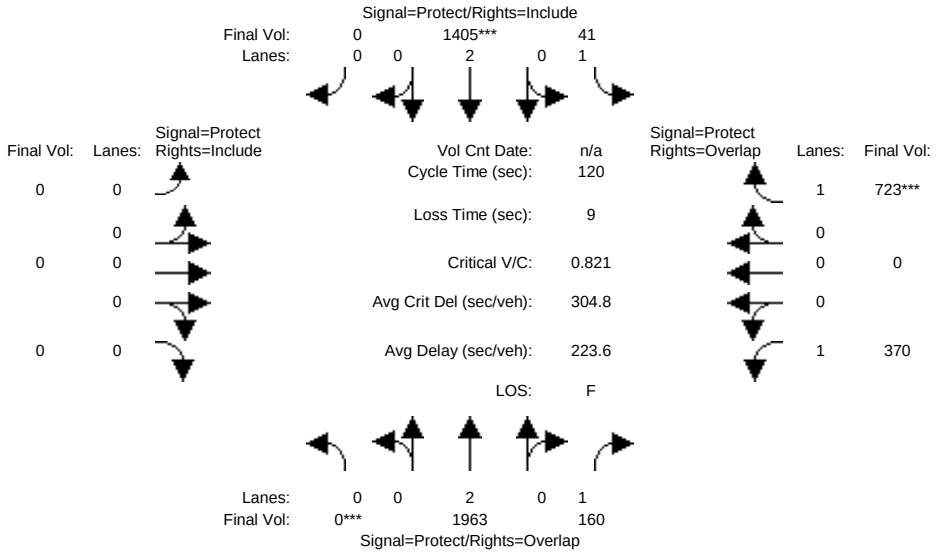
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	90	0	9	103	0	0	0	0	8	0	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1930	160	40	1390	0	0	0	0	370	0	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	160	40	1390	0	0	0	0	370	0	720
Added Vol:	0	33	0	1	15	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1963	160	41	1405	0	0	0	0	370	0	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1963	160	41	1405	0	0	0	0	370	0	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1963	160	41	1405	0	0	0	0	370	0	723
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1963	160	41	1405	0	0	0	0	370	0	723
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	93.6	101.6	9.4	103	0.0	0.0	0.0	0.0	8.0	0.0	17.4
Volume/Cap:	0.00	0.66	0.11	0.30	0.43	0.00	0.00	0.00	0.00	3.17	0.00	2.86
Delay/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	897.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	53.5	0.1	0.0	0.0	0.0	0.0	1055	0.0	897.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	1	0	1	0	0	0	0	0	49	0	91

Note: Queue reported is the number of cars per lane.

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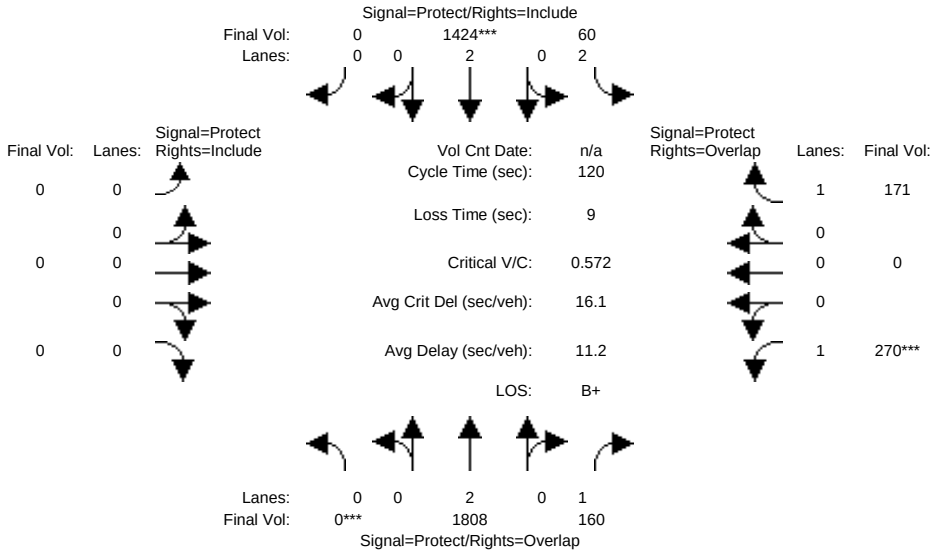
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1808	160	60	1424	0	0	0	0	270	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1808	160	60	1424	0	0	0	0	270	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1808	160	60	1424	0	0	0	0	270	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.37	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.68	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	54.1	0.1	0.0	0.0	0.0	0.0	100.1	0.0	40.9
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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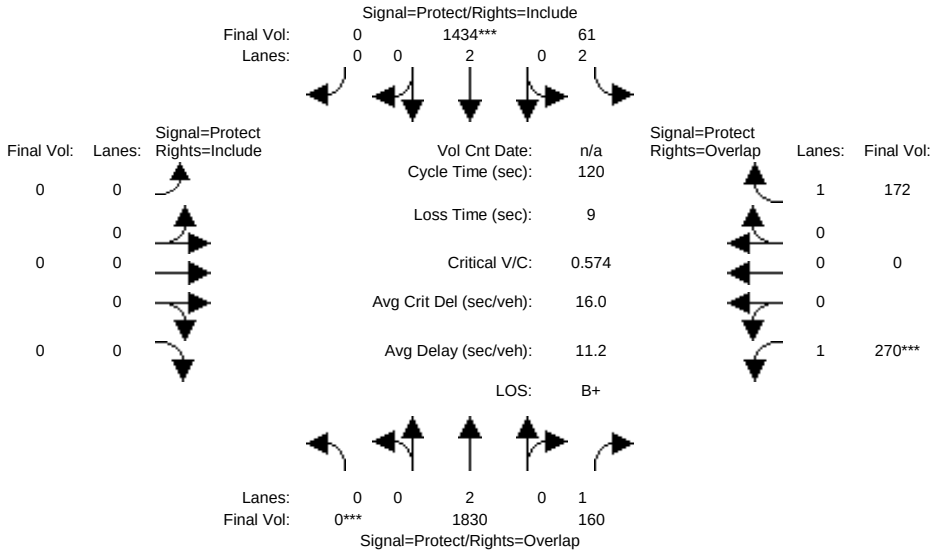
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	81	0	8	93	0	0	0	0	19	0	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1800	160	60	1420	0	0	0	0	270	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	160	60	1420	0	0	0	0	270	0	170
Added Vol:	0	30	0	1	14	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1830	160	61	1434	0	0	0	0	270	0	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1830	160	61	1434	0	0	0	0	270	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1830	160	61	1434	0	0	0	0	270	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1830	160	61	1434	0	0	0	0	270	0	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.02	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.10
Crit Moves:	****				****					****		
Green Time:	0.0	83.9	102.8	8.3	92.2	0.0	0.0	0.0	0.0	18.8	0.0	27.1
Volume/Cap:	0.00	0.69	0.11	0.28	0.49	0.00	0.00	0.00	0.00	0.98	0.00	0.43
Delay/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	54.2	0.1	0.0	0.0	0.0	0.0	100.1	0.0	41.0
LOS by Move:	A	A	A	D-	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	6	0	1	1	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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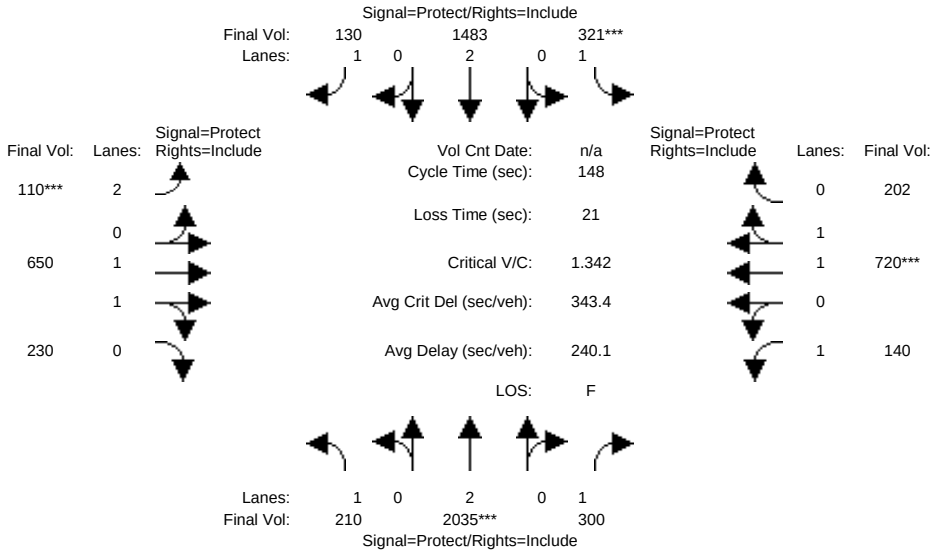
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	5	0	1	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2035	300	321	1483	130	110	650	230	140	720	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2035	300	321	1483	130	110	650	230	140	720	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2035	300	321	1483	130	110	650	230	140	720	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.55	0.45
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2455	689
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.52	0.49	1.63	1.19	0.23	0.23	1.12	1.12	1.12	1.89	1.89
Delay/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	290	38.1	382.1	148	36.3	61.5	136	136.5	196.8	482	481.5
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	96	15	35	54	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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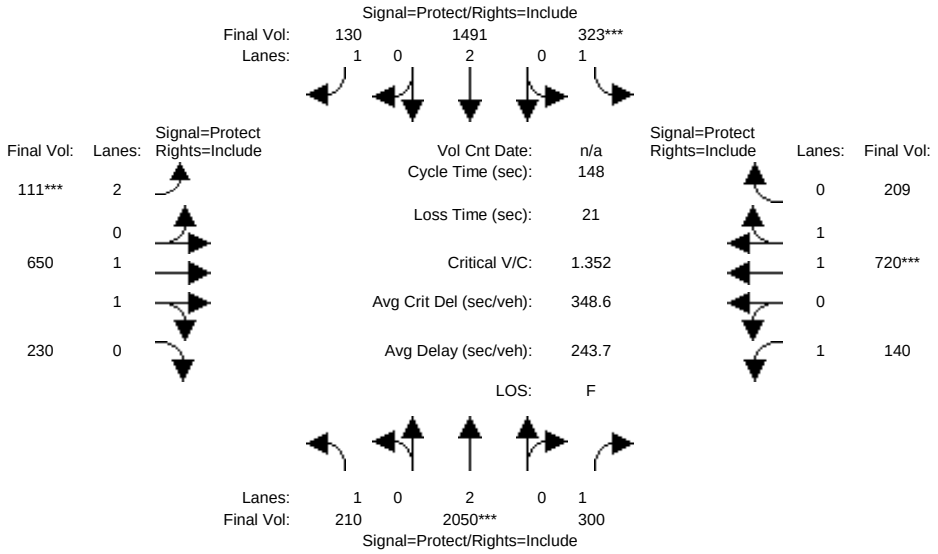
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	72	72	23	67	67	31	44	44	14	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	2030	300	320	1480	130	110	650	230	140	720	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	2030	300	320	1480	130	110	650	230	140	720	200
Added Vol:	0	20	0	3	11	0	1	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	2050	300	323	1491	130	111	650	230	140	720	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	2050	300	323	1491	130	111	650	230	140	720	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2050	300	323	1491	130	111	650	230	140	720	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	2050	300	323	1491	130	111	650	230	140	720	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.46	0.54	1.00	1.54	0.46
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2322	822	1488	2437	707
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.20	0.22	0.46	0.09	0.04	0.28	0.28	0.09	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	23.8	61.2	61.2	19.6	57.0	57.0	26.4	36.9	36.9	12.4	23.0	23.0
Volume/Cap:	0.88	1.53	0.49	1.64	1.20	0.23	0.23	1.12	1.12	1.12	1.90	1.90
Delay/Veh:	99.8	295	38.1	386.5	151	36.3	61.6	136	136.5	196.8	488	487.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	295	38.1	386.5	151	36.3	61.6	136	136.5	196.8	488	487.9
LOS by Move:	F	F	D+	F	F	D+	E	F	F	F	F	F
HCM2kAvgQ:	15	97	15	35	55	6	3	33	33	13	53	53

Note: Queue reported is the number of cars per lane.

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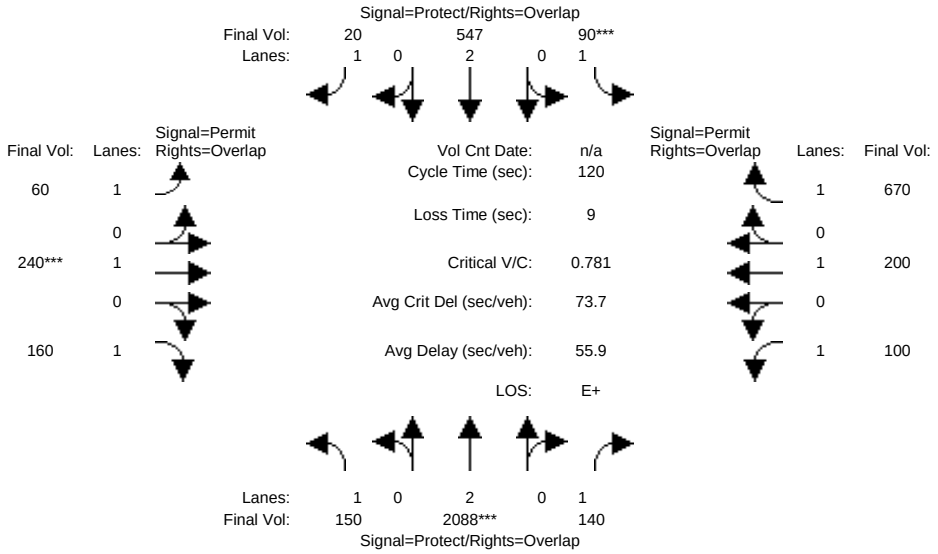
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2088	140	90	547	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2088	140	90	547	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2088	140	90	547	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2088	140	90	547	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.55	0.08	0.05	0.14	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.08	0.16	0.42	0.29	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	78.8	17.2	54.0	19.8	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	E-	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	49	3	3	6	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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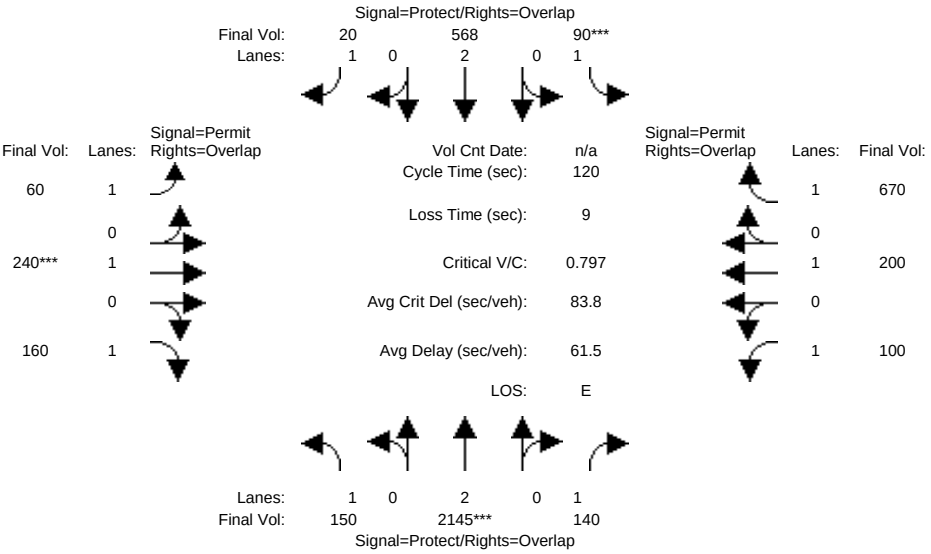
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	66	66	16	63	63	39	39	39	39	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	2070	140	90	540	20	60	240	160	100	200	670
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2070	140	90	540	20	60	240	160	100	200	670
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2145	140	90	568	20	60	240	160	100	200	670
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	2145	140	90	568	20	60	240	160	100	200	670
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2145	140	90	568	20	60	240	160	100	200	670
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	2145	140	90	568	20	60	240	160	100	200	670
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.08	0.05	0.15	0.01	0.03	0.13	0.09	0.06	0.11	0.38
Crit Moves:		****		****				****				
Green Time:	16.8	60.9	60.9	14.8	58.9	58.9	36.0	36.0	52.8	36.0	36.0	50.8
Volume/Cap:	0.61	1.11	0.16	0.42	0.30	0.02	0.11	0.42	0.21	0.19	0.35	0.90
Delay/Veh:	57.0	90.3	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	90.3	17.2	54.0	19.9	17.1	33.1	37.0	22.6	34.0	36.0	49.7
LOS by Move:	E+	F	B	D-	B-	B	C-	D+	C+	C-	D+	D
HCM2kAvgQ:	6	53	3	3	6	0	2	8	4	3	6	30

Note: Queue reported is the number of cars per lane.

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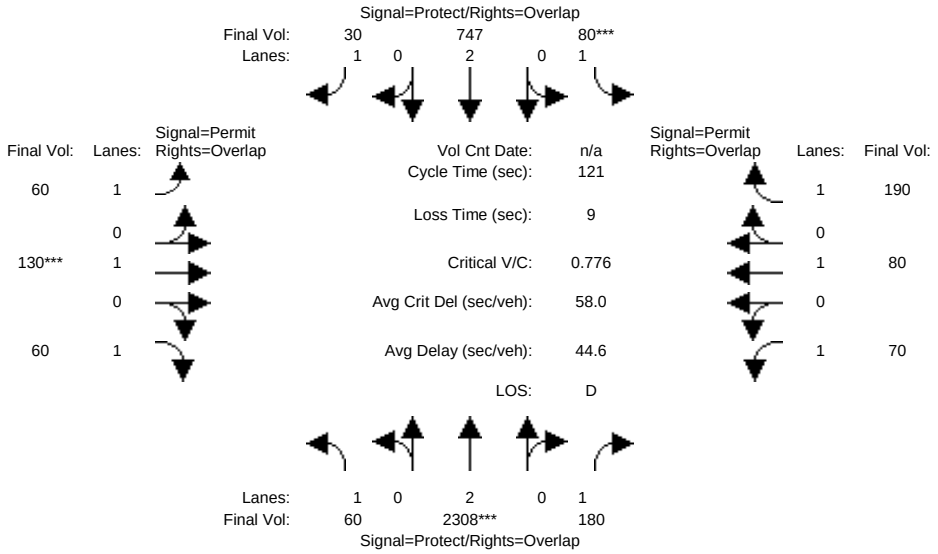
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2308	180	80	747	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2308	180	80	747	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2308	180	80	747	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2308	180	80	747	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.61	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.04	0.18	0.42	0.33	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	59.1	12.7	55.2	13.6	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E+	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	49	3	3	7	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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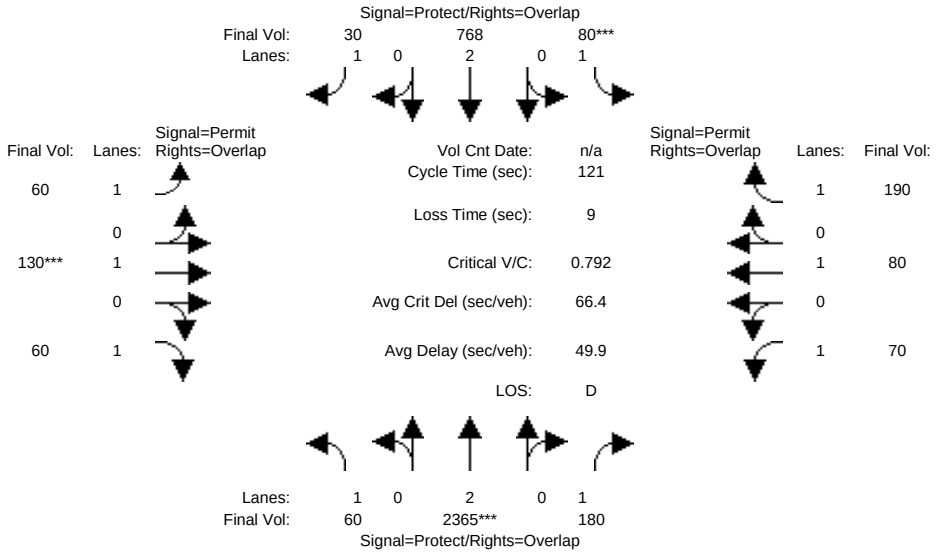
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	75	75	14	76	76	31	31	31	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	2290	180	80	740	30	60	130	60	70	80	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2290	180	80	740	30	60	130	60	70	80	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2365	180	80	768	30	60	130	60	70	80	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2365	180	80	768	30	60	130	60	70	80	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2365	180	80	768	30	60	130	60	70	80	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2365	180	80	768	30	60	130	60	70	80	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.62	0.10	0.05	0.20	0.02	0.05	0.07	0.03	0.05	0.04	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	70.3	70.3	13.1	71.3	71.3	29.1	29.1	41.3	29.1	29.1	42.2
Volume/Cap:	0.34	1.07	0.18	0.42	0.34	0.03	0.23	0.28	0.10	0.22	0.18	0.31
Delay/Veh:	55.2	68.2	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	68.2	12.7	55.2	13.7	11.1	39.8	40.3	29.1	39.7	39.0	31.0
LOS by Move:	E+	E	B	E+	B	B+	D	D	C	D	D	C
HCM2kAvgQ:	2	53	3	3	8	1	2	4	2	2	2	6

Note: Queue reported is the number of cars per lane.

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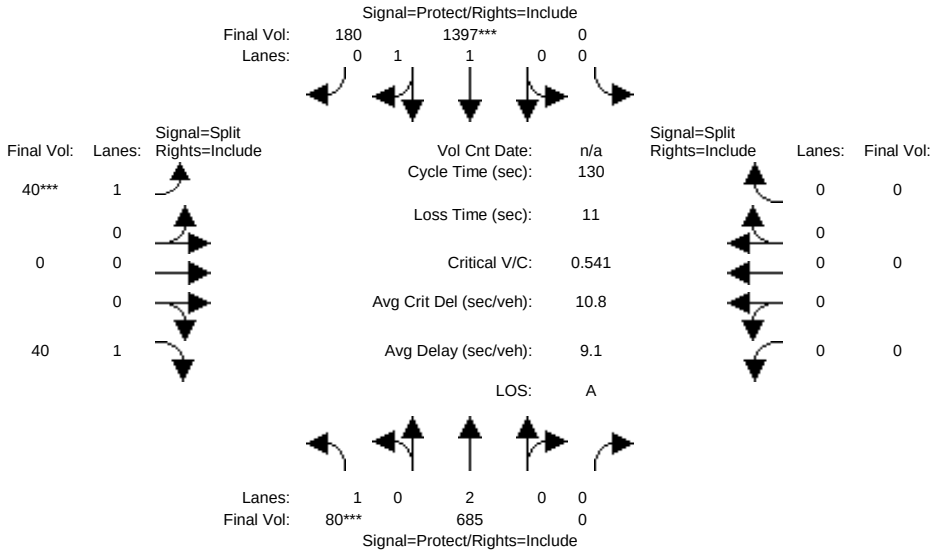
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	685	0	0	1397	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	685	0	0	1397	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	0	0	1397	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	685	0	0	1397	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3277	422	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.6	109	0.0	0.0	98.4	98.4	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.21	0.00	0.00	0.56	0.56	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	2.1	0.0	0.0	6.9	6.9	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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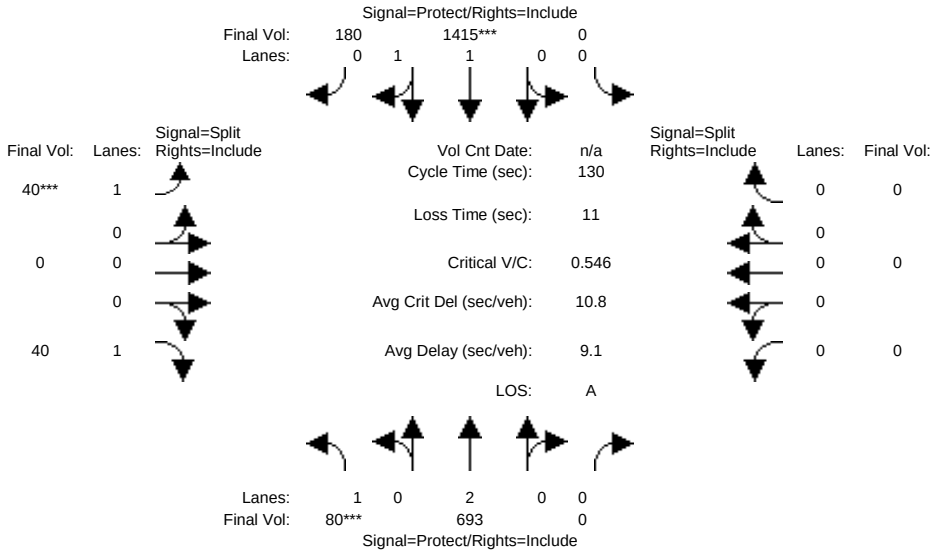
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	680	0	0	1390	180	40	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	680	0	0	1390	180	40	0	40	0	0	0
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	693	0	0	1415	180	40	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	693	0	0	1415	180	40	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	693	0	0	1415	180	40	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	693	0	0	1415	180	40	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3282	418	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.43	0.43	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.4	109	0.0	0.0	98.6	98.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.57	0.22	0.00	0.00	0.57	0.57	0.30	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	2.1	0.0	0.0	7.0	7.0	57.9	0.0	57.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E+	A	E+	A	A	A
HCM2kAvgQ:	3	3	0	0	14	14	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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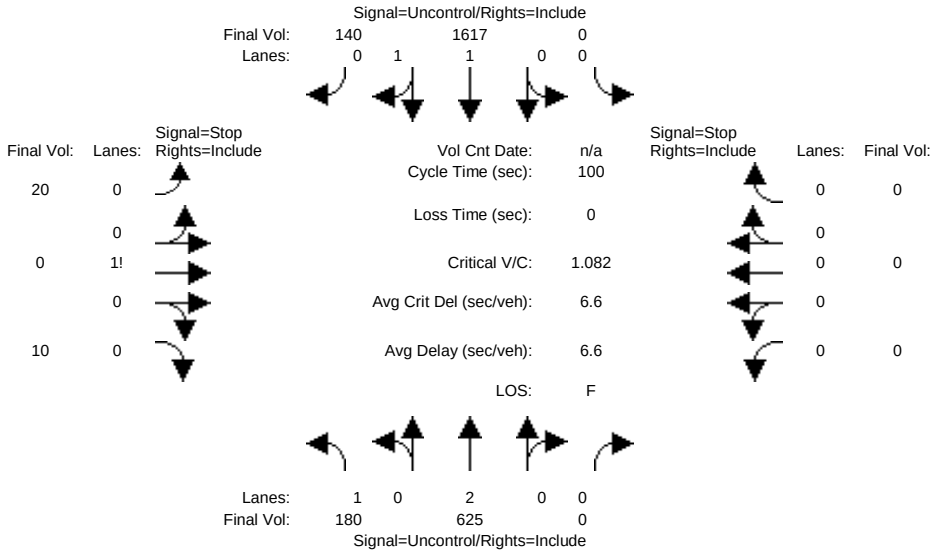
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	625	0	0	1617	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	625	0	0	1617	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	625	0	0	1617	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1757	xxxx	xxxxx	xxxx	xxxx	xxxxx	2360	2672	879	xxxx	xxxx	xxxxx
Potent Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	23	295	xxxx	xxxx	xxxxx
Move Cap.:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	295	xxxx	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	1.08	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	24.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	27	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	425	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			425.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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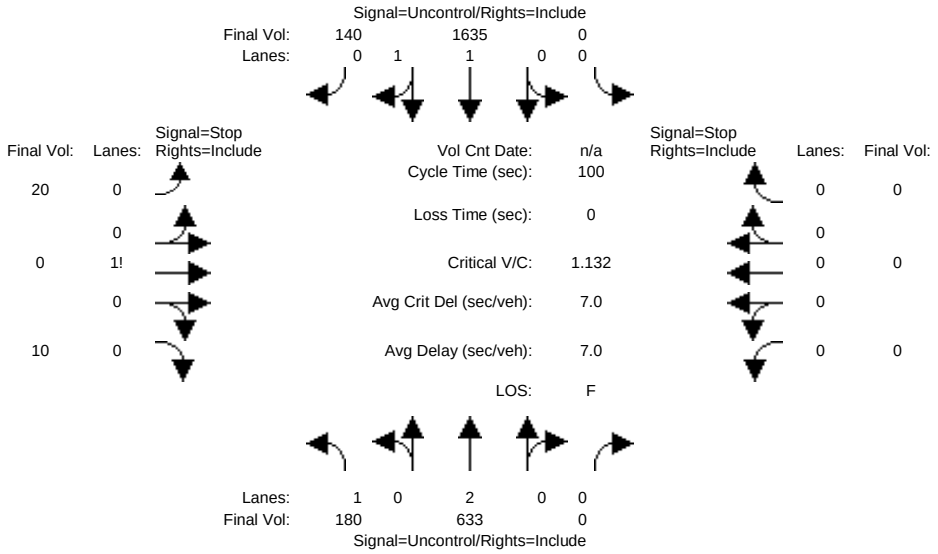
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project AM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	180	620	0	0	1610	140	20	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	0	0	1610	140	20	0	10	0	0	0
Added Vol:	0	13	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	633	0	0	1635	140	20	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	633	0	0	1635	140	20	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	180	633	0	0	1635	140	20	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1775	xxxx	xxxxx	xxxx	xxxx	xxxxx	2382	2698	888	xxxx	xxxx	xxxxx
Potent Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	22	291	xxxx	xxxx	xxxxx
Move Cap.:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	18	11	291	xxxx	xxxx	xxxxx
Volume/Cap:	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	1.13	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	26	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	456	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			456.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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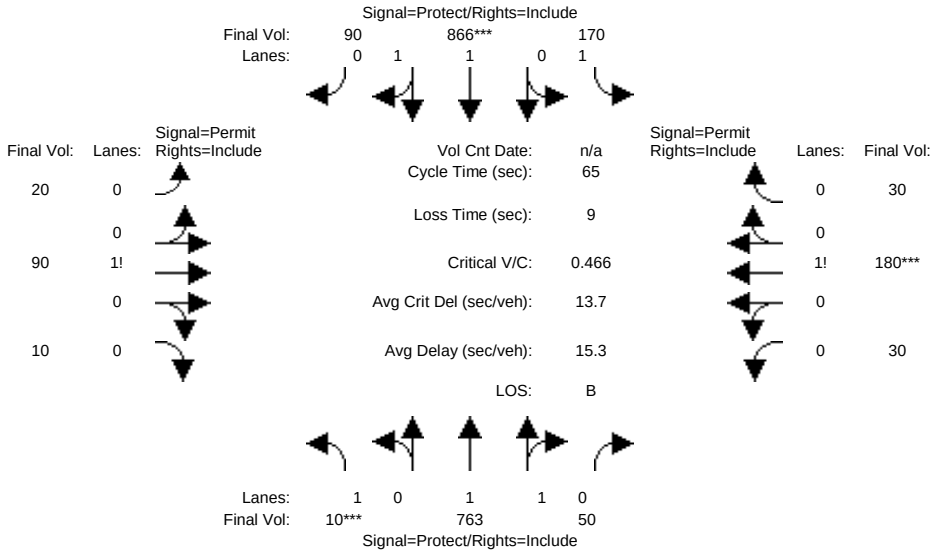
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	763	50	170	866	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	763	50	170	866	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	763	50	170	866	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	763	50	170	866	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3472	228	1750	3351	348	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.2	26.2	12.8	32.0	32.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.05	0.55	0.55	0.49	0.52	0.52	0.26	0.26	0.26	0.52	0.52	0.52
Delay/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.3	15.3	24.3	11.6	11.6	19.3	19.3	19.3	21.7	21.7	21.7
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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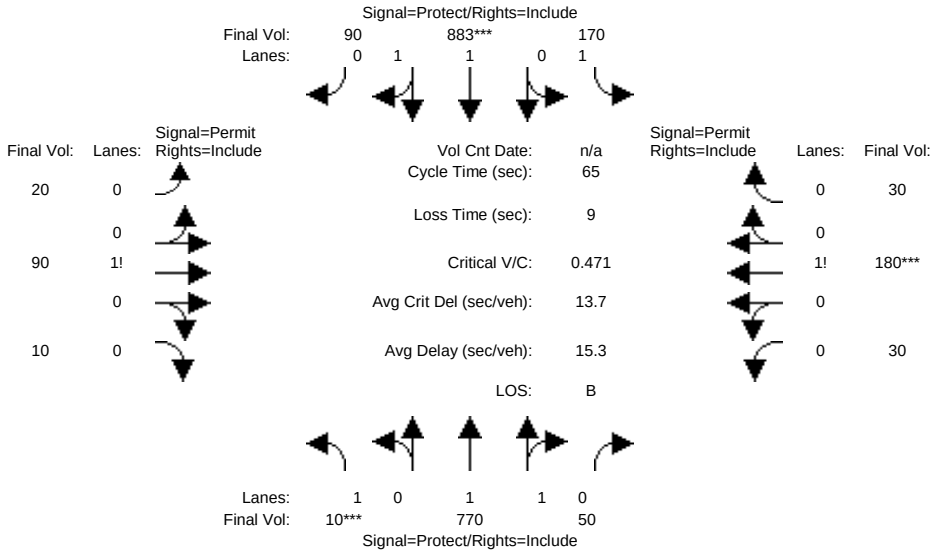
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	760	50	170	860	90	20	90	10	30	180	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	760	50	170	860	90	20	90	10	30	180	30
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	770	50	170	883	90	20	90	10	30	180	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	770	50	170	883	90	20	90	10	30	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	770	50	170	883	90	20	90	10	30	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	770	50	170	883	90	20	90	10	30	180	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.81	0.19	0.17	0.75	0.08	0.12	0.75	0.13
Final Sat.:	1750	3474	226	1750	3358	342	292	1313	146	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.10	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	7.0	26.4	26.4	12.8	32.2	32.2	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.05	0.55	0.55	0.49	0.53	0.53	0.27	0.27	0.27	0.53	0.53	0.53
Delay/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	15.2	15.2	24.3	11.5	11.5	19.5	19.5	19.5	21.9	21.9	21.9
LOS by Move:	C	B	B	C	B+	B+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	6	6	3	6	6	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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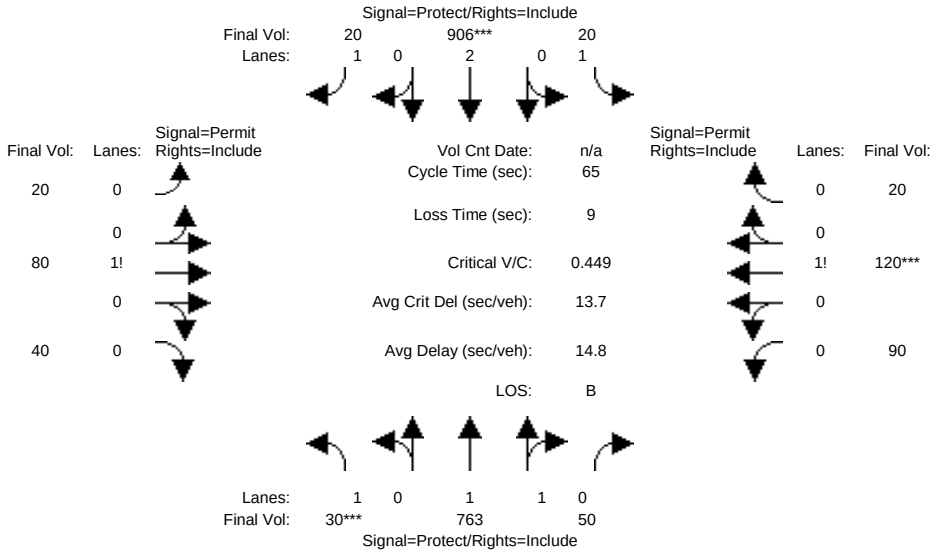
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	3	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	763	50	20	906	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	763	50	20	906	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	763	50	20	906	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	763	50	20	906	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3472	228	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	25.9	25.9	12.7	31.6	31.6	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.16	0.55	0.55	0.06	0.49	0.02	0.30	0.30	0.30	0.49	0.49	0.49
Delay/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.5	15.5	21.4	11.5	8.7	19.3	19.3	19.3	20.9	20.9	20.9
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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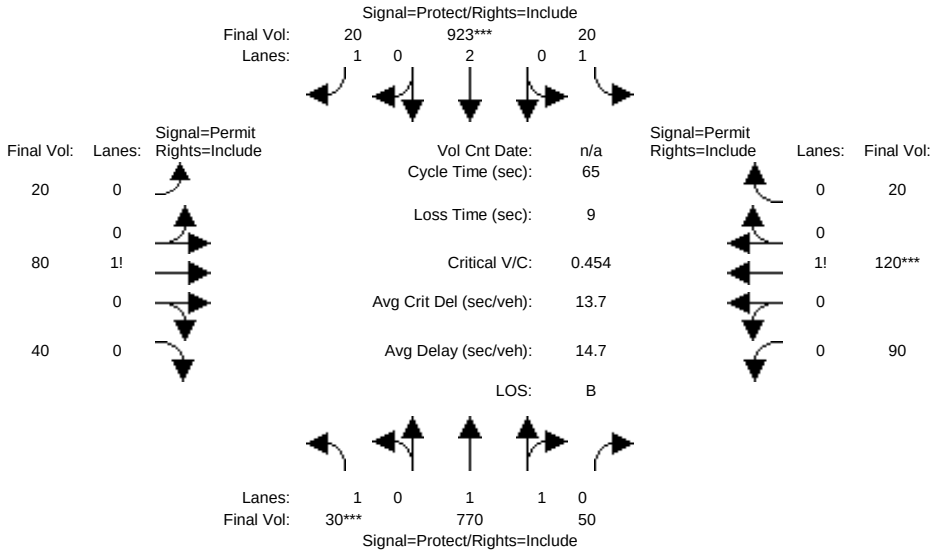
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative AM / Cumulative AM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project AM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	760	50	20	900	20	20	80	40	90	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	760	50	20	900	20	20	80	40	90	120	20
Added Vol:	0	10	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	770	50	20	923	20	20	80	40	90	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	770	50	20	923	20	20	80	40	90	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	770	50	20	923	20	20	80	40	90	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	770	50	20	923	20	20	80	40	90	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.14	0.57	0.29	0.39	0.52	0.09
Final Sat.:	1750	3474	226	1750	3800	1750	250	1000	500	685	913	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.24	0.01	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	7.0	26.1	26.1	12.7	31.8	31.8	17.2	17.2	17.2	17.2	17.2	17.2
Volume/Cap:	0.16	0.55	0.55	0.06	0.50	0.02	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	15.4	15.4	21.4	11.4	8.6	19.5	19.5	19.5	21.1	21.1	21.1
LOS by Move:	C	B	B	C+	B+	A	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	6	6	0	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)	B	12.6	0.829	11.1	B	13.7	0.861	+ 0.032	12.3	+ 1.2
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	B-	18.4	0.587	18.3	B-	18.6	0.608	+ 0.021	18.5	+ 0.2
#3	Sand Hill Rd / Addison Wesley (MP)	C+	21.5	0.753	22.5	C+	22.3	0.785	+ 0.032	23.9	+ 1.4
#4	Sand Hill Rd / Saga Ln (MP)	C	30.1	0.676	34.8	C	29.8	0.706	+ 0.031	34.6	- 0.2
#5	Sharon Park Drive / Sand Hill Road (MP)	B-	18.9	0.640	21.3	B-	18.6	0.672	+ 0.032	21.3	- 0.0
#6	Alameda de Las Pulgas / Santa Cruz Avenue (SMC)	B	14.6	0.588	20.2	B	14.5	0.588	+ 0.000	20.2	+ 0.0
#7	Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)	D	46.2	0.721	47.9	D	47.2	0.759	+ 0.038	49.6	+ 1.7
#8	Oak Avenue / Sand Hill Road (MP)	A	3.9	0.534	3.2	A	3.9	0.557	+ 0.024	3.4	+ 0.1
#9	Sand Hill Rd / Stock Farm Dr	C	29.4	0.604	25.0	C	30.3	0.626	+ 0.022	26.0	+ 0.9
#10	Pastuer Drive / Sand Hill Road	C	26.8	0.527	27.5	C	27.4	0.545	+ 0.017	28.2	+ 0.7
#11	Arboretum Road / Sand Hill Road	C	31.7	0.736	36.6	C-	32.3	0.748	+ 0.012	37.4	+ 0.9
#12	El Camino Real / Sand Hill Road (SC CMP)	D	39.8	0.819	46.6	D	40.3	0.832	+ 0.013	47.3	+ 0.6
#13	I-280 SB Ramps / Page Mill Road (SCC)	D	44.7	0.801	44.4	D	45.0	0.804	+ 0.003	44.6	+ 0.2
#14	I-280 NB Ramps / Page Mill Road (SCC)	B	12.4	0.936	25.4	B	12.5	0.940	+ 0.004	26.1	+ 0.7
#15	Deer Creek Road / Page Mill Road (SCC)	B+	11.5	0.428	14.1	B+	11.8	0.448	+ 0.021	14.2	+ 0.1
#16	Coyote Hill Road / Page Mill Road (SCC)	A	8.5	0.409	13.7	A	8.9	0.429	+ 0.021	13.5	- 0.1
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	162.9	0.984	273.8	F	175.2	1.027	+ 0.044	301.7	+ 27.8
#18	Page Mill Rd / Peter Coutts (SCC)	C	30.5	0.515	28.7	C	30.8	0.530	+ 0.015	28.6	- 0.0
#19	Hanover St / Page Mill Rd (SC CMP)	D-	51.9	0.599	53.8	D-	52.8	0.617	+ 0.018	54.4	+ 0.6
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	F	83.1	1.002	95.2	F	90.2	1.037	+ 0.035	106.1	+ 11.0
#21	Middlefield Road / Oregon Expressway (SC CMP)	F	101.5	0.969	158.0	F	103.6	0.981	+ 0.012	161.1	+ 3.1
#22	Oregon Expy / West Bayshore Rd (SCC)	C+	20.8	0.524	34.9	C+	21.0	0.533	+ 0.008	35.0	+ 0.1
#23	I-280 SB Ramps / Alpine Road (SMC)	C	2.1	0.343	2.1	C	2.1	0.346	+ 0.003	2.1	- 0.0
#24	I-280 NB Ramps / Alpine Road (SMC)	D	29.1	0.877	29.1	D	32.5	0.914	+ 0.037	32.5	+ 3.4
#25	Junipero Serra / Alpine Road (MP)	D	50.6	0.794	50.5	D-	52.8	0.823	+ 0.029	52.2	+ 1.7
#26	Junipero Serra / W Campus Dr (N) (SCC)	D	44.1	0.809	46.8	D	50.3	0.852	+ 0.043	55.5	+ 8.6

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Junipero Serra / E Campus Dr (S) (SCC)	B	17.8	0.635	12.6	B-	19.5	0.672	+ 0.037	15.4	+ 2.8
#28	Stanford Ave / Junipero Serra Blvd (SCC)	C	24.9	0.751	24.2	C	29.9	0.835	+ 0.084	31.0	+ 6.8
#29	Foothill Expressway / Hillview Avenue (SCC)	E+	58.3	0.797	70.3	E	64.2	0.812	+ 0.015	79.3	+ 9.0
#30	Foothill Expressway / Arastradero Road (SCC)	F	202.5	0.978	226.5	F	208.9	1.073	+ 0.095	244.6	+ 18.2
#31	Foothill Expressway / San Antonio Road (SC CMP)	F	165.8	1.450	249.9	F	171.0	1.471	+ 0.021	257.9	+ 8.1
#32	Foothill Expressway / El Monte Avenue (SC CMP)	F	133.5	1.150	174.7	F	137.9	1.154	+ 0.004	176.6	+ 1.9
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	151.5	1.027	197.1	F	154.4	1.037	+ 0.010	202.2	+ 5.1
#34	Bowdoin Street / Stanford Avenue	D	25.8	0.912	25.8	E	43.2	1.066	+ 0.154	43.2	+ 17.4
#35	Arboretum Road / Quarry Road	D	43.3	0.538	48.7	D	44.2	0.576	+ 0.039	50.5	+ 1.8
#36	Arboretum Road / Palm Drive	C	31.1	0.698	33.0	C-	32.5	0.747	+ 0.049	35.4	+ 2.5
#37	El Camino Real / Encinal Avenue (MP)	F	89.9	1.137	135.4	F	92.9	1.152	+ 0.015	140.8	+ 5.5
#38	El Camino Real ./ Valpariso Avenue (MP)	E+	56.0	0.952	73.0	E+	57.4	0.967	+ 0.015	75.7	+ 2.7
#39	El Camino Real / Oak Grove Avenue (MP)	D+	39.0	0.727	43.0	D+	38.9	0.744	+ 0.017	43.0	- 0.0
#40	El Camino Real / Santa Cruz Avenue (MP)	D+	35.5	0.729	38.7	D+	35.5	0.740	+ 0.010	38.7	- 0.0
#41	El Camino Real / Ravenswood Avenue (MP)	E	63.8	0.948	74.1	E	65.8	0.968	+ 0.020	77.8	+ 3.8
#42	El Camino Real / Roble Avenue (MP)	B	15.3	0.542	15.4	B	15.2	0.550	+ 0.009	15.3	- 0.1
#43	El Camino Real / Middle Avenue (MP)	C	28.5	0.791	41.5	C	28.3	0.800	+ 0.009	41.6	+ 0.1
#44	El Camino Real / Cambridge Avenue (MP)	C	24.8	0.777	38.1	C	24.8	0.785	+ 0.009	38.3	+ 0.2
#45	El Camino Real / Quarry Road	C-	33.0	0.807	41.0	C-	34.8	0.839	+ 0.032	43.7	+ 2.7
#46	El Camino Real (SB) / University Avenue (SC CMP)	C+	22.7	0.531	29.1	C+	22.5	0.562	+ 0.031	29.1	+ 0.0
#47	El Camino Real (NB) / University Avenue (SC CMP)	C	25.2	0.770	33.2	C	26.1	0.786	+ 0.016	33.9	+ 0.7
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	E	72.1	1.033	90.3	F	82.2	1.092	+ 0.059	110.3	+ 20.0
#49	El Camino Real / Churchill Avenue	C	26.7	0.728	39.3	C	26.6	0.746	+ 0.018	39.4	+ 0.1
#50	El Camino Real / Serra Street	C	29.3	0.763	33.9	D+	36.1	0.875	+ 0.111	44.6	+ 10.7
#51	El Camino Real / Stanford Avenue	C-	32.2	0.835	38.4	C-	34.7	0.888	+ 0.054	42.2	+ 3.9
#52	El Camino Real / California Avenue	C	27.8	0.686	27.2	C	27.5	0.717	+ 0.031	27.1	- 0.0

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	El Camino Real / Charleston Road (SC CMP)	E	68.7	0.934	76.1	E	70.3	0.953	+ 0.019	79.9	+ 3.8
#54	El Camino Real / San Antonio Road (SC CMP)	E+	55.6	0.772	53.6	E+	55.7	0.779	+ 0.007	53.6	+ 0.0
#55	Alma Street / Lytton Avenue	C	25.9	0.849	35.2	C	27.1	0.864	+ 0.015	37.1	+ 1.9
#56	Alma Street / Hamilton Avenue	E+	57.7	1.180	107.3	E	60.0	1.192	+ 0.012	112.2	+ 5.0
#57	Alma Street / Churchill Avenue	E+	59.2	0.934	75.4	E+	59.8	0.940	+ 0.006	76.4	+ 1.0
#58	Alma Street / Charleston Road	F	121.5	1.143	141.6	F	126.7	1.160	+ 0.017	148.3	+ 6.6
#59	Middlefield Road / Marsh Road	E-	76.0	1.043	93.9	E-	77.4	1.043	+ 0.000	93.9	+ 0.0
#60	Middlefield Road / Ravenswood Avenue (MP)	D	45.3	0.859	70.5	D	46.7	0.871	+ 0.012	72.4	+ 1.9
#61	Middlefield Road / Ringwood Avenue (MP)	D-	52.6	0.764	68.4	D-	52.9	0.770	+ 0.006	68.8	+ 0.4
#62	Middlefield Road / Willow Road (MP)	D-	53.0	0.853	58.8	D-	53.4	0.859	+ 0.006	59.3	+ 0.5
#63	Middlefield Road / Lytton Avenue	E	66.1	0.973	70.4	E	70.1	0.990	+ 0.017	74.8	+ 4.4
#64	Middlefield Road / University Avenue	D	39.4	0.764	40.8	D	40.8	0.796	+ 0.031	42.8	+ 2.0
#65	Middlefield Road / Hamilton Avenue	B+	10.8	0.567	11.6	B+	10.9	0.573	+ 0.007	11.7	+ 0.1
#66	Middlefield Road / Embarcadero Road	E	68.1	0.996	76.8	E	72.9	1.021	+ 0.025	83.2	+ 6.4
#67	Saint Francis Drive / Embarcadero Road	B-	19.3	0.584	18.5	B-	19.1	0.598	+ 0.014	18.5	- 0.1
#68	East Bayshore Road / Embarcadero Road	E-	77.7	0.992	87.1	E-	78.7	0.996	+ 0.004	88.0	+ 0.9
#69	Middlefield Road / Charleston Road	E	67.7	0.956	72.9	E	68.5	0.963	+ 0.007	74.5	+ 1.6
#70	US 101 SB Ramps / Marsh Road (MP)	E-	78.0	1.138	97.8	E-	77.9	1.138	+ 0.000	97.8	+ 0.0
#71	US 101 NB Ramps / Marsh Road (MP)	D	41.1	1.041	53.0	D	41.1	1.041	+ 0.000	53.0	+ 0.0
#72	Bay Road / Willow Road (MP)	B+	11.3	0.685	16.8	B+	11.3	0.691	+ 0.006	16.9	+ 0.1
#73	Newbridge Street / Willow Road (MP)	D-	53.6	0.946	65.5	D-	53.9	0.950	+ 0.004	66.0	+ 0.6
#74	O'Brien Drive / Willow Road (MP)	C+	20.1	0.689	30.4	C+	20.0	0.693	+ 0.004	30.4	- 0.0
#75	Hamilton Avenue / Willow Road (MP)	D	40.9	0.880	50.5	D	41.1	0.884	+ 0.004	50.8	+ 0.3
#76	Bayfront Expressway / Willow Road (SM CMP)	E	64.9	0.947	74.7	E	65.3	0.950	+ 0.004	75.4	+ 0.6
#77	Woodland Drive / University Avenue	E	66.1	0.884	74.3	E	66.4	0.890	+ 0.006	75.1	+ 0.9
#78	US 101 SB Ramps / University Avenue	C	25.8	0.724	37.2	C	25.8	0.731	+ 0.006	37.3	+ 0.1

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Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 PM				2035 with Project PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#79	Donohoe Street / University Avenue	D	43.4	0.727	51.8	D	43.5	0.730	+ 0.004	52.0	+ 0.1
#80	University Avenue / Bay Road	D-	51.8	0.887	59.0	D-	52.4	0.895	+ 0.009	60.1	+ 1.1
#81	University Ave / Bayfront Expy (SM CMP)	F	137.3	1.214	165.1	F	140.0	1.221	+ 0.007	168.4	+ 3.3
#82	Town & Country Driveway / Embarcadero Road	C	28.3	0.574	30.8	C	27.9	0.595	+ 0.021	30.5	- 0.3
#83	San Antonio Avenue / Charleston Road (SC CMP)	E	68.3	1.012	76.9	E	68.6	1.013	+ 0.002	77.4	+ 0.5
#84	US 101 Ramps SB / Willow Rd (MP)	B	12.8	0.647	20.4	B	12.8	0.647	+ 0.000	20.4	+ 0.0
#85	US 101 NB Ramps / Willow Rd (MP)	C	24.2	0.781	25.7	C	24.2	0.783	+ 0.003	25.8	+ 0.1
#86	Central Expy / Rengstorff Ave (SC CMP)	F	248.1	1.433	372.8	F	250.5	1.441	+ 0.008	375.4	+ 2.6
#87	Central Expy / Shoreline Blvd (N) (SC CMP)	F	97.4	0.839	178.6	F	97.1	0.844	+ 0.006	178.6	- 0.1
#88	Central Expy / Shoreline Blvd (S) (SC CMP)	A	7.5	0.534	10.3	A	7.5	0.539	+ 0.005	10.3	+ 0.0
#89	Central Expy / Moffett Blvd (SC CMP)	F	222.1	1.519	301.2	F	225.7	1.528	+ 0.009	305.7	+ 4.5
#90	Foothill Expy / Edith Ave (SCC)	F	105.5	0.865	160.9	F	112.6	0.879	+ 0.015	172.7	+ 11.8
#91	Foothill Expy / Main St (SC CMP)	D-	54.8	0.704	102.1	E+	55.8	0.713	+ 0.009	100.8	- 1.3
#92	University Ave / O'Brien Dr	B	13.4	0.654	11.8	B	13.3	0.660	+ 0.006	11.8	+ 0.0
#93	University Ave / Adams Dr	E	1.0	0.325	1.0	E	1.0	0.336	+ 0.012	1.0	+ 0.0
#94	University Ave / Runnymede St	B-	19.1	0.559	18.9	B-	19.1	0.564	+ 0.005	18.9	- 0.0
#95	University Ave / Bell St	B	17.3	0.555	16.7	B	17.2	0.560	+ 0.005	16.7	- 0.0

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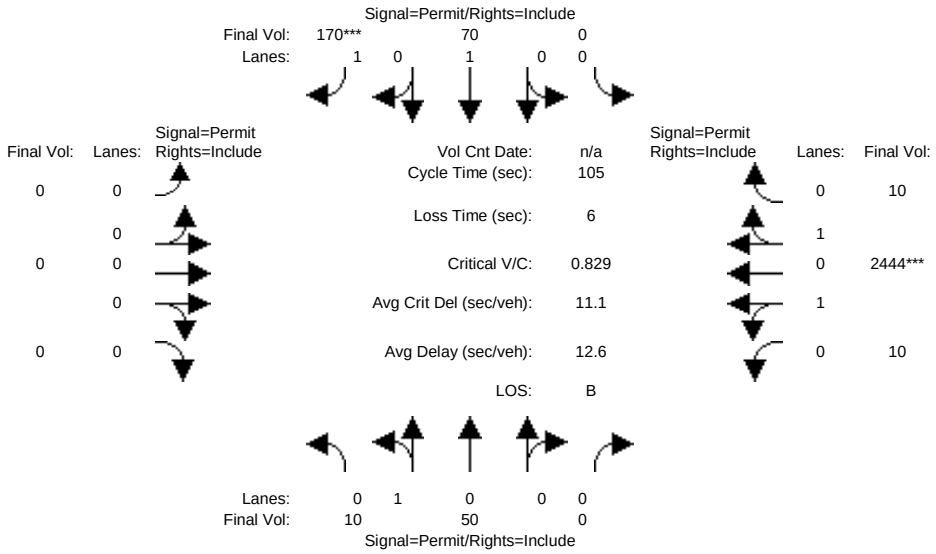
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2444	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2444	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2444	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2444	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	15	3571	15
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.68	0.68	0.68
Crit Moves:						****					****	
Green Time:	12.3	12.3	0.0	0.0	12.3	12.3	0.0	0.0	0.0	86.7	86.7	86.7
Volume/Cap:	0.28	0.28	0.00	0.00	0.31	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	0.0	0.0	43.3	69.0	0.0	0.0	0.0	7.1	7.1	7.1
LOS by Move:	D	D	A	A	D	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	8	0	0	0	23	23	23

Note: Queue reported is the number of cars per lane.

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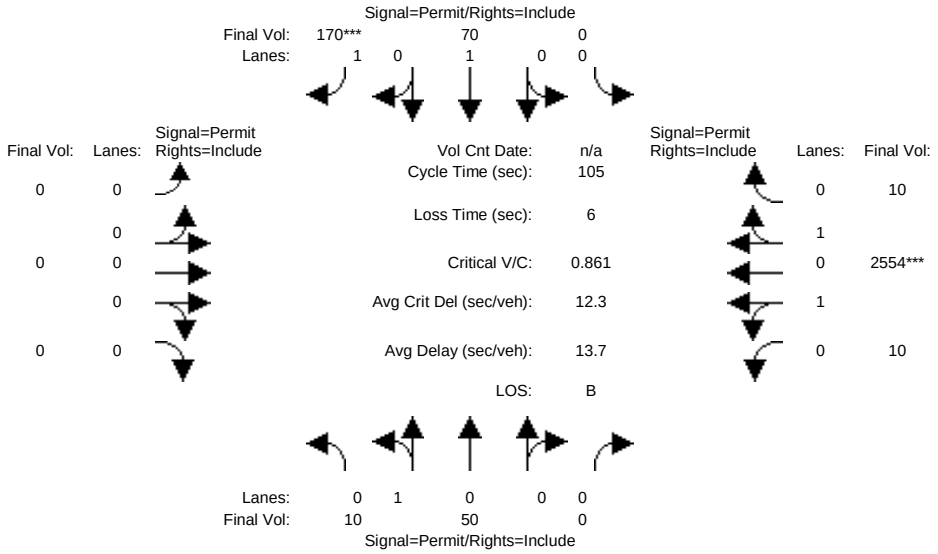
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #1: Sand Hill Rd / I-280 Ramps NB On-Ramp (MP)



Street Name:	I-280 Ramp						Sand Hill Rd (Westbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	0	0	70	170	0	0	0	10	2420	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	0	0	70	170	0	0	0	10	2420	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	0	0	70	170	0	0	0	10	2554	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	50	0	0	70	170	0	0	0	10	2554	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	0	0	70	170	0	0	0	10	2554	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	50	0	0	70	170	0	0	0	10	2554	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.17	0.83	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	1.98	0.01
Final Sat.:	300	1500	0	0	1900	1750	0	0	0	14	3572	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.10	0.00	0.00	0.00	0.72	0.72	0.72
Crit Moves:						****					****	
Green Time:	11.8	11.8	0.0	0.0	11.8	11.8	0.0	0.0	0.0	87.2	87.2	87.2
Volume/Cap:	0.30	0.30	0.00	0.00	0.33	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	43.6	43.6	0.0	0.0	43.8	75.6	0.0	0.0	0.0	8.1	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	0.0	0.0	43.8	75.6	0.0	0.0	0.0	8.1	8.1	8.1
LOS by Move:	D	D	A	A	D	E-	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	2	9	0	0	0	26	26	26

Note: Queue reported is the number of cars per lane.

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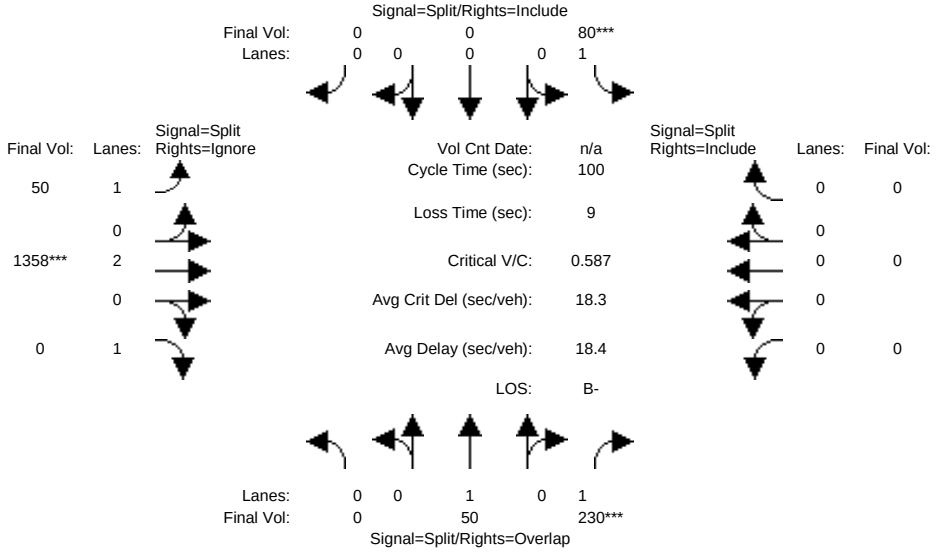
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	230	80	0	0	50	1358	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	230	80	0	0	50	1358	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	230	80	0	0	50	1358	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	230	80	0	0	50	1358	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.36	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.8	21.8	10.0	0.0	0.0	59.2	59.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.60	0.46	0.00	0.00	0.05	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	38.0	44.3	0.0	0.0	8.6	13.4	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D+	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	8	2	0	0	1	13	0	0	0	0

Note: Queue reported is the number of cars per lane.

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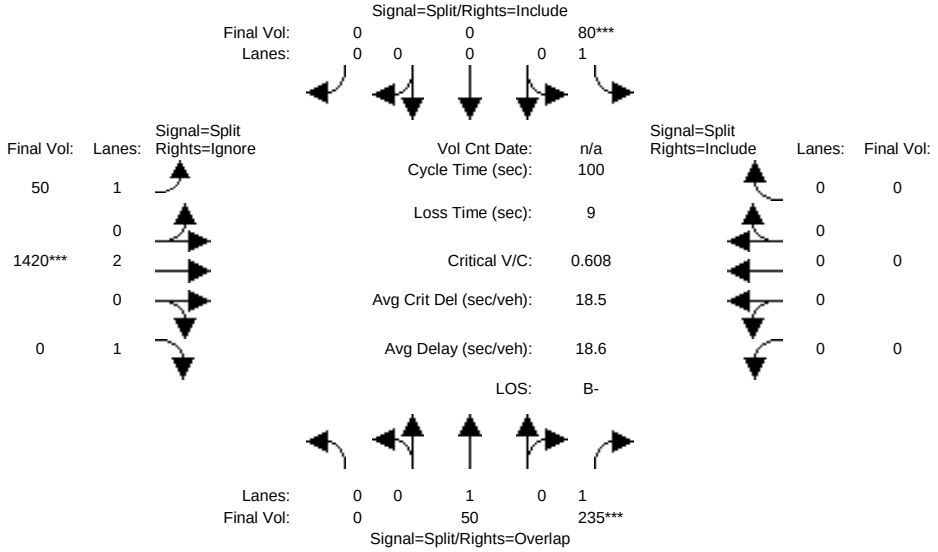
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	50	230	80	0	0	50	1350	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	230	80	0	0	50	1350	80	0	0	0
Added Vol:	0	0	5	0	0	0	0	70	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	50	235	80	0	0	50	1420	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	50	235	80	0	0	50	1420	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	235	80	0	0	50	1420	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	50	235	80	0	0	50	1420	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.13	0.05	0.00	0.00	0.03	0.37	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	21.4	21.4	10.0	0.0	0.0	59.6	59.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.63	0.46	0.00	0.00	0.05	0.63	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	39.0	44.3	0.0	0.0	8.4	13.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	39.0	44.3	0.0	0.0	8.4	13.6	0.0	0.0	0.0	0.0
LOS by Move:	A	C	D	D	A	A	A	B	A	A	A	A
HCM2kAvgQ:	0	1	8	2	0	0	1	14	0	0	0	0

Note: Queue reported is the number of cars per lane.

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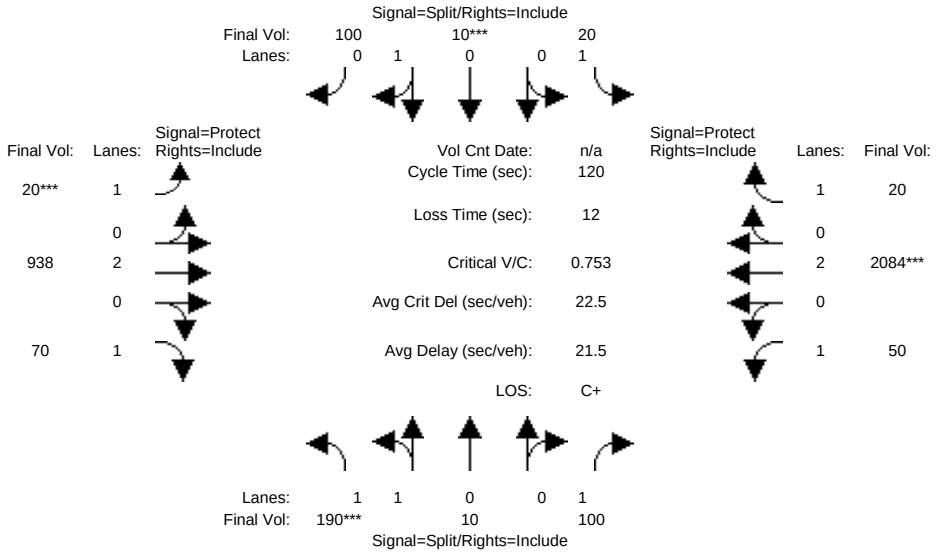
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	938	70	50	2084	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	938	70	50	2084	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	938	70	50	2084	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	938	70	50	2084	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.25	0.04	0.03	0.55	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	71.2	71.2	16.8	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.42	0.07	0.20	0.81	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.3	10.4	46.1	16.1	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	B+	D	B	A
HCM2kAvgQ:	5	5	5	1	6	6	1	9	1	2	28	0

Note: Queue reported is the number of cars per lane.

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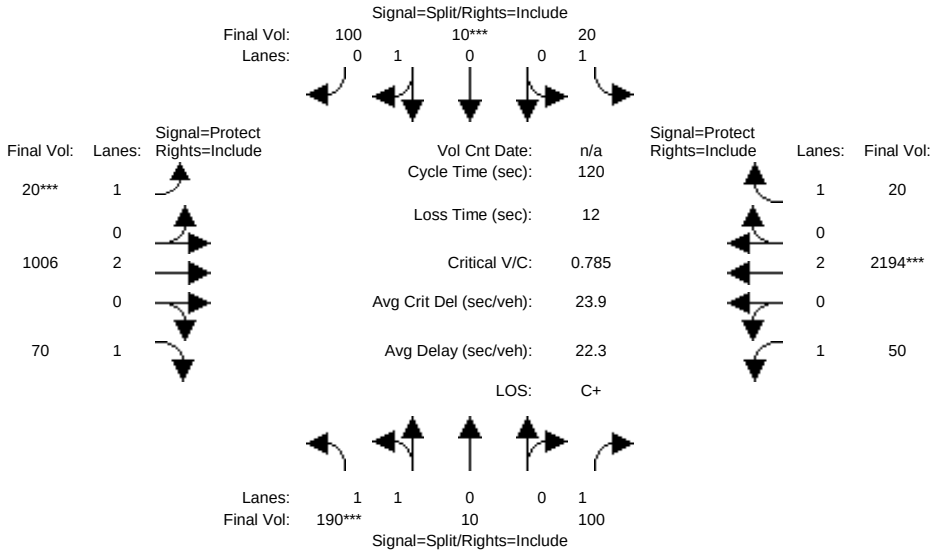
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #3: Sand Hill Rd / Addison Wesley (MP)



Street Name:	Addison Wesley						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	10	100	20	10	100	20	930	70	50	2060	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	10	100	20	10	100	20	930	70	50	2060	20
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	10	100	20	10	100	20	1006	70	50	2194	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	10	100	20	10	100	20	1006	70	50	2194	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	10	100	20	10	100	20	1006	70	50	2194	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	10	100	20	10	100	20	1006	70	50	2194	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.00	0.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3372	177	1750	1750	164	1636	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.06	0.06	0.01	0.26	0.04	0.03	0.58	0.01
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	72.1	72.1	15.9	81.0	81.0
Volume/Cap:	0.68	0.68	0.69	0.14	0.73	0.73	0.20	0.44	0.07	0.22	0.86	0.02
Delay/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	10.0	47.0	18.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	59.5	66.2	51.4	70.7	70.7	54.8	13.1	10.0	47.0	18.0	6.4
LOS by Move:	E+	E+	E	D-	E	E	D-	B	A	D	B-	A
HCM2kAvgQ:	5	5	5	1	6	6	1	10	1	2	31	0

Note: Queue reported is the number of cars per lane.

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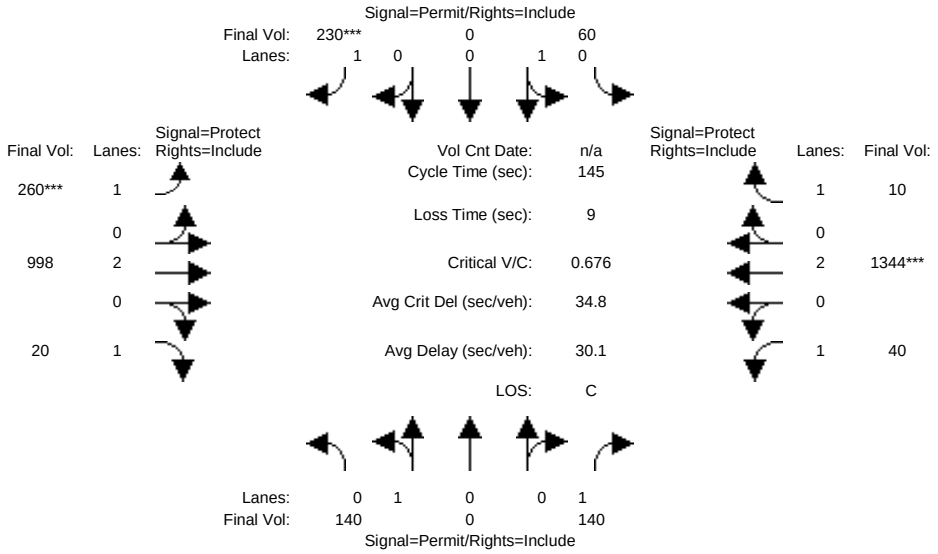
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	998	20	40	1344	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	998	20	40	1344	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	998	20	40	1344	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	998	20	40	1344	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.26	0.01	0.02	0.35	0.01
Crit Moves:						****	****				****	
Green Time:	28.2	0.0	28.2	28.2	0.0	28.2	31.9	91.1	91.1	16.7	75.9	75.9
Volume/Cap:	0.40	0.00	0.41	0.17	0.00	0.68	0.68	0.42	0.02	0.20	0.68	0.01
Delay/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	0.0	51.9	48.9	0.0	59.5	56.5	13.7	10.2	58.5	26.4	16.6
LOS by Move:	D-	A	D-	D	A	E+	E+	B	B+	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	11	11	11	0	2	22	0

Note: Queue reported is the number of cars per lane.

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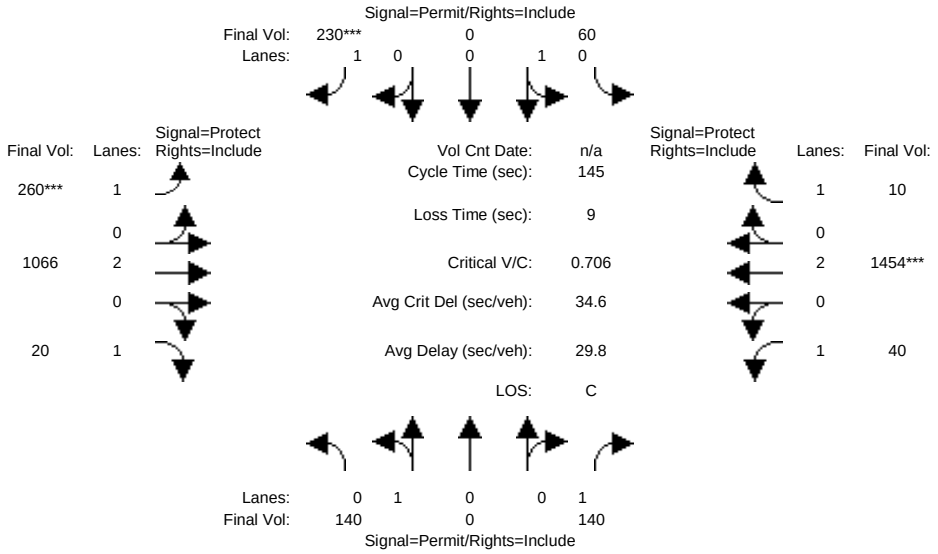
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #4: Sand Hill Rd / Saga Ln (MP)



Street Name:	Saga Ln						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	140	60	0	230	260	990	20	40	1320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	140	60	0	230	260	990	20	40	1320	10
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	140	60	0	230	260	1066	20	40	1454	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	140	60	0	230	260	1066	20	40	1454	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	140	60	0	230	260	1066	20	40	1454	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	140	60	0	230	260	1066	20	40	1454	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.03	0.00	0.13	0.15	0.28	0.01	0.02	0.38	0.01
Crit Moves:						****	****				****	
Green Time:	27.0	0.0	27.0	27.0	0.0	27.0	30.5	93.0	93.0	16.0	78.5	78.5
Volume/Cap:	0.42	0.00	0.43	0.18	0.00	0.71	0.71	0.44	0.02	0.21	0.71	0.01
Delay/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.3	25.8	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	0.0	53.1	49.9	0.0	62.2	59.3	13.1	9.4	59.3	25.8	15.3
LOS by Move:	D-	A	D-	D	A	E	E+	B	A	E+	C	B
HCM2kAvgQ:	6	0	6	2	0	12	12	11	0	2	24	0

Note: Queue reported is the number of cars per lane.

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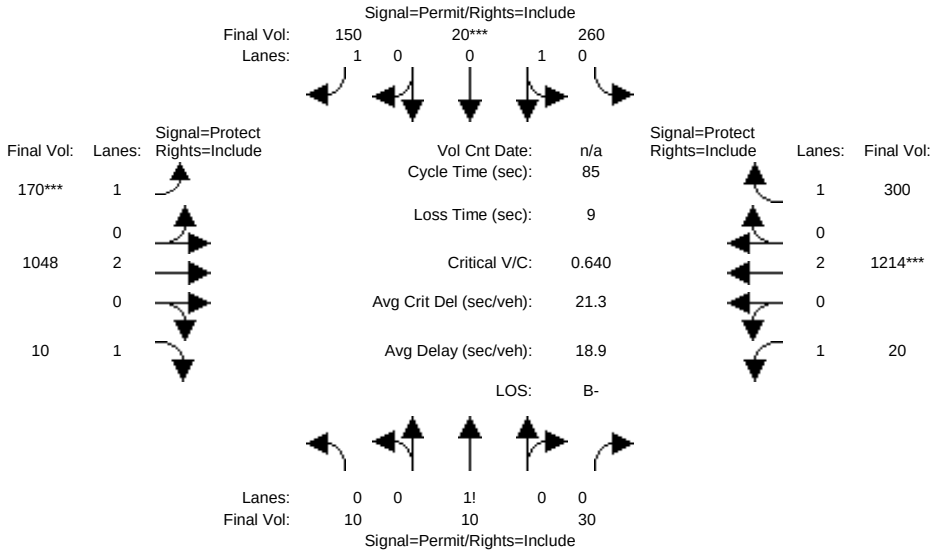
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	8	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1048	10	20	1214	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1048	10	20	1214	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1048	10	20	1214	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.28	0.01	0.01	0.32	0.17
Crit Moves:					****		****				****	
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	12.9	42.6	42.6	12.7	42.4	42.4
Volume/Cap:	0.12	0.12	0.12	0.64	0.64	0.35	0.64	0.55	0.01	0.08	0.64	0.34
Delay/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	32.0	32.0	27.1	39.0	14.9	10.6	31.2	16.4	13.1
LOS by Move:	C	C	C	C-	C-	C	D	B	B+	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	9	0	0	11	5

Note: Queue reported is the number of cars per lane.

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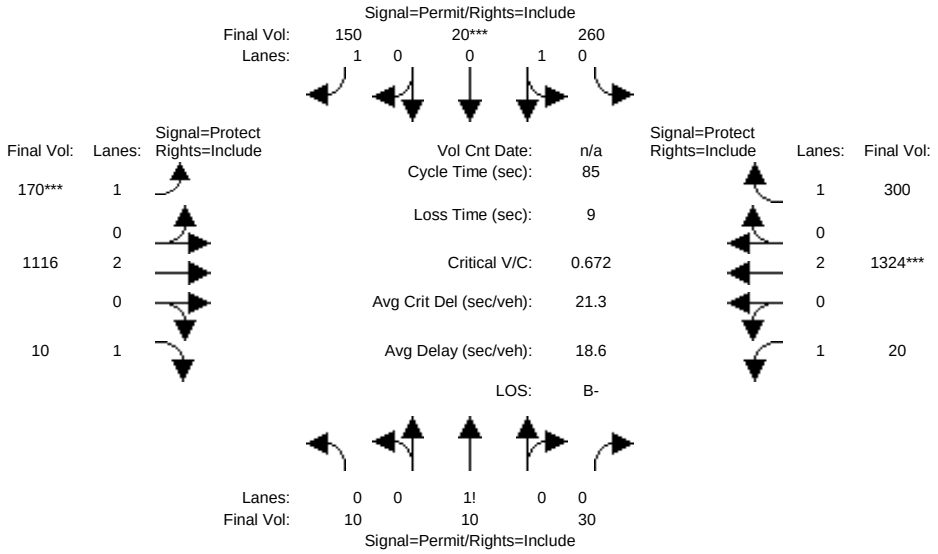
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #5: Sharon Park Drive / Sand Hill Road (MP)



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	30	260	20	150	170	1040	10	20	1190	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	260	20	150	170	1040	10	20	1190	300
Added Vol:	0	0	0	0	0	0	0	76	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	260	20	150	170	1116	10	20	1324	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	30	260	20	150	170	1116	10	20	1324	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	260	20	150	170	1116	10	20	1324	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	30	260	20	150	170	1116	10	20	1324	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	350	1050	1671	129	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.16	0.09	0.10	0.29	0.01	0.01	0.35	0.17
Crit Moves:					****		****				****	
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	12.3	44.0	44.0	12.3	44.1	44.1
Volume/Cap:	0.12	0.12	0.12	0.67	0.67	0.37	0.67	0.57	0.01	0.08	0.67	0.33
Delay/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.4	14.4	10.0	31.6	16.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	34.0	34.0	28.0	41.4	14.4	10.0	31.6	16.1	12.1
LOS by Move:	C	C	C	C-	C-	C	D	B	A	C	B	B
HCM2kAvgQ:	1	1	1	8	8	4	5	10	0	0	12	5

Note: Queue reported is the number of cars per lane.

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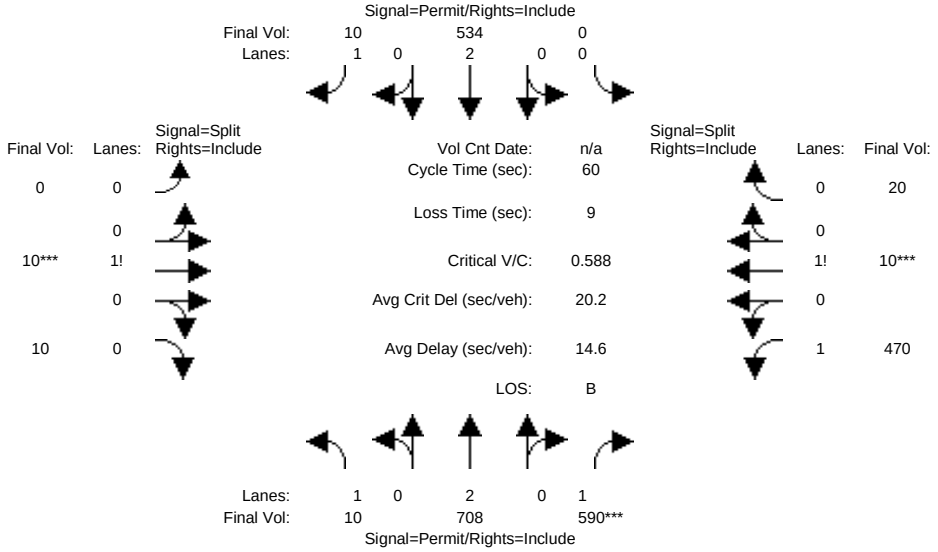
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	708	590	0	534	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	708	590	0	534	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	708	590	0	534	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	708	590	0	534	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.14	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.40	0.71	0.00	0.30	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.4	15.6	0.0	9.8	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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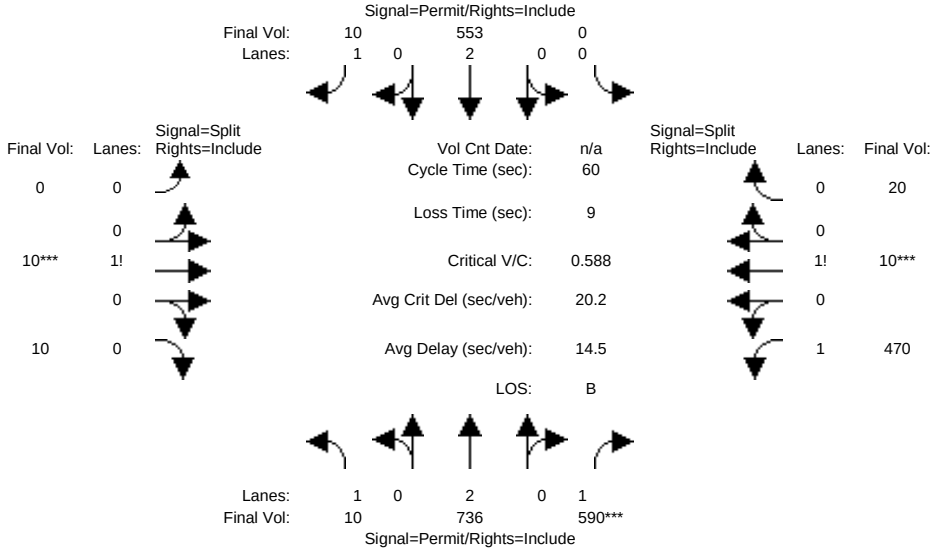
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #6: Alameda de Las Pulgas / Santa Cruz Avenue (SMC)



Street Name:	Almeda de Las Pulgas						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	700	590	0	530	10	0	10	10	470	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	700	590	0	530	10	0	10	10	470	10	20
Added Vol:	0	36	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	736	590	0	553	10	0	10	10	470	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	736	590	0	553	10	0	10	10	470	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	736	590	0	553	10	0	10	10	470	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	736	590	0	553	10	0	10	10	470	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	0.00	0.50	0.50	1.89	0.04	0.07
Final Sat.:	1750	3800	1750	0	3800	1750	0	900	900	3302	66	132
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.34	0.00	0.15	0.01	0.00	0.01	0.01	0.14	0.15	0.15
Crit Moves:			****					****			****	
Green Time:	28.3	28.3	28.3	0.0	28.3	28.3	0.0	10.0	10.0	12.7	12.7	12.7
Volume/Cap:	0.01	0.41	0.71	0.00	0.31	0.01	0.00	0.07	0.07	0.67	0.71	0.71
Delay/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	10.5	15.6	0.0	9.9	8.4	0.0	21.2	21.2	24.1	25.5	25.5
LOS by Move:	A	B+	B	A	A	A	A	C+	C+	C	C	C
HCM2kAvgQ:	0	4	9	0	3	0	0	0	0	6	7	7

Note: Queue reported is the number of cars per lane.

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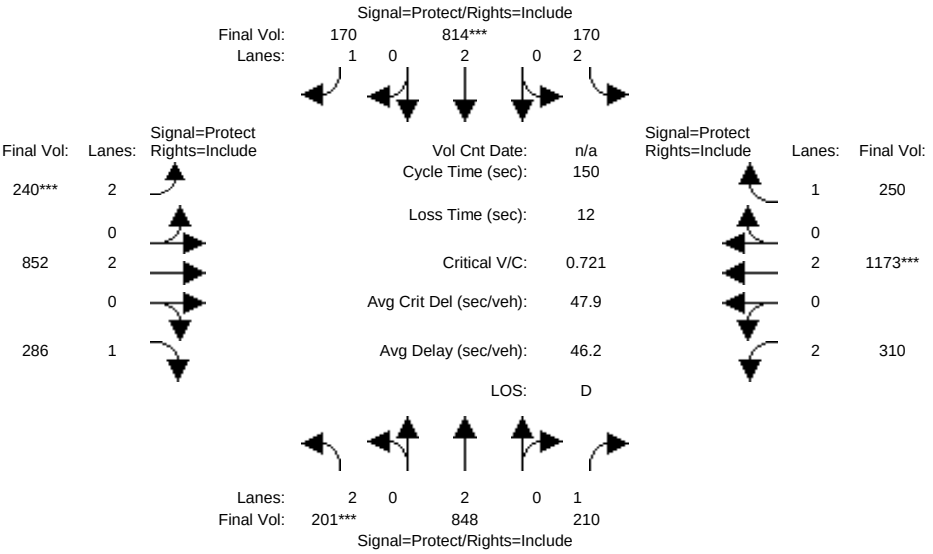
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	11	8	0	0	4	0	0	2	6	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	848	210	170	814	170	240	852	286	310	1173	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	848	210	170	814	170	240	852	286	310	1173	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	848	210	170	814	170	240	852	286	310	1173	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	848	210	170	814	170	240	852	286	310	1173	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.12	0.05	0.21	0.10	0.08	0.22	0.16	0.10	0.31	0.14
Crit Moves:	****				****		****				****	
Green Time:	13.3	46.6	46.6	11.3	44.6	44.6	15.9	55.7	55.7	24.4	64.3	64.3
Volume/Cap:	0.72	0.72	0.39	0.72	0.72	0.33	0.72	0.60	0.44	0.60	0.72	0.33
Delay/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	48.0	41.0	78.0	49.4	41.4	72.4	39.0	35.9	60.3	37.0	28.9
LOS by Move:	E-	D	D	E-	D	D	E	D+	D+	E	D+	C
HCM2kAvgQ:	6	17	8	5	17	6	7	15	10	8	22	8

Note: Queue reported is the number of cars per lane.

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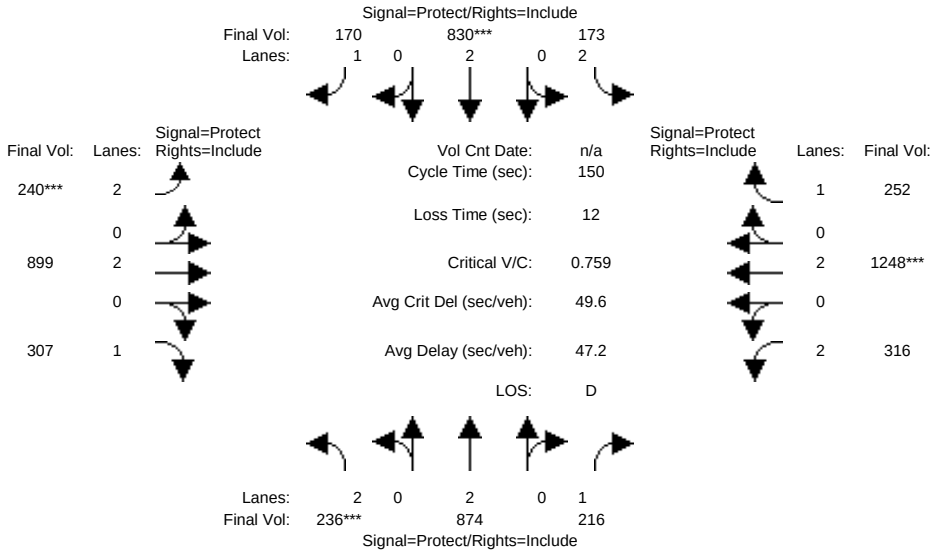
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #7: Sand Hill Rd / Santa Cruz Ave - Junipero Serra (MP)



Street Name:	Santa Cruz Ave - Junipero Serra						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	840	210	170	810	170	240	850	280	310	1160	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	840	210	170	810	170	240	850	280	310	1160	250
Added Vol:	46	34	6	3	20	0	0	49	27	6	88	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	874	216	173	830	170	240	899	307	316	1248	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	874	216	173	830	170	240	899	307	316	1248	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	874	216	173	830	170	240	899	307	316	1248	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	874	216	173	830	170	240	899	307	316	1248	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.12	0.05	0.22	0.10	0.08	0.24	0.18	0.10	0.33	0.14
Crit Moves:	****				****		****				****	
Green Time:	14.8	46.8	46.8	11.2	43.2	43.2	15.1	56.2	56.2	23.8	64.9	64.9
Volume/Cap:	0.76	0.74	0.40	0.74	0.76	0.34	0.76	0.63	0.47	0.63	0.76	0.33
Delay/Veh:	76.2	48.6	41.0	79.5	51.8	42.5	75.9	39.4	36.1	61.6	38.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	48.6	41.0	79.5	51.8	42.5	75.9	39.4	36.1	61.6	38.0	28.4
LOS by Move:	E-	D	D	E-	D-	D	E-	D	D+	E	D+	C
HCM2kAvgQ:	7	18	8	5	18	6	7	16	11	8	24	8

Note: Queue reported is the number of cars per lane.

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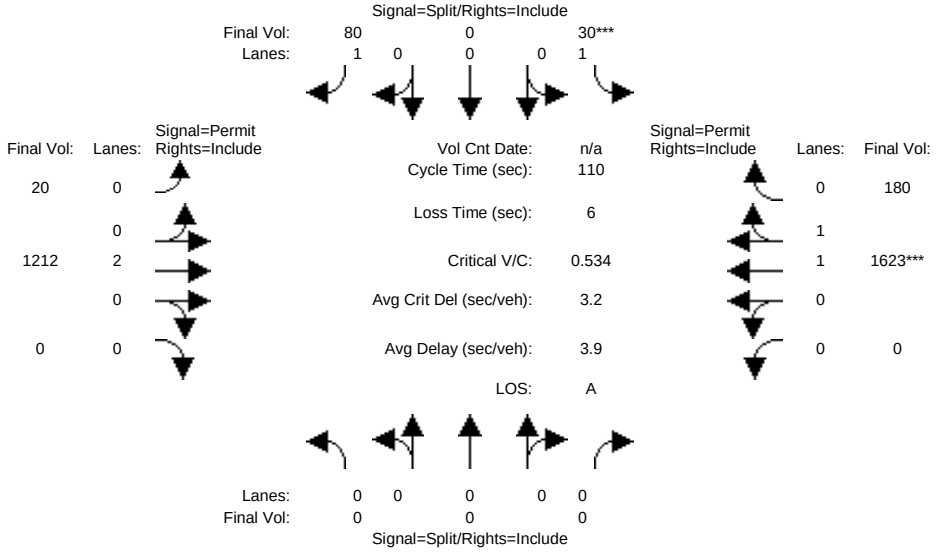
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	2	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1212	0	0	1623	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1212	0	0	1623	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1212	0	0	1623	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1750	0	1750	60	3640	0	0	3330	369
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.33	0.33	0.00	0.00	0.49	0.49
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.39	0.39	0.00	0.00	0.57	0.57
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.8	1.8	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	9	9

Note: Queue reported is the number of cars per lane.

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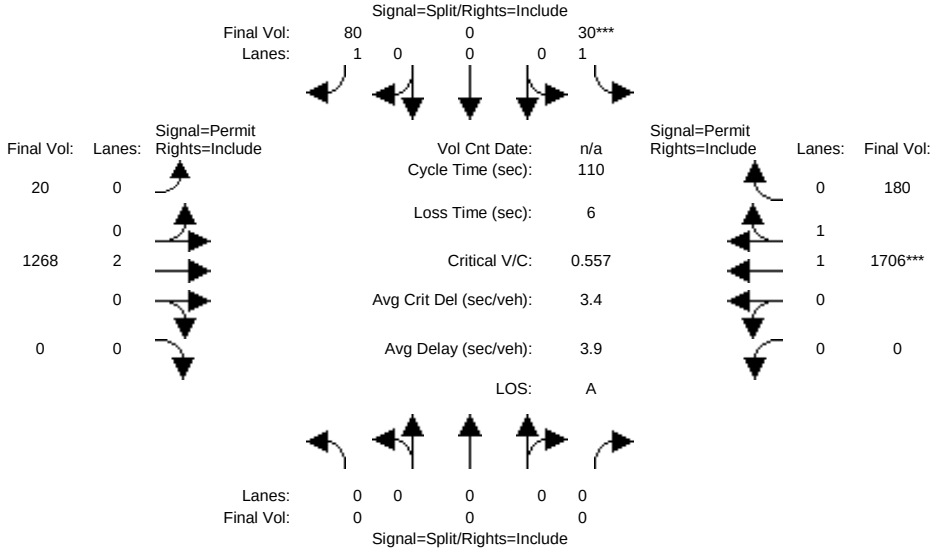
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #8: Oak Avenue / Sand Hill Road (MP)



Street Name:	Oak Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	30	0	80	20	1210	0	0	1610	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	20	1210	0	0	1610	180
Added Vol:	0	0	0	0	0	0	0	58	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	80	20	1268	0	0	1706	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	80	20	1268	0	0	1706	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	80	20	1268	0	0	1706	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	80	20	1268	0	0	1706	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.03	1.97	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	1750	0	1750	57	3643	0	0	3347	353
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.35	0.35	0.00	0.00	0.51	0.51
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	94.0	94.0	0.0	0.0	94.0	94.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.50	0.41	0.41	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	50.2	1.9	1.9	0.0	0.0	2.7	2.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	5	5	0	0	10	10

Note: Queue reported is the number of cars per lane.

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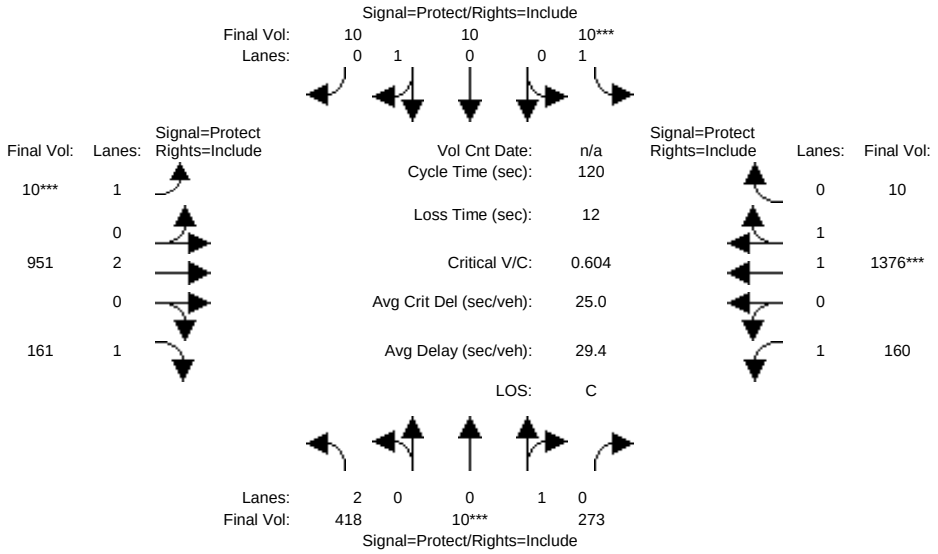
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	8	0	3	0	0	0	0	1	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	10	273	10	10	10	10	951	161	160	1376	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	10	273	10	10	10	10	951	161	160	1376	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	10	273	10	10	10	10	951	161	160	1376	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	10	273	10	10	10	10	951	161	160	1376	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.04	0.96	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	64	1736	1750	900	900	1750	3800	1750	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.01	0.01	0.01	0.01	0.25	0.09	0.09	0.37	0.37
Crit Moves:		****		****			****				****	
Green Time:	21.4	27.8	27.8	7.0	13.4	13.4	7.0	53.6	53.6	19.6	66.2	66.2
Volume/Cap:	0.75	0.68	0.68	0.10	0.10	0.10	0.10	0.56	0.21	0.56	0.68	0.68
Delay/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	46.5	46.5	53.9	48.1	48.1	53.9	24.9	20.4	48.7	20.2	20.2
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2kAvgQ:	10	11	11	0	1	1	0	13	4	6	18	18

Note: Queue reported is the number of cars per lane.

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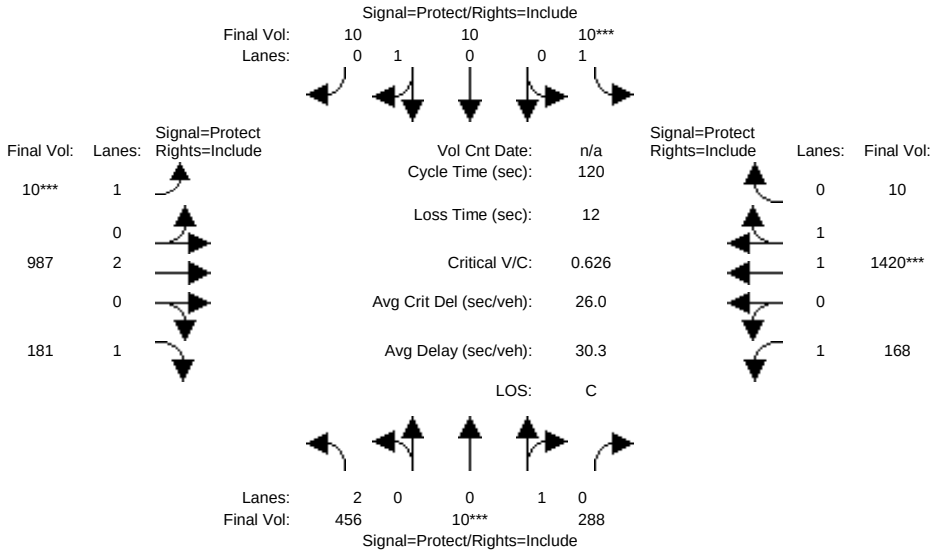
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #9: Sand Hill Rd / Stock Farm Dr



Street Name:	Stock Farm Dr						Sand Hill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	410	10	270	10	10	10	10	950	160	160	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	10	270	10	10	10	10	950	160	160	1370	10
Added Vol:	46	0	18	0	0	0	0	37	21	8	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	10	288	10	10	10	10	987	181	168	1420	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	10	288	10	10	10	10	987	181	168	1420	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	10	288	10	10	10	10	987	181	168	1420	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	456	10	288	10	10	10	10	987	181	168	1420	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.03	0.97	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	60	1740	1750	900	900	1750	3800	1750	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.01	0.01	0.01	0.01	0.26	0.10	0.10	0.39	0.39
Crit Moves:		****		****			****				****	
Green Time:	22.3	28.2	28.2	7.0	12.9	12.9	7.0	53.2	53.2	19.6	65.8	65.8
Volume/Cap:	0.78	0.70	0.70	0.10	0.10	0.10	0.10	0.59	0.23	0.59	0.70	0.70
Delay/Veh:	53.0	47.4	47.4	53.9	48.6	48.6	53.9	25.7	20.9	49.6	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	47.4	47.4	53.9	48.6	48.6	53.9	25.7	20.9	49.6	21.1	21.1
LOS by Move:	D-	D	D	D-	D	D	D-	C	C+	D	C+	C+
HCM2kAvgQ:	11	12	12	0	1	1	0	13	4	6	20	20

Note: Queue reported is the number of cars per lane.

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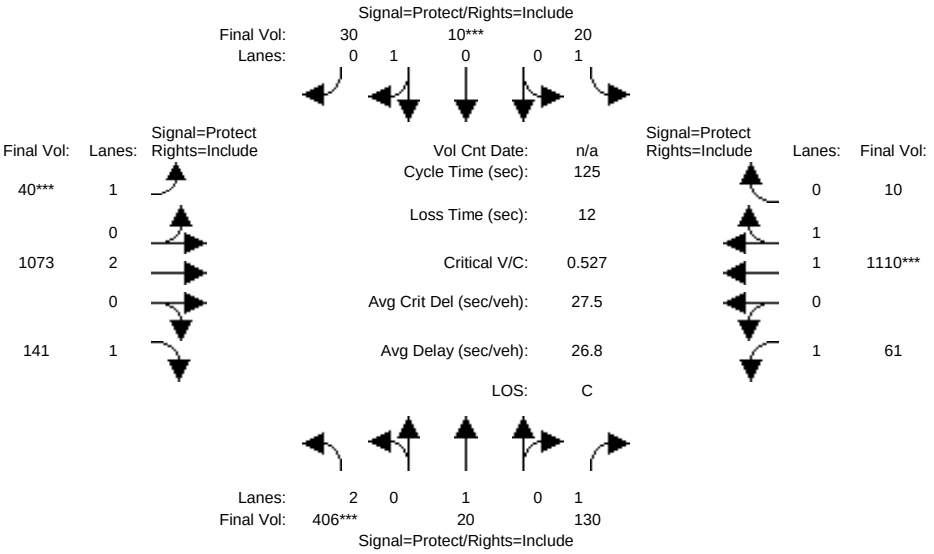
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	6	0	0	0	0	0	0	3	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	20	130	20	10	30	40	1073	141	61	1110	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	20	130	20	10	30	40	1073	141	61	1110	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	20	130	20	10	30	40	1073	141	61	1110	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3667	33
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.07	0.01	0.02	0.02	0.02	0.28	0.08	0.03	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	28.7	22.7	22.7	15.9	10.0	10.0	7.0	62.0	62.0	12.3	67.3	67.3
Volume/Cap:	0.56	0.06	0.41	0.09	0.28	0.28	0.41	0.57	0.16	0.35	0.56	0.56
Delay/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	42.3	46.0	48.3	55.2	55.2	59.8	22.5	17.3	53.9	19.4	19.4
LOS by Move:	D	D	D	D	E+	E+	E+	C+	B	D-	B-	B-
HCM2kAvgQ:	9	1	5	1	2	2	2	14	3	2	14	14

Note: Queue reported is the number of cars per lane.

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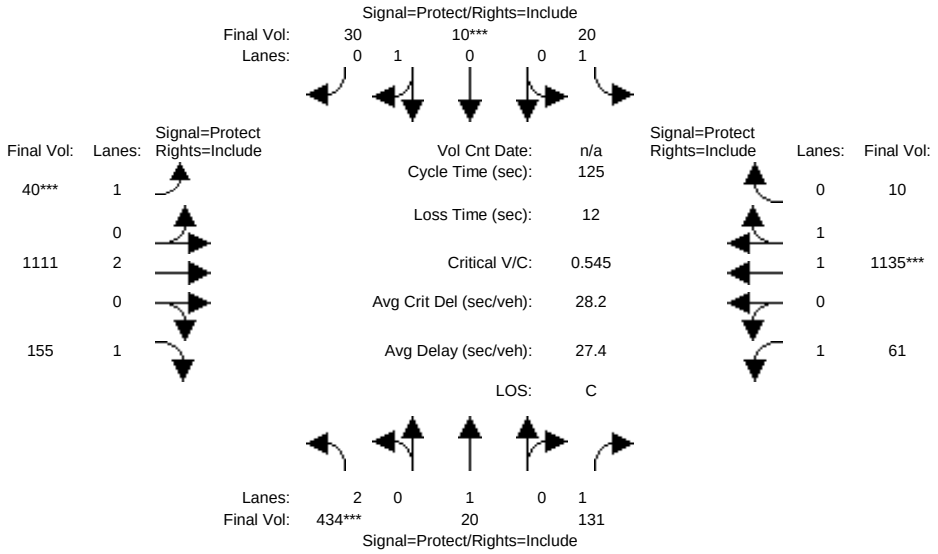
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #10: Pastuer Drive / Sand Hill Road



Street Name:	Pastuer Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	20	130	20	10	30	40	1070	140	60	1110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	20	130	20	10	30	40	1070	140	60	1110	10
Added Vol:	34	0	1	0	0	0	0	41	15	1	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	20	131	20	10	30	40	1111	155	61	1135	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	20	131	20	10	30	40	1111	155	61	1135	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	20	131	20	10	30	40	1111	155	61	1135	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	434	20	131	20	10	30	40	1111	155	61	1135	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.25	0.75	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	450	1350	1750	3800	1750	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.07	0.01	0.02	0.02	0.02	0.29	0.09	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	29.6	23.3	23.3	16.3	10.0	10.0	7.0	61.6	61.6	11.8	66.4	66.4
Volume/Cap:	0.58	0.06	0.40	0.09	0.28	0.28	0.41	0.59	0.18	0.37	0.58	0.58
Delay/Veh:	43.4	41.9	45.6	48.0	55.2	55.2	59.8	23.2	17.7	54.5	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	41.9	45.6	48.0	55.2	55.2	59.8	23.2	17.7	54.5	20.3	20.3
LOS by Move:	D	D	D	D	E+	E+	E+	C	B	D-	C+	C+
HCM2kAvgQ:	9	1	5	1	2	2	2	15	3	2	15	15

Note: Queue reported is the number of cars per lane.

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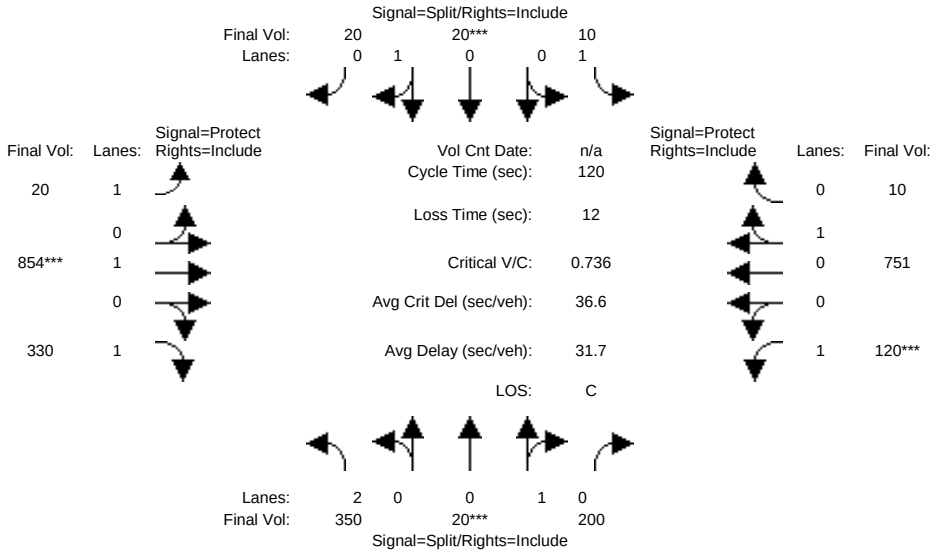
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	20	200	10	20	20	20	854	330	120	751	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	20	200	10	20	20	20	854	330	120	751	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	20	200	10	20	20	20	854	330	120	751	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	20	200	10	20	20	20	854	330	120	751	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	164	1636	1750	900	900	1750	1900	1750	1750	1776	24
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.01	0.02	0.02	0.01	0.45	0.19	0.07	0.42	0.42
Crit Moves:		****			****			****			****	
Green Time:	18.7	18.7	18.7	10.0	10.0	10.0	9.6	68.8	68.8	10.5	69.7	69.7
Volume/Cap:	0.71	0.78	0.78	0.07	0.27	0.27	0.14	0.78	0.33	0.78	0.73	0.73
Delay/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	62.2	62.2	50.9	52.5	52.5	51.8	23.6	13.7	76.4	20.9	20.9
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	8	9	9	0	2	2	1	24	7	5	21	21

Note: Queue reported is the number of cars per lane.

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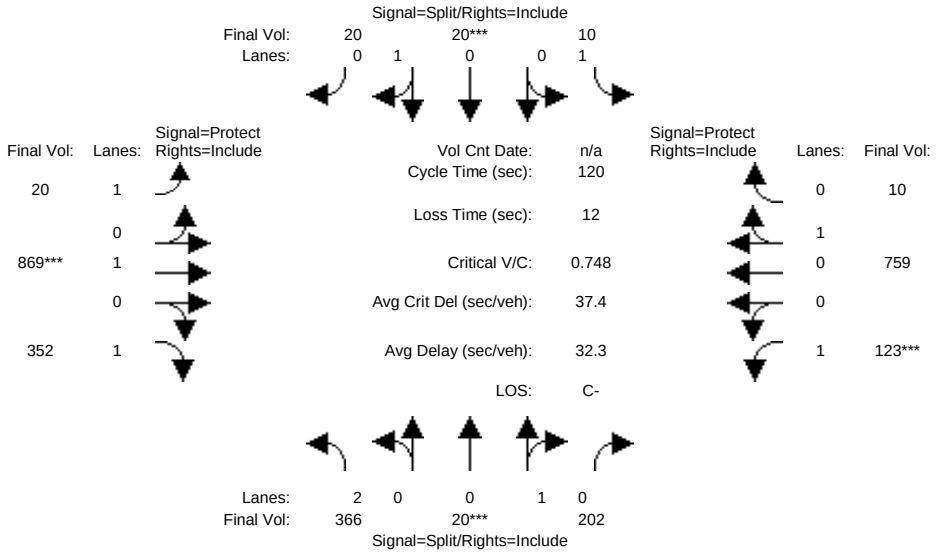
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #11: Arboretum Road / Sand Hill Road



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	20	200	10	20	20	20	850	330	120	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	20	200	10	20	20	20	850	330	120	750	10
Added Vol:	16	0	2	0	0	0	0	19	22	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	20	202	10	20	20	20	869	352	123	759	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	20	202	10	20	20	20	869	352	123	759	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	20	202	10	20	20	20	869	352	123	759	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	20	202	10	20	20	20	869	352	123	759	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.09	0.91	1.00	0.50	0.50	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	162	1638	1750	900	900	1750	1900	1750	1750	1777	23
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.02	0.02	0.01	0.46	0.20	0.07	0.43	0.43
Crit Moves:		****			****			****			****	
Green Time:	18.6	18.6	18.6	10.0	10.0	10.0	9.5	68.9	68.9	10.6	69.9	69.9
Volume/Cap:	0.75	0.80	0.80	0.07	0.27	0.27	0.14	0.80	0.35	0.80	0.73	0.73
Delay/Veh:	54.9	63.7	63.7	50.9	52.5	52.5	51.9	24.3	13.9	78.1	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	63.7	63.7	50.9	52.5	52.5	51.9	24.3	13.9	78.1	21.0	21.0
LOS by Move:	D-	E	E	D	D-	D-	D-	C	B	E-	C+	C+
HCM2kAvgQ:	8	9	9	0	2	2	1	25	7	5	21	21

Note: Queue reported is the number of cars per lane.

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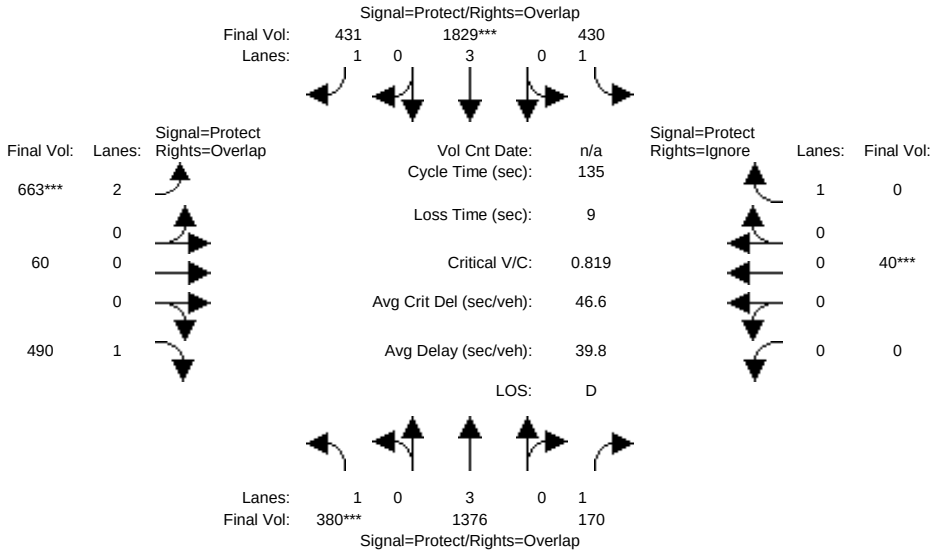
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	0	16	0	0	9	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1376	170	430	1829	431	663	60	490	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1376	170	430	1829	431	663	60	490	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	380	1376	170	430	1829	431	663	60	490	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3250	294	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.24	0.10	0.25	0.32	0.25	0.20	0.20	0.27	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	35.8	44.0	44.0	44.7	52.9	86.5	33.6	37.3	73.1	0.0	3.7	0.0
Volume/Cap:	0.82	0.74	0.30	0.74	0.82	0.38	0.82	0.74	0.50	0.00	0.82	0.00
Delay/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	42.1	34.3	45.1	39.3	11.8	51.5	46.2	19.7	0.0	131	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2kAvgQ:	16	17	5	16	22	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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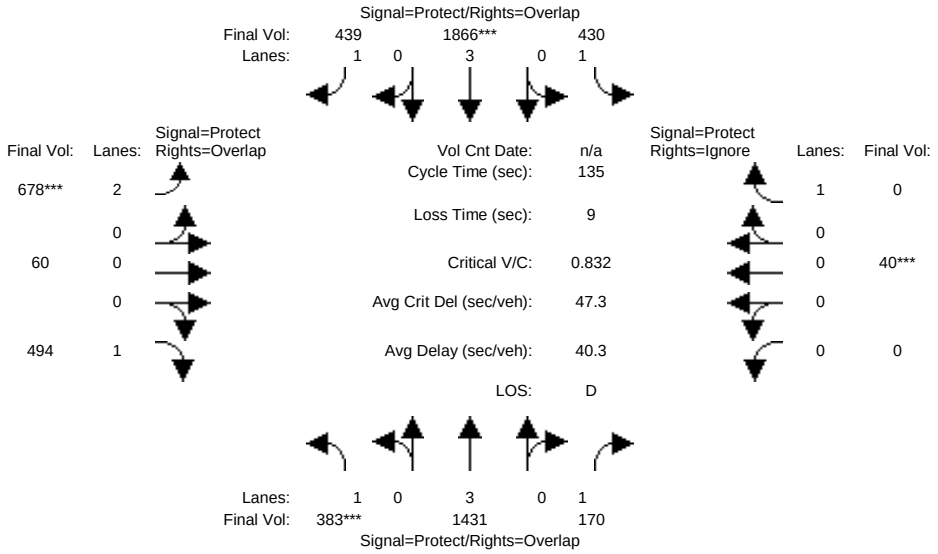
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #12: El Camino Real / Sand Hill Road (SC CMP)



Street Name:	El Camino Real						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	1360	170	430	1820	430	660	60	490	0	40	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1360	170	430	1820	430	660	60	490	0	40	800
Added Vol:	3	71	0	0	46	9	18	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1431	170	430	1866	439	678	60	494	0	40	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	383	1431	170	430	1866	439	678	60	494	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1431	170	430	1866	439	678	60	494	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	383	1431	170	430	1866	439	678	60	494	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.84	0.16	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3256	288	1800	0	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.10	0.25	0.33	0.25	0.21	0.21	0.27	0.00	0.02	0.00
Crit Moves:	****				****		****				****	
Green Time:	35.5	44.8	44.8	43.8	53.1	86.9	33.8	37.4	72.9	0.0	3.6	0.0
Volume/Cap:	0.83	0.76	0.29	0.76	0.83	0.39	0.83	0.75	0.51	0.00	0.83	0.00
Delay/Veh:	59.1	42.1	33.7	46.6	39.7	11.7	52.1	46.6	19.9	0.0	136	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	42.1	33.7	46.6	39.7	11.7	52.1	46.6	19.9	0.0	136	0.0
LOS by Move:	E+	D	C-	D	D	B+	D-	D	B-	A	F	A
HCM2kAvgQ:	17	18	5	17	23	9	15	14	13	0	3	0

Note: Queue reported is the number of cars per lane.

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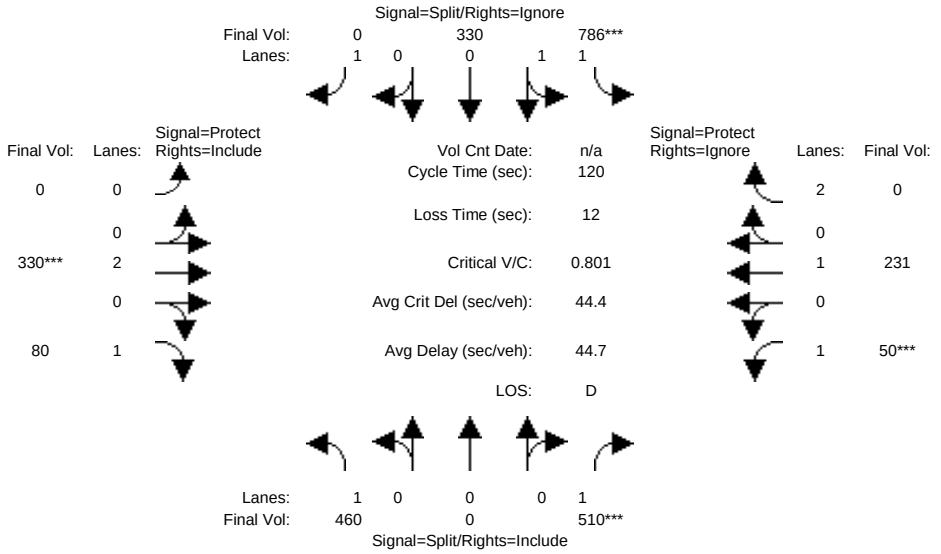
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	6	0	0	0	0	0	0	1	29
Initial Fut:	460	0	510	786	330	50	0	330	80	50	231	1189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	786	330	0	0	330	80	50	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	786	330	0	0	330	80	50	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	786	330	0	0	330	80	50	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.42	0.58	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2500	1050	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.31	0.31	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****	****				****		****		
Green Time:	42.5	0.0	42.5	45.8	45.8	0.0	0.0	12.7	12.7	7.0	19.7	0.0
Volume/Cap:	0.74	0.00	0.82	0.82	0.82	0.00	0.00	0.82	0.43	0.49	0.74	0.00
Delay/Veh:	38.8	0.0	44.0	37.6	37.6	0.0	0.0	65.4	51.9	58.4	57.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	0.0	44.0	37.6	37.6	0.0	0.0	65.4	51.9	58.4	57.0	0.0
LOS by Move:	D+	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	21	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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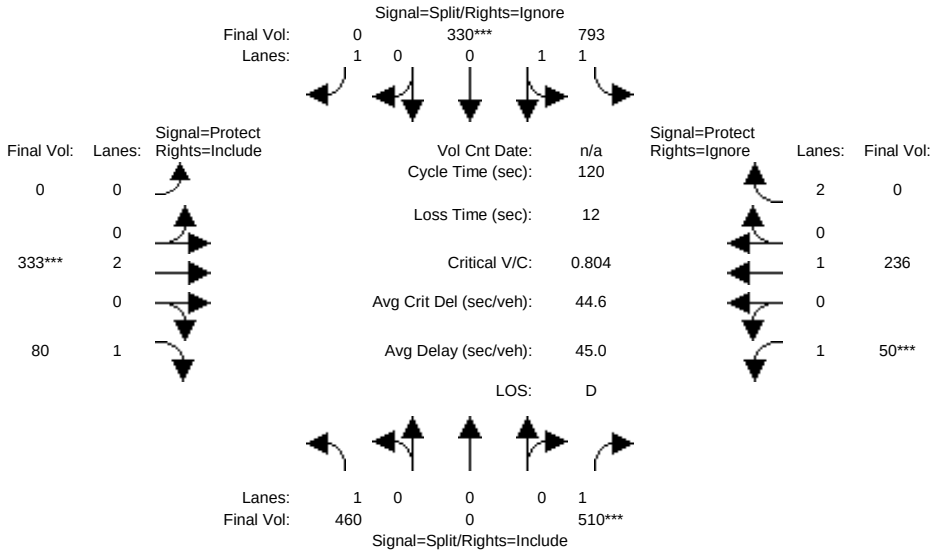
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #113: I-280 SB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 SB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	460	0	510	780	330	50	0	330	80	50	230	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	0	510	780	330	50	0	330	80	50	230	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	13	0	0	0	3	0	0	6	118
Initial Fut:	460	0	510	793	330	50	0	333	80	50	236	1278
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	460	0	510	793	330	0	0	333	80	50	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	0	510	793	330	0	0	333	80	50	236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	460	0	510	793	330	0	0	333	80	50	236	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	1.42	0.58	1.00	0.00	2.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	0	1750	2507	1043	1750	0	3800	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.29	0.32	0.32	0.00	0.00	0.09	0.05	0.03	0.12	0.00
Crit Moves:			****		****			****		****		
Green Time:	42.3	0.0	42.3	45.9	45.9	0.0	0.0	12.7	12.7	7.0	19.7	0.0
Volume/Cap:	0.75	0.00	0.83	0.83	0.83	0.00	0.00	0.83	0.43	0.49	0.76	0.00
Delay/Veh:	39.0	0.0	44.5	37.7	37.7	0.0	0.0	65.7	51.9	58.4	57.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	0.0	44.5	37.7	37.7	0.0	0.0	65.7	51.9	58.4	57.9	0.0
LOS by Move:	D	A	D	D+	D+	A	A	E	D-	E+	E+	A
HCM2kAvgQ:	17	0	21	22	22	0	0	8	3	3	10	0

Note: Queue reported is the number of cars per lane.

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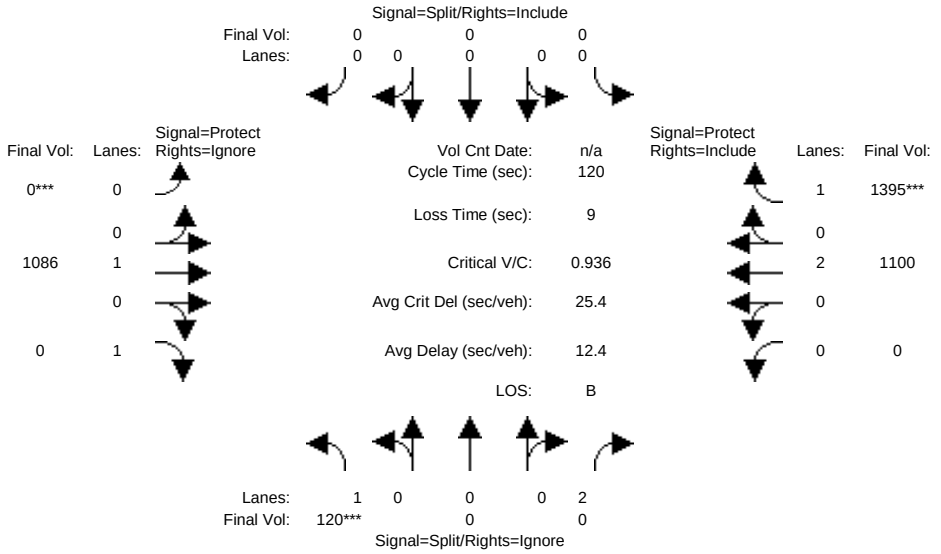
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	22	0	0	0	0	6	0	0	30	5
Initial Fut:	120	0	242	0	0	0	0	1086	430	0	1100	1395
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1086	0	0	1100	1395
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1086	0	0	1100	1395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.29	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.34	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	2.2	20.4
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	15	0	0	5	49

Note: Queue reported is the number of cars per lane.

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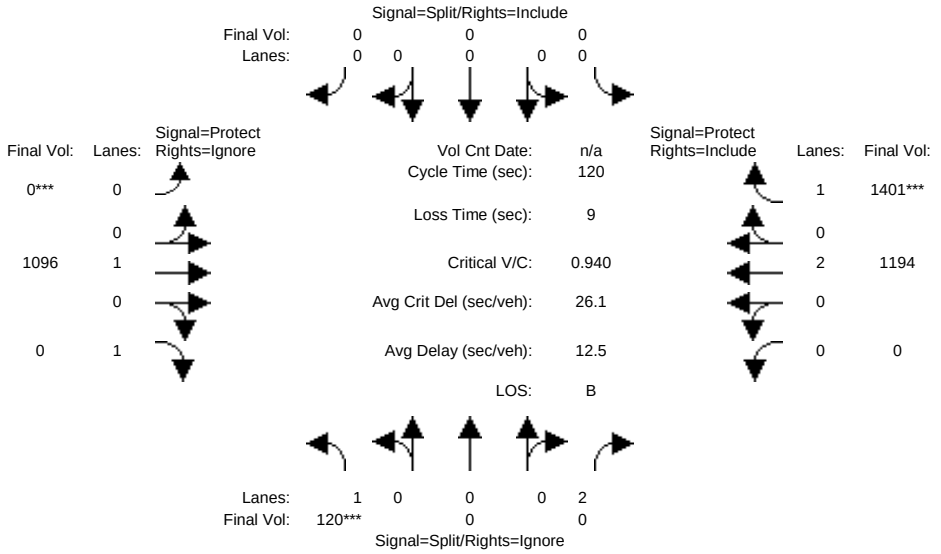
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #114: I-280 NB Ramps / Page Mill Rd (2035) (SCC)



Street Name:	I-280 NB Ramps						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	220	0	0	0	0	1080	430	0	1070	1390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	87	0	0	0	0	16	0	0	124	11
Initial Fut:	120	0	307	0	0	0	0	1096	430	0	1194	1401
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	0	0	0	0	0	1096	0	0	1194	1401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	0	0	0	0	0	1096	0	0	1194	1401
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	0	0	0	0	0	1096	0	0	1194	1401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.31	0.80
Crit Moves:	****						****					****
Green Time:	10.0	0.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0.0	101	101.0
Volume/Cap:	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.37	0.95
Delay/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	2.3	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	2.3	21.1
LOS by Move:	F	A	A	A	A	A	A	A	A	A	A	C+
HCM2kAvgQ:	7	0	0	0	0	0	0	16	0	0	5	50

Note: Queue reported is the number of cars per lane.

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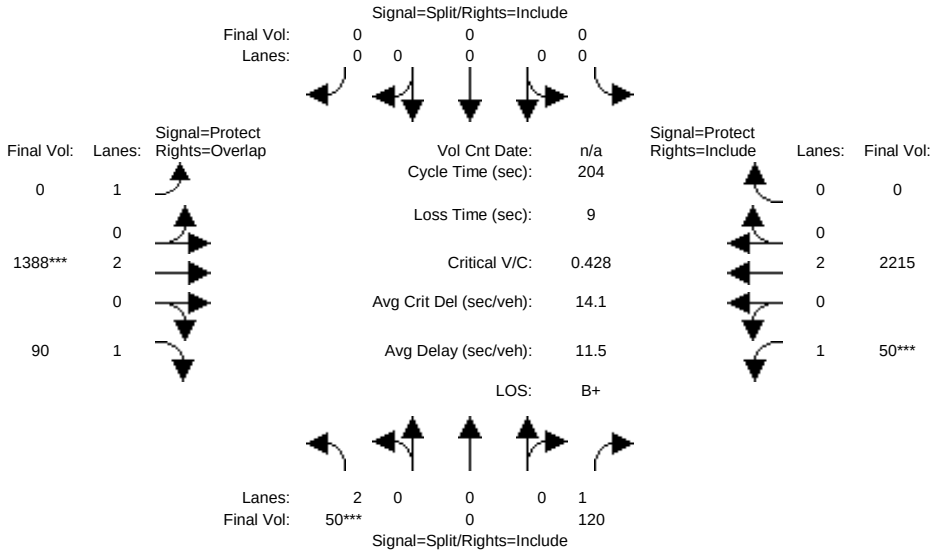
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1388	90	50	2215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1388	90	50	2215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1388	90	50	2215	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.37	0.05	0.03	0.58	0.00
Crit Moves:	****							****		****		
Green Time:	32.7	0.0	32.7	0.0	0.0	0.0	0.0	157	190.0	16.2	173	0.0
Volume/Cap:	0.10	0.00	0.43	0.00	0.00	0.00	0.00	0.47	0.06	0.36	0.69	0.00
Delay/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	0.0	82.0	0.0	0.0	0.0	0.0	9.0	0.5	94.9	6.4	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	16	0	3	26	0

Note: Queue reported is the number of cars per lane.

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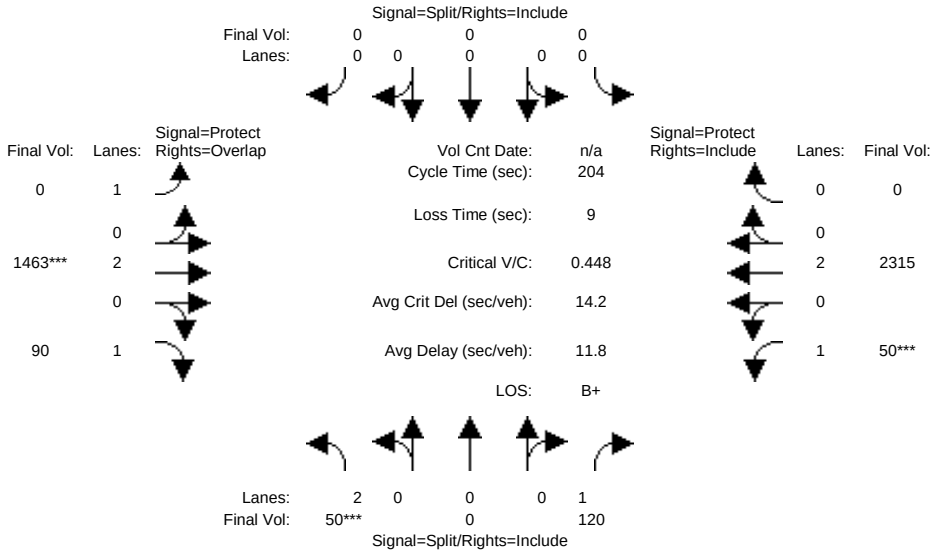
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #15: Deer Creek Road / Page Mill Road (SCC)



Street Name:	Deer Creek Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	0	23	0	0	0	12	165	165	17	167	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	120	0	0	0	0	1360	90	50	2180	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	120	0	0	0	0	1360	90	50	2180	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	120	0	0	0	0	1463	90	50	2315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	120	0	0	0	0	1463	90	50	2315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	120	0	0	0	0	1463	90	50	2315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	120	0	0	0	0	1463	90	50	2315	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.39	0.05	0.03	0.61	0.00
Crit Moves:	****							****		****		
Green Time:	31.2	0.0	31.2	0.0	0.0	0.0	0.0	157	188.5	16.2	173	0.0
Volume/Cap:	0.10	0.00	0.45	0.00	0.00	0.00	0.00	0.50	0.06	0.36	0.72	0.00
Delay/Veh:	78.1	0.0	83.6	0.0	0.0	0.0	0.0	9.3	0.7	94.9	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	0.0	83.6	0.0	0.0	0.0	0.0	9.3	0.7	94.9	6.9	0.0
LOS by Move:	E-	A	F	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	2	0	8	0	0	0	0	17	1	3	28	0

Note: Queue reported is the number of cars per lane.

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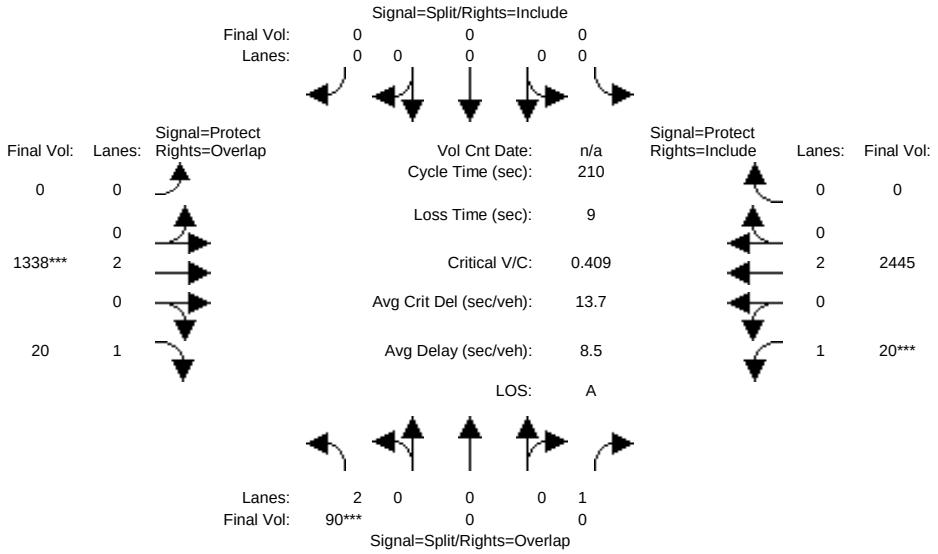
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	28	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1338	20	20	2445	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1338	20	20	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1338	20	20	2445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.01	0.01	0.64	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.01	0.15	0.73	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	6.9	1.6	94.7	5.5	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	14	0	1	27	0

Note: Queue reported is the number of cars per lane.

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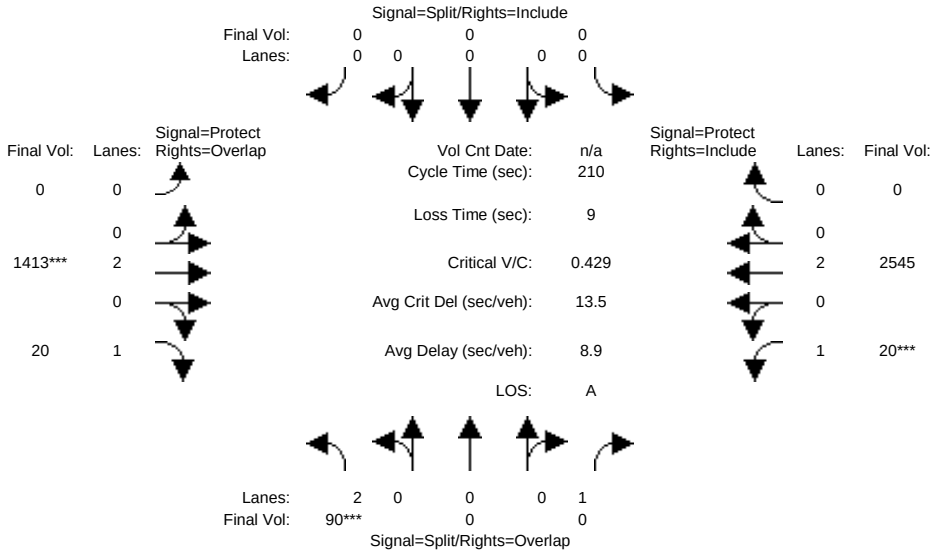
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #16: Coyote Hill Road / Page Mill Road (SCC)



Street Name:	Coyote Hill Road						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	0	18	0	0	0	0	175	175	17	192	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	0	0	0	0	0	0	1310	20	20	2410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	0	0	0	0	0	1310	20	20	2410	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	0	0	0	0	0	1413	20	20	2545	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	1413	20	20	2545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	1413	20	20	2545	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	1413	20	20	2545	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.01	0.01	0.67	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	0.0	0.0	0.0	0.0	0.0	168	185.1	16.3	184	0.0
Volume/Cap:	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.01	0.15	0.76	0.00
Delay/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.2	1.6	94.7	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	0.0	0.0	0.0	0.0	0.0	0.0	7.2	1.6	94.7	6.1	0.0
LOS by Move:	F	A	A	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	15	0	1	31	0

Note: Queue reported is the number of cars per lane.

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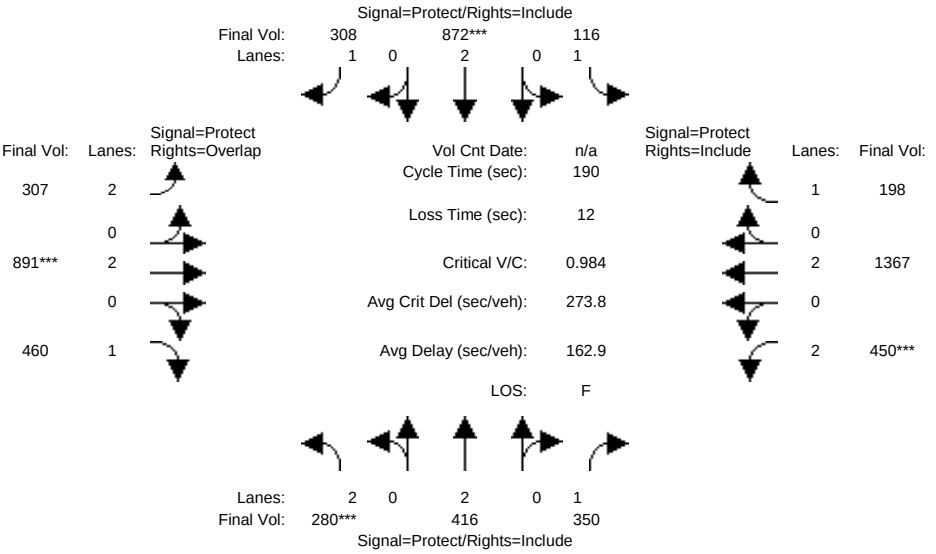
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	16	0	16	22	28	27	1	0	0	7	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	416	350	116	872	308	307	891	460	450	1367	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	416	350	116	872	308	307	891	460	450	1367	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	416	350	116	872	308	307	891	460	450	1367	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	416	350	116	872	308	307	891	460	450	1367	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.20	0.13	0.46	0.18	0.10	0.23	0.26	0.14	0.36	0.11
Crit Moves:	****				****			****			****	
Green Time:	18.8	32.9	32.9	29.2	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.63	1.15	0.86	2.02	0.77	0.51	0.46	0.43	1.44	0.85	0.27
Delay/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	79.5	183.7	123.6	543	82.2	74.4	39.3	29.3	314.3	82.4	56.5
LOS by Move:	F	E-	F	F	F	F	E	D	C	F	F	E+
HCM2kAvgQ:	11	12	30	8	52	20	10	20	21	27	41	11

Note: Queue reported is the number of cars per lane.

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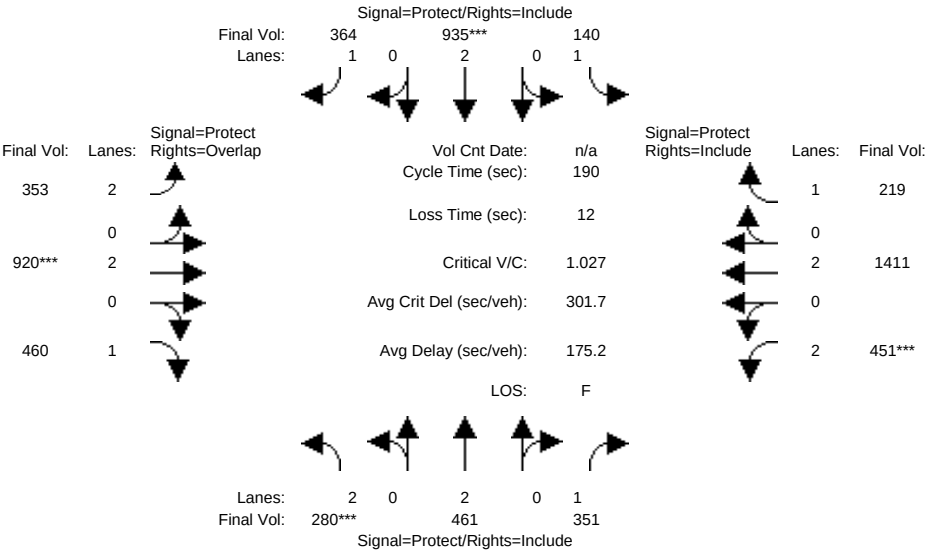
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	61	1	40	85	84	73	30	0	1	51	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	461	351	140	935	364	353	920	460	451	1411	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	461	351	140	935	364	353	920	460	451	1411	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	461	351	140	935	364	353	920	460	451	1411	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	461	351	140	935	364	353	920	460	451	1411	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.20	0.16	0.49	0.21	0.11	0.24	0.26	0.14	0.37	0.13
Crit Moves:	****				****			****			****	
Green Time:	18.8	34.5	34.5	27.5	43.3	43.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.67	1.10	1.10	2.16	0.91	0.59	0.47	0.43	1.45	0.88	0.29
Delay/Veh:	116.8	79.5	163.9	196.8	608	101.1	76.5	39.7	29.3	315.6	85.1	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	79.5	163.9	196.8	608	101.1	76.5	39.7	29.3	315.6	85.1	57.3
LOS by Move:	F	E-	F	F	F	F	E-	D	C	F	F	E+
HCM2kAvgQ:	11	13	29	11	58	24	12	21	21	27	43	12

Note: Queue reported is the number of cars per lane.

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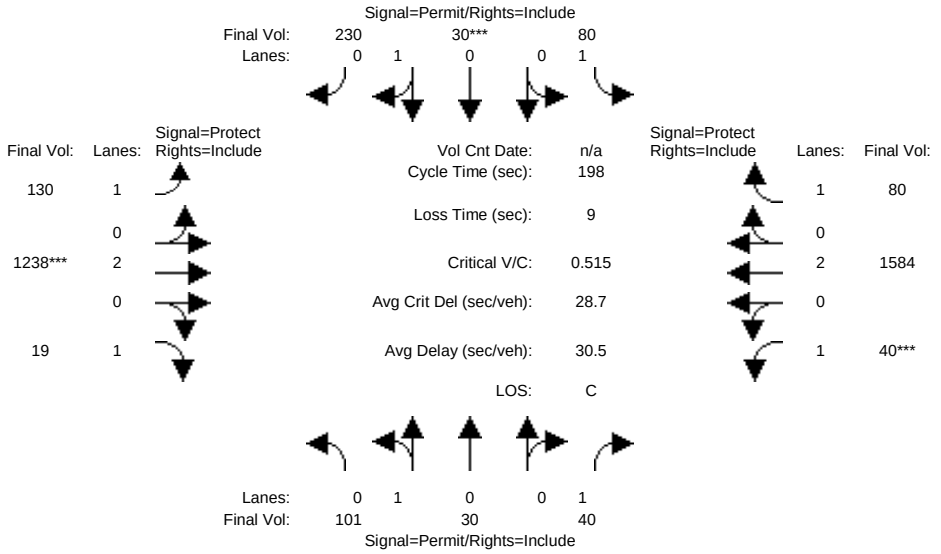
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	11	0	0	0	0	0	0	8	9	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	30	40	80	30	230	130	1238	19	40	1584	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	30	40	80	30	230	130	1238	19	40	1584	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	30	40	80	30	230	130	1238	19	40	1584	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.23	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1388	412	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.14	0.14	0.07	0.33	0.01	0.02	0.42	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.40	0.40	0.13	0.25	0.80	0.80	0.65	0.45	0.02	0.40	0.63	0.07
Delay/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	76.8	72.3	74.2	95.3	95.3	96.7	12.4	8.4	98.1	21.0	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	8	8	2	5	18	18	9	16	0	3	28	2

Note: Queue reported is the number of cars per lane.

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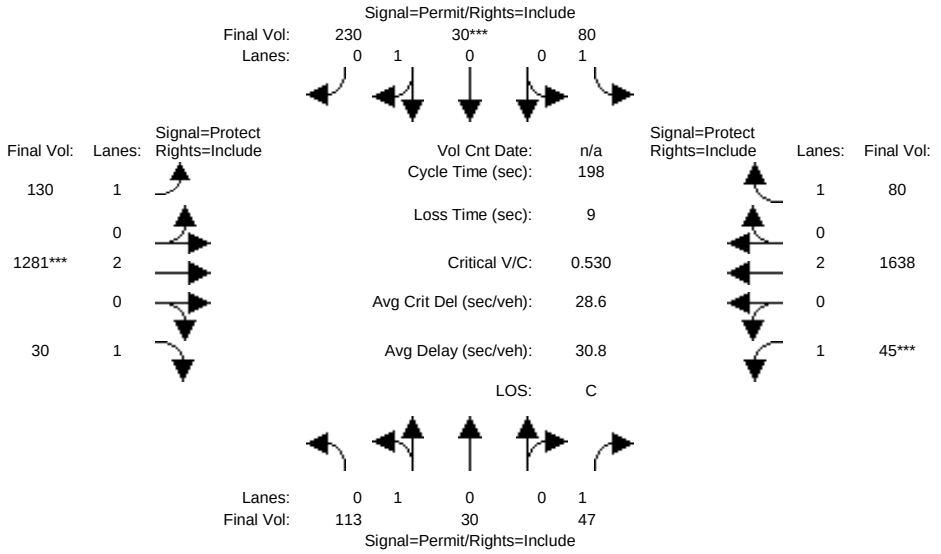
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #18: Page Mill Rd / Peter Coutts (SCC)



Street Name:	Peter Coutts						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	38	38	38	38	38	38	23	151	151	12	134	134
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	30	40	80	30	230	130	1230	10	40	1570	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	40	80	30	230	130	1230	10	40	1570	80
Added Vol:	23	0	7	0	0	0	0	51	20	5	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	30	47	80	30	230	130	1281	30	45	1638	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	30	47	80	30	230	130	1281	30	45	1638	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	30	47	80	30	230	130	1281	30	45	1638	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	30	47	80	30	230	130	1281	30	45	1638	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.79	0.21	1.00	1.00	0.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1422	378	1750	1750	208	1592	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.05	0.14	0.14	0.07	0.34	0.02	0.03	0.43	0.05
Crit Moves:					****			****		****		
Green Time:	35.8	35.8	35.8	35.8	35.8	35.8	22.5	142	142.4	11.3	131	131.2
Volume/Cap:	0.44	0.44	0.15	0.25	0.80	0.80	0.65	0.47	0.02	0.45	0.65	0.07
Delay/Veh:	77.5	77.5	72.6	74.2	95.3	95.3	96.7	12.6	8.4	99.0	21.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	77.5	72.6	74.2	95.3	95.3	96.7	12.6	8.4	99.0	21.6	12.6
LOS by Move:	E-	E-	E	E	F	F	F	B	A	F	C+	B
HCM2kAvgQ:	9	9	3	5	18	18	9	17	1	3	30	2

Note: Queue reported is the number of cars per lane.

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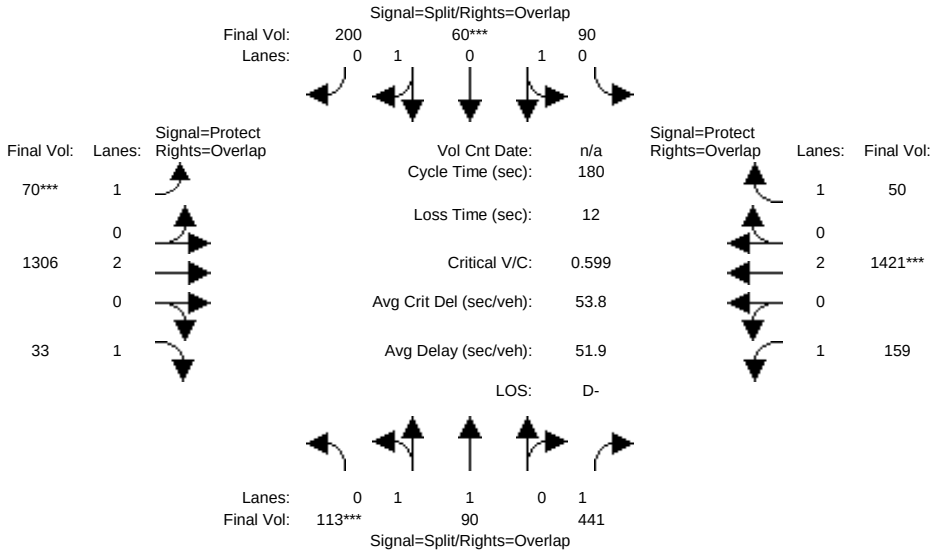
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	3	0	11	0	0	0	0	6	3	9	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	90	441	90	60	200	70	1306	33	159	1421	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	90	441	90	60	200	70	1306	33	159	1421	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	90	441	90	60	200	70	1306	33	159	1421	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.25	0.08	0.08	0.11	0.04	0.34	0.02	0.09	0.37	0.03
Crit Moves:	****				****		****				****	
Green Time:	38.1	38.1	61.0	29.1	29.1	48.8	19.7	90.6	128.7	22.9	93.8	122.8
Volume/Cap:	0.30	0.22	0.74	0.52	0.52	0.41	0.37	0.68	0.03	0.71	0.72	0.04
Delay/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	62.7	61.1	74.3	74.3	57.7	80.5	46.0	13.6	91.0	45.9	15.9
LOS by Move:	E	E	E	E	E	E+	F	D	B	F	D	B
HCM2kAvgQ:	6	4	25	9	9	10	4	32	1	9	33	2

Note: Queue reported is the number of cars per lane.

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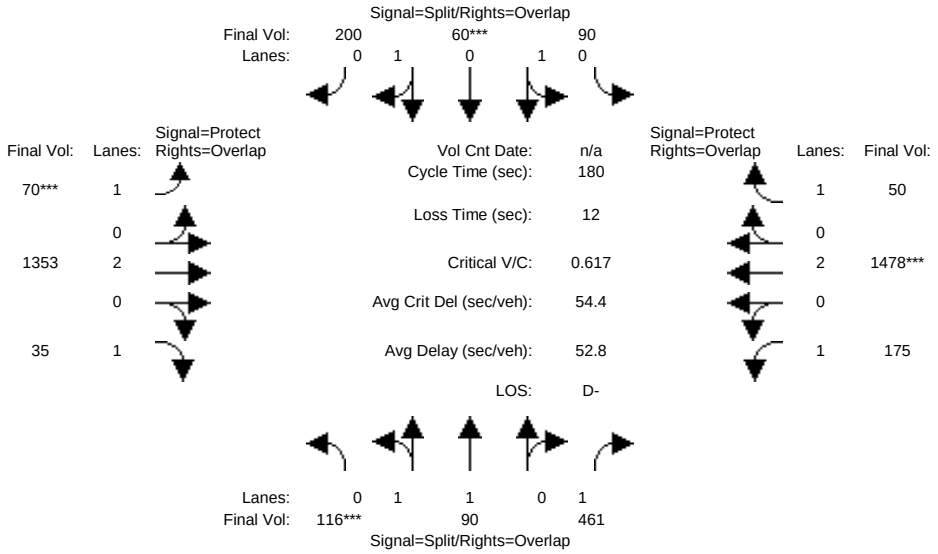
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	28	28	28	31	31	31	21	95	95	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	6	0	31	0	0	0	0	53	5	25	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	90	461	90	60	200	70	1353	35	175	1478	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	90	461	90	60	200	70	1353	35	175	1478	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	90	461	90	60	200	70	1353	35	175	1478	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	90	461	90	60	200	70	1353	35	175	1478	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.26	0.08	0.08	0.11	0.04	0.36	0.02	0.10	0.39	0.03
Crit Moves:	****				****		****				****	
Green Time:	40.4	40.4	63.3	29.1	29.1	48.8	19.7	90.6	130.9	22.9	93.8	122.8
Volume/Cap:	0.30	0.21	0.75	0.52	0.52	0.41	0.37	0.71	0.03	0.79	0.75	0.04
Delay/Veh:	62.1	60.7	59.9	74.3	74.3	57.7	80.5	47.0	12.8	98.1	47.3	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	60.7	59.9	74.3	74.3	57.7	80.5	47.0	12.8	98.1	47.3	15.9
LOS by Move:	E	E	E+	E	E	E+	F	D	B	F	D	B
HCM2kAvgQ:	6	4	26	9	9	10	4	34	1	10	35	2

Note: Queue reported is the number of cars per lane.

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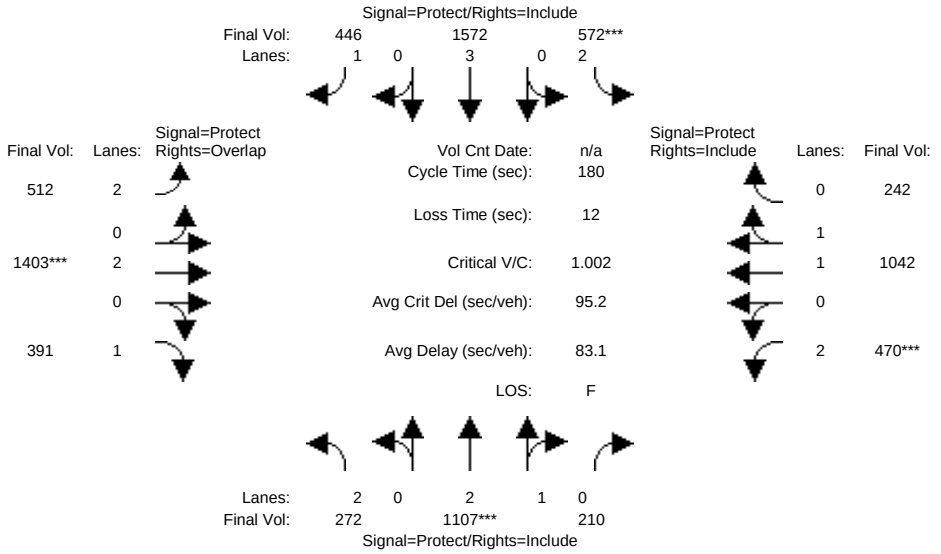
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	2	17	0	12	22	16	12	3	1	0	2	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1107	210	572	1572	446	512	1403	391	470	1042	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.50	0.50	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3150	4706	893	3150	5700	1750	3150	3800	1750	3150	3002	697
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.18	0.28	0.25	0.16	0.37	0.22	0.15	0.35	0.35
Crit Moves:		****		****				****		****		
Green Time:	17.9	42.3	42.3	32.6	57.0	57.0	29.7	66.3	84.2	26.8	63.4	63.4
Volume/Cap:	0.87	1.00	1.00	1.00	0.87	0.80	0.99	1.00	0.48	1.00	0.99	0.99
Delay/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.2	94.2	94.2	111.9	62.9	64.8	110.4	81.4	33.3	118.7	79.1	79.1
LOS by Move:	F	F	F	F	E	E	F	F	C-	F	E-	E-
HCM2kAvgQ:	11	30	30	21	27	24	19	42	15	18	40	40

Note: Queue reported is the number of cars per lane.

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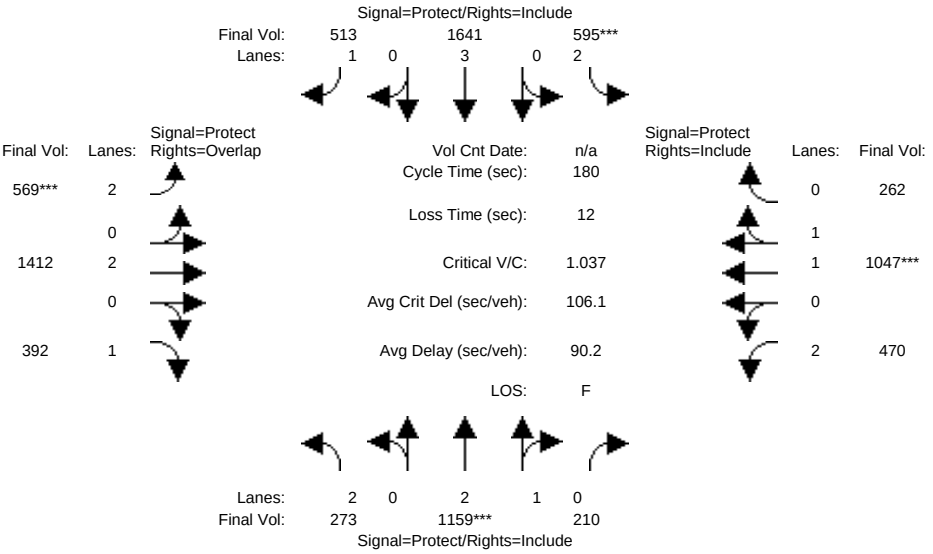
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	3	69	0	35	91	83	69	12	2	0	7	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.52	0.48	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3150	4740	859	3150	5700	1750	3150	3800	1750	3150	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.19	0.29	0.29	0.18	0.37	0.22	0.15	0.35	0.35
Crit Moves:		****			****			****			****	
Green Time:	17.2	42.4	42.4	32.8	58.1	58.1	31.4	66.2	83.4	26.6	61.4	61.4
Volume/Cap:	0.91	1.04	1.04	1.04	0.89	0.91	1.04	1.01	0.48	1.01	1.04	1.04
Delay/Veh:	110.3	104	103.7	121.1	64.0	77.1	122.7	83.6	33.9	121.1	94.7	94.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.3	104	103.7	121.1	64.0	77.1	122.7	83.6	33.9	121.1	94.7	94.7
LOS by Move:	F	F	F	F	E	E-	F	F	C-	F	F	F
HCM2kAvgQ:	12	32	32	23	29	30	22	43	15	19	43	43

Note: Queue reported is the number of cars per lane.

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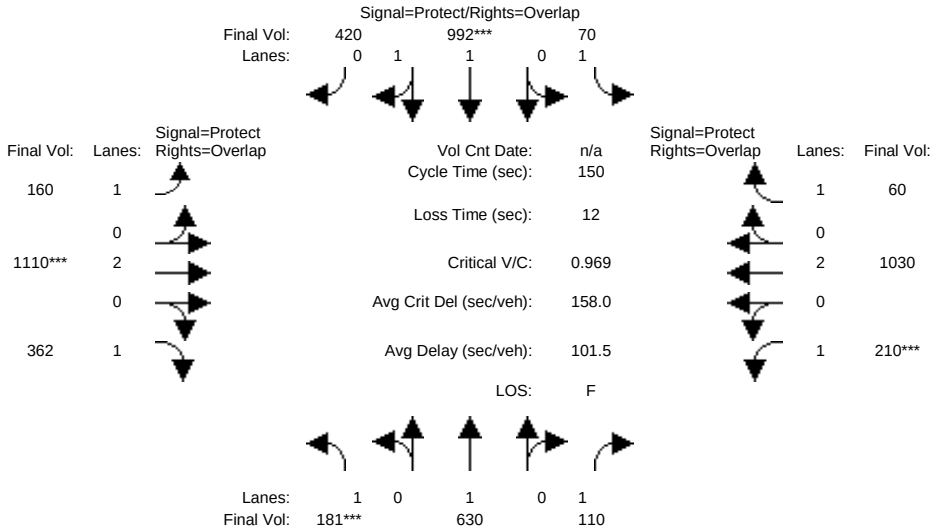
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	1	0	0	0	2	0	0	10	2	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	630	110	70	992	420	160	1110	362	210	1030	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	630	110	70	992	420	160	1110	362	210	1030	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	630	110	70	992	420	160	1110	362	210	1030	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2599	1100	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.06	0.04	0.38	0.38	0.09	0.29	0.21	0.12	0.27	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.67	0.99	0.14	0.43	1.41	0.97	0.74	0.79	0.39	0.93	0.72	0.07
Delay/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	88.2	25.0	71.3	247	64.1	87.7	66.2	40.3	116.4	62.4	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	10	37	3	3	59	34	9	27	16	13	24	3

Note: Queue reported is the number of cars per lane.

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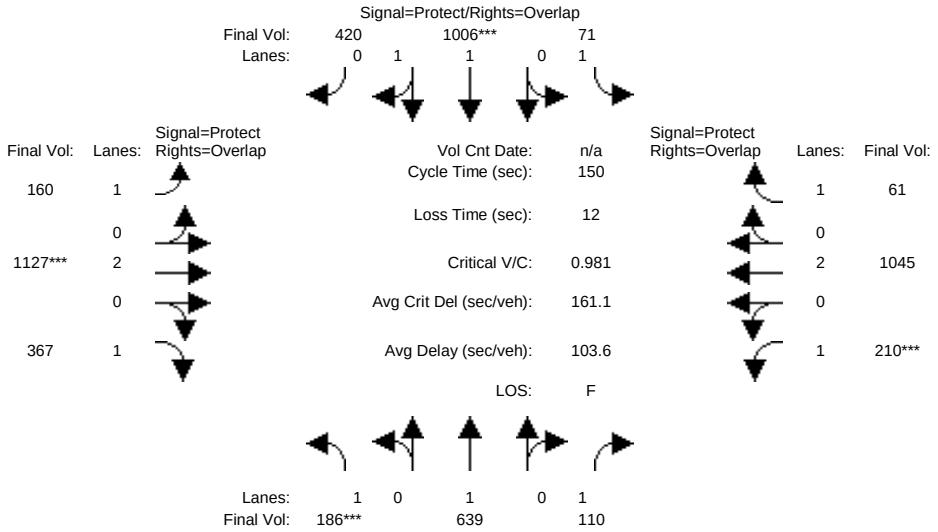
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #21: Middlefield Road / Oregon Expressway (SC CMP)



Street Name:	Middlefield Road						Oregon Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	25	54	54	15	44	44	20	60	60	21	61	61
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	630	110	70	990	420	160	1100	360	210	1020	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	630	110	70	990	420	160	1100	360	210	1020	60
Added Vol:	6	9	0	1	16	0	0	27	7	0	25	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	639	110	71	1006	420	160	1127	367	210	1045	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	639	110	71	1006	420	160	1127	367	210	1045	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	639	110	71	1006	420	160	1127	367	210	1045	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	639	110	71	1006	420	160	1127	367	210	1045	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	2609	1089	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.06	0.04	0.39	0.39	0.09	0.30	0.21	0.12	0.28	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.1	50.0	69.4	13.9	40.7	59.3	18.5	55.6	78.7	19.4	56.5	70.4
Volume/Cap:	0.69	1.01	0.14	0.44	1.42	0.98	0.74	0.80	0.40	0.93	0.73	0.07
Delay/Veh:	72.1	92.0	25.0	71.4	254	66.3	87.7	66.9	40.5	116.4	62.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	92.0	25.0	71.4	254	66.3	87.7	66.9	40.5	116.4	62.9	37.6
LOS by Move:	E	F	C	E	F	E	F	E	D	F	E	D+
HCM2kAvgQ:	10	38	3	3	60	34	9	27	17	13	25	3

Note: Queue reported is the number of cars per lane.

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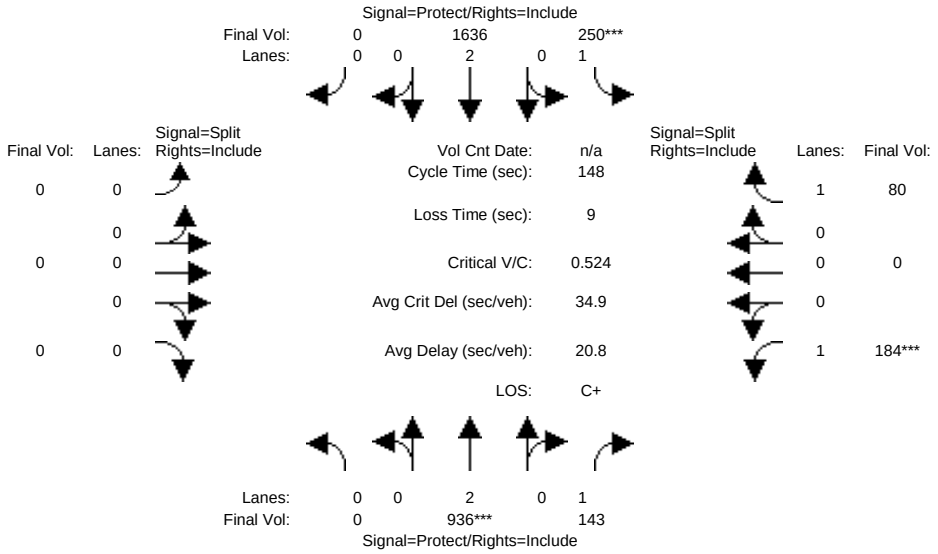
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	6	3	0	6	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	936	143	250	1636	0	0	0	0	184	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	143	250	1636	0	0	0	0	184	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	143	250	1636	0	0	0	0	184	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	936	143	250	1636	0	0	0	0	184	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.83	0.56	0.00	0.00	0.00	0.00	0.59	0.00	0.26
Delay/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	14.3	80.2	7.9	0.0	0.0	0.0	0.0	62.2	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	9	0	4

Note: Queue reported is the number of cars per lane.

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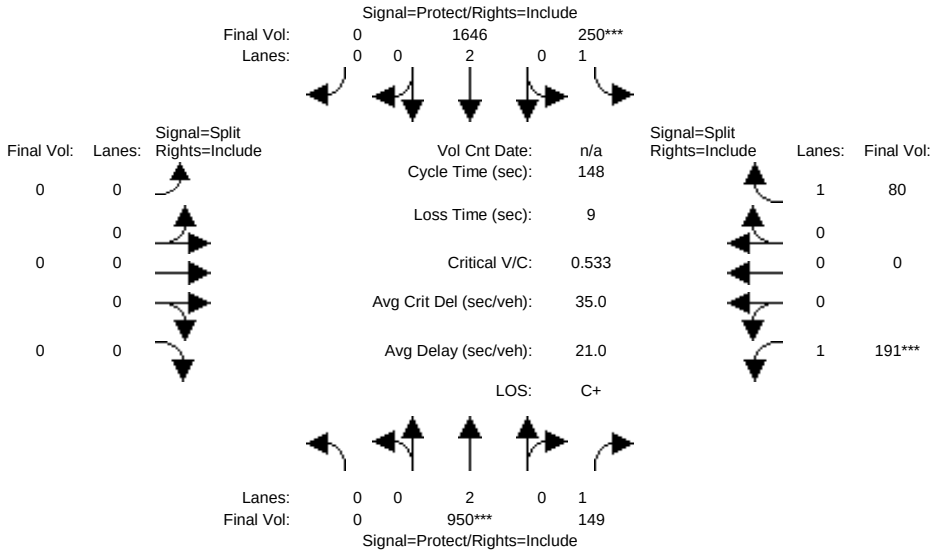
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #22: Oregon Expy / West Bayshore Rd (SCC)



Street Name:	Oregon Expy						West Bayshore Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	93	93	27	117	0	0	0	0	28	0	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	930	140	250	1630	0	0	0	0	180	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	930	140	250	1630	0	0	0	0	180	0	80
Added Vol:	0	20	9	0	16	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	950	149	250	1646	0	0	0	0	191	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	950	149	250	1646	0	0	0	0	191	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	950	149	250	1646	0	0	0	0	191	0	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	950	149	250	1646	0	0	0	0	191	0	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.09	0.14	0.43	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	87.7	87.7	25.5	113	0.0	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.00	0.42	0.14	0.83	0.57	0.00	0.00	0.00	0.00	0.61	0.00	0.26
Delay/Veh:	0.0	17.5	14.3	80.2	8.0	0.0	0.0	0.0	0.0	63.0	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	14.3	80.2	8.0	0.0	0.0	0.0	0.0	63.0	0.0	56.0
LOS by Move:	A	B	B	F	A	A	A	A	A	E	A	E+
HCM2kAvgQ:	0	11	3	15	16	0	0	0	0	10	0	4

Note: Queue reported is the number of cars per lane.

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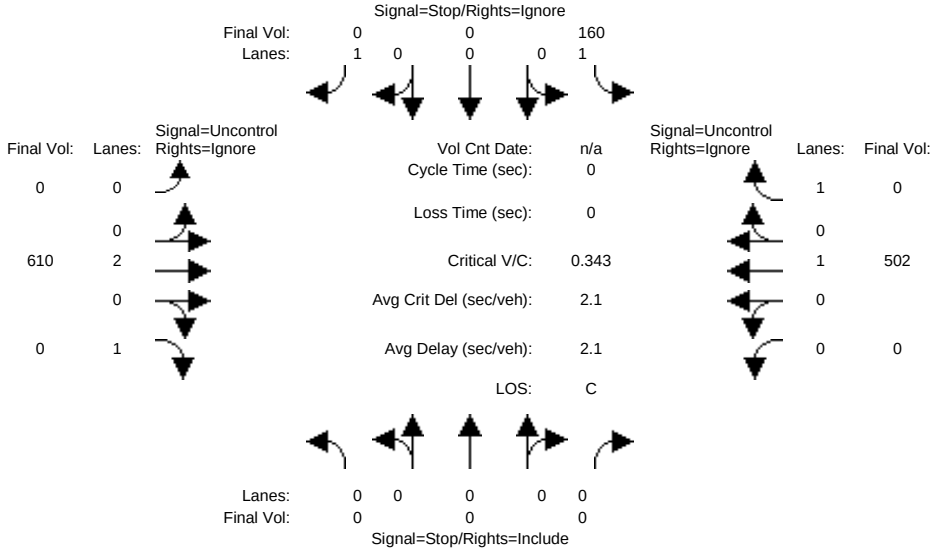
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	610	210	0	502	591
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	610	0	0	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	610	0	0	502	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	807	xxxx	502	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	354	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	321	331	xxxxx	466	331	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.34	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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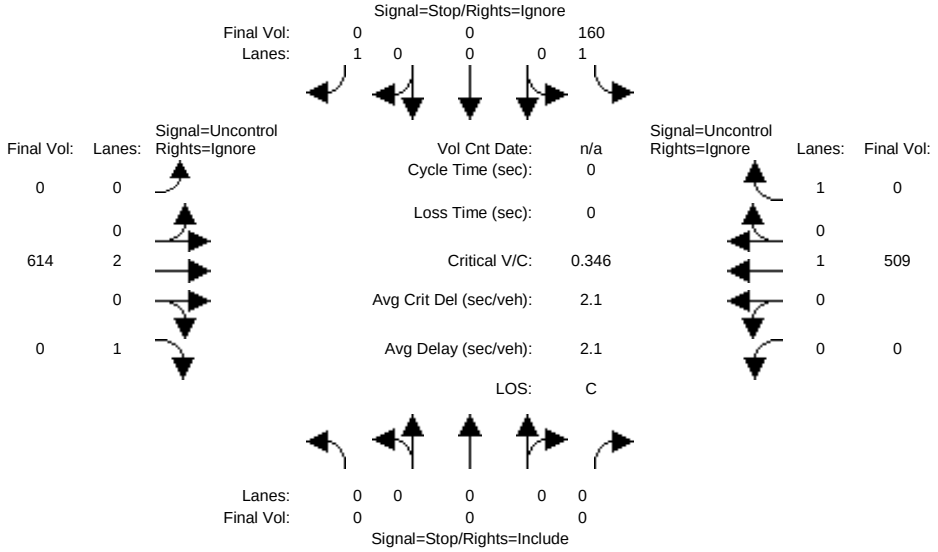
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project PM

Intersection #23: I-280 SB Ramps / Alpine Road (SMC)



Street Name:	I-280 SB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	160	0	320	0	610	210	0	500	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	320	0	610	210	0	500	580
Added Vol:	0	0	0	0	0	0	0	4	0	0	9	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	320	0	614	210	0	509	620
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	160	0	0	0	614	0	0	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	160	0	0	0	614	0	0	509	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	816	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	349	xxxx	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	349	xxxx	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	318	328	xxxxx	462	328	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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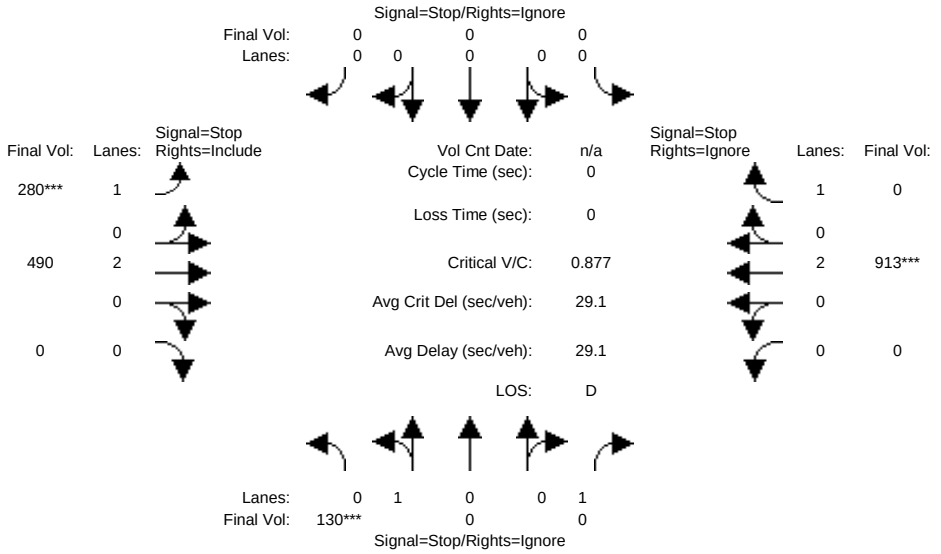
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	9	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	269	0	0	0	280	490	0	0	913	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	490	0	0	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	490	0	0	913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	490	0	0	913	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	410	0	471	0	0	0	467	995	0	0	1041	564
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.49	xxxx	xxxx	0.88	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	0.0	0.0	0.0	0.0	0.0	20.7	16.3	0.0	0.0	40.5	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.8			xxxxxx			17.9			40.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.8			xxxxxx			17.9			40.5		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.3	0.9	0.0	0.0	4.5	0.0

Note: Queue reported is the number of cars per lane.

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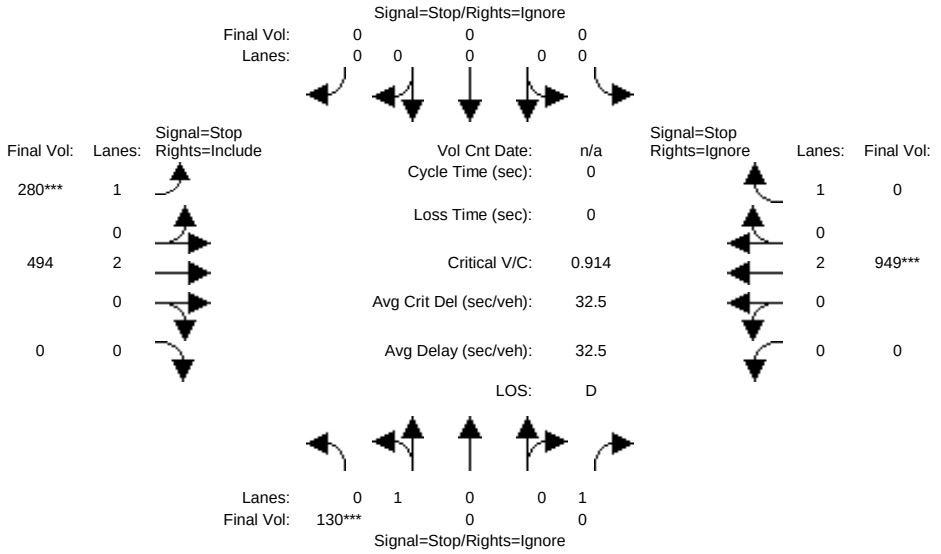
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Project PM

Intersection #24: I-280 NB Ramps / Alpine Road (SMC)



Street Name:	I-280 NB Ramps						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	0	260	0	0	0	280	490	0	0	900	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	260	0	0	0	280	490	0	0	900	430
Added Vol:	0	0	31	0	0	0	0	4	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	291	0	0	0	280	494	0	0	949	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	0	0	0	0	280	494	0	0	949	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	280	494	0	0	949	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	130	0	0	0	0	0	280	494	0	0	949	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	409	0	471	0	0	0	464	986	0	0	1038	563
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.00	xxxx	xxxx	xxxx	0.60	0.50	xxxx	xxxx	0.91	0.00
Crit Moves:	****						****				****	
Delay/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	21.1	16.6	0.0	0.0	46.5	0.0
LOS by Move:	B	*	*	*	*	*	C	C	*	*	E	*
ApproachDel:	14.9			xxxxxx			18.2			46.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	14.9			xxxxxx			18.2			46.5		
LOS by Appr:	B			*			C			E		
AllWayAvgQ:	0.4	0.4	0.0	0.0	0.0	0.0	1.4	0.9	0.0	0.0	5.3	0.0

Note: Queue reported is the number of cars per lane.

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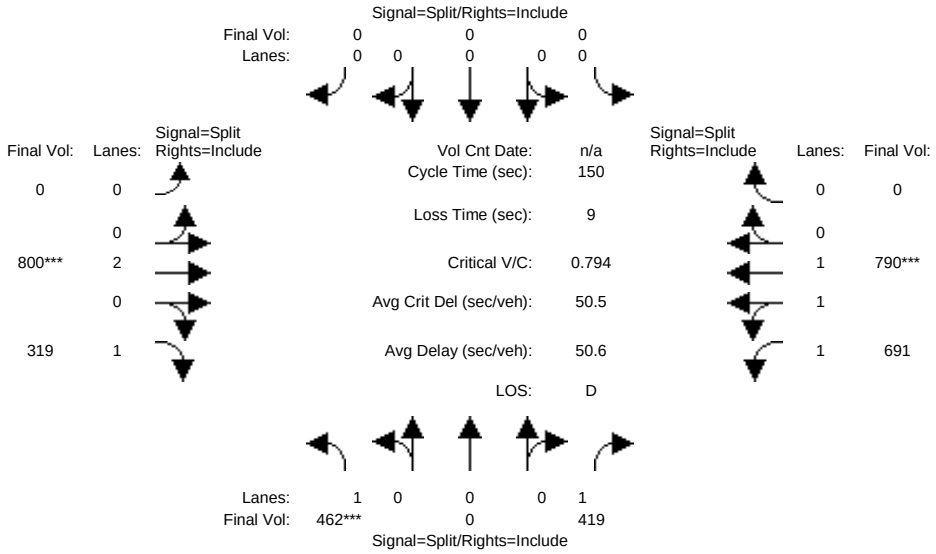
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	12	0	19	0	0	0	0	0	9	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	0	419	0	0	0	0	800	319	691	790	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	0	419	0	0	0	0	800	319	691	790	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	0	419	0	0	0	0	800	319	691	790	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	462	0	419	0	0	0	0	800	319	691	790	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.44	1.56	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2541	2905	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.24	0.00	0.00	0.00	0.00	0.21	0.18	0.27	0.27	0.00
Crit Moves:	****							****			****	
Green Time:	49.9	0.0	49.9	0.0	0.0	0.0	0.0	39.8	39.8	51.4	51.4	0.0
Volume/Cap:	0.79	0.00	0.72	0.00	0.00	0.00	0.00	0.79	0.69	0.79	0.79	0.00
Delay/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	48.3	0.0	0.0	0.0	0.0	55.7	53.8	47.0	47.0	0.0
LOS by Move:	D-	A	D	A	A	A	A	E+	D-	D	D	A
HCM2kAvgQ:	21	0	18	0	0	0	0	19	15	21	21	0

Note: Queue reported is the number of cars per lane.

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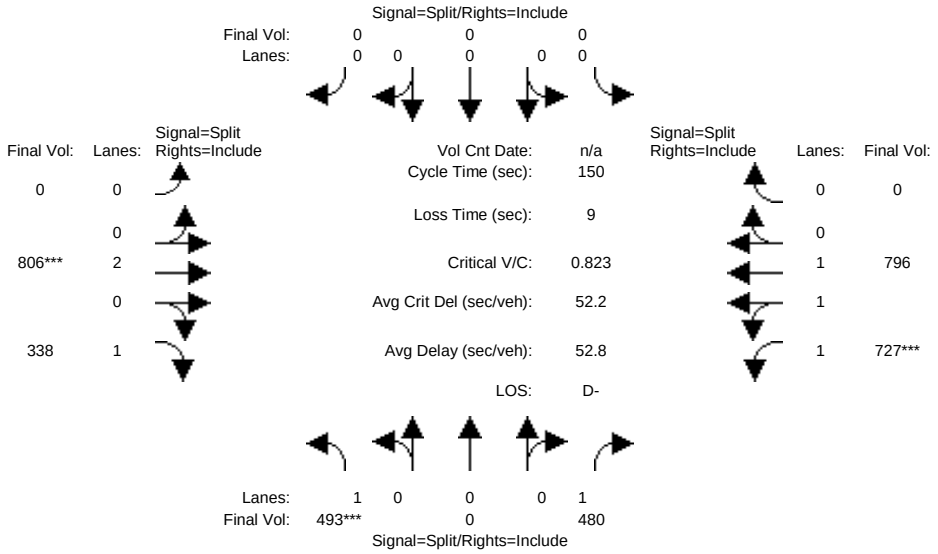
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #25: Junipero Serra / Alpine Road (MP)



Street Name:	Junipero Serra						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	0	400	0	0	0	0	800	310	680	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	0	400	0	0	0	0	800	310	680	790	0
Added Vol:	43	0	80	0	0	0	0	6	28	47	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	493	0	480	0	0	0	0	806	338	727	796	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	0	480	0	0	0	0	806	338	727	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	0	480	0	0	0	0	806	338	727	796	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	493	0	480	0	0	0	0	806	338	727	796	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.47	1.53	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2600	2846	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.27	0.00	0.00	0.00	0.00	0.21	0.19	0.28	0.28	0.00
Crit Moves:	****							****		****		
Green Time:	51.4	0.0	51.4	0.0	0.0	0.0	0.0	38.7	38.7	51.0	51.0	0.0
Volume/Cap:	0.82	0.00	0.80	0.00	0.00	0.00	0.00	0.82	0.75	0.82	0.82	0.00
Delay/Veh:	54.1	0.0	52.3	0.0	0.0	0.0	0.0	58.1	58.1	48.5	48.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	0.0	52.3	0.0	0.0	0.0	0.0	58.1	58.1	48.5	48.5	0.0
LOS by Move:	D-	A	D-	A	A	A	A	E+	E+	D	D	A
HCM2kAvgQ:	22	0	21	0	0	0	0	19	17	22	22	0

Note: Queue reported is the number of cars per lane.

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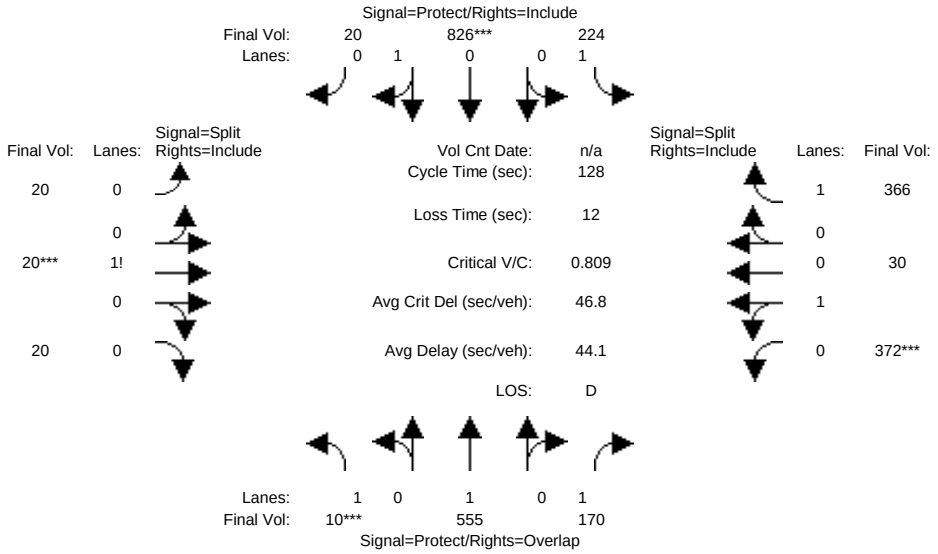
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	5	0	14	6	0	0	0	0	2	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	555	170	224	826	20	20	20	20	372	30	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	555	170	224	826	20	20	20	20	372	30	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	555	170	224	826	20	20	20	20	372	30	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	555	170	224	826	20	20	20	20	372	30	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1757	43	583	583	583	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.10	0.13	0.47	0.47	0.03	0.03	0.03	0.22	0.22	0.21
Crit Moves:	****				****			****			****	
Green Time:	8.0	52.7	84.9	23.1	67.8	67.8	8.0	8.0	8.0	32.2	32.2	32.2
Volume/Cap:	0.09	0.71	0.15	0.71	0.89	0.89	0.55	0.55	0.55	0.89	0.89	0.83
Delay/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	34.3	8.1	56.6	36.9	36.9	64.0	64.0	64.0	64.9	64.9	57.9
LOS by Move:	E+	C-	A	E+	D+	D+	E	E	E	E	E	E+
HCM2kAvgQ:	0	18	3	9	33	33	3	3	3	19	19	17

Note: Queue reported is the number of cars per lane.

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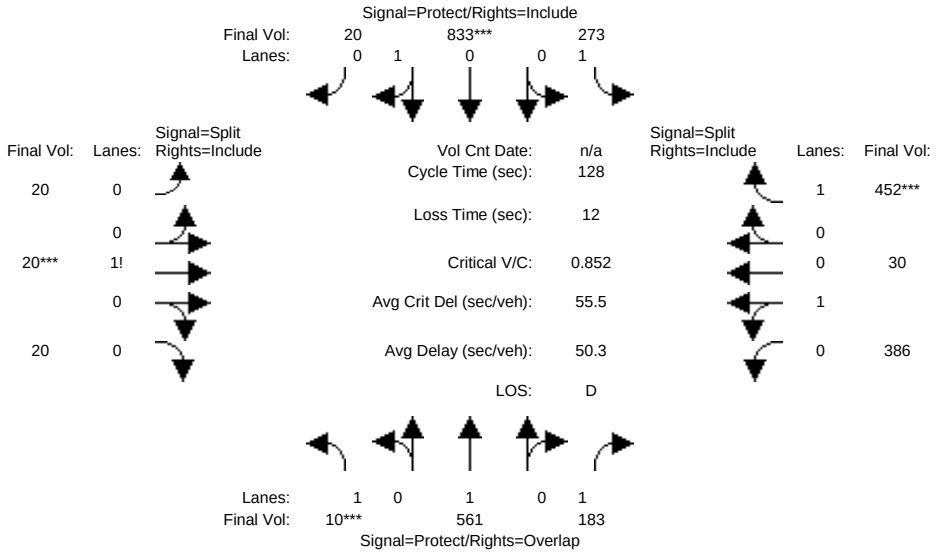
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #26: Junipero Serra / W Campus Dr (N) (SCC)



Street Name:	Junipero Serra						W Campus Dr (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	550	170	210	820	20	20	20	20	370	30	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	550	170	210	820	20	20	20	20	370	30	340
Added Vol:	0	11	13	63	13	0	0	0	0	16	0	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	561	183	273	833	20	20	20	20	386	30	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	561	183	273	833	20	20	20	20	386	30	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	561	183	273	833	20	20	20	20	386	30	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	561	183	273	833	20	20	20	20	386	30	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.34	0.33	0.33	0.93	0.07	1.00
Final Sat.:	1750	1900	1750	1750	1758	42	583	583	583	1670	130	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.10	0.16	0.47	0.47	0.03	0.03	0.03	0.23	0.23	0.26
Crit Moves:	****				****			****				****
Green Time:	8.0	47.6	82.9	25.1	64.7	64.7	8.0	8.0	8.0	35.3	35.3	35.3
Volume/Cap:	0.09	0.79	0.16	0.79	0.94	0.94	0.55	0.55	0.55	0.84	0.84	0.94
Delay/Veh:	56.9	42.0	9.0	61.0	46.4	46.4	64.0	64.0	64.0	55.7	55.7	71.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	42.0	9.0	61.0	46.4	46.4	64.0	64.0	64.0	55.7	55.7	71.3
LOS by Move:	E+	D	A	E	D	D	E	E	E	E+	E+	E
HCM2kAvgQ:	0	20	3	12	37	37	3	3	3	19	19	23

Note: Queue reported is the number of cars per lane.

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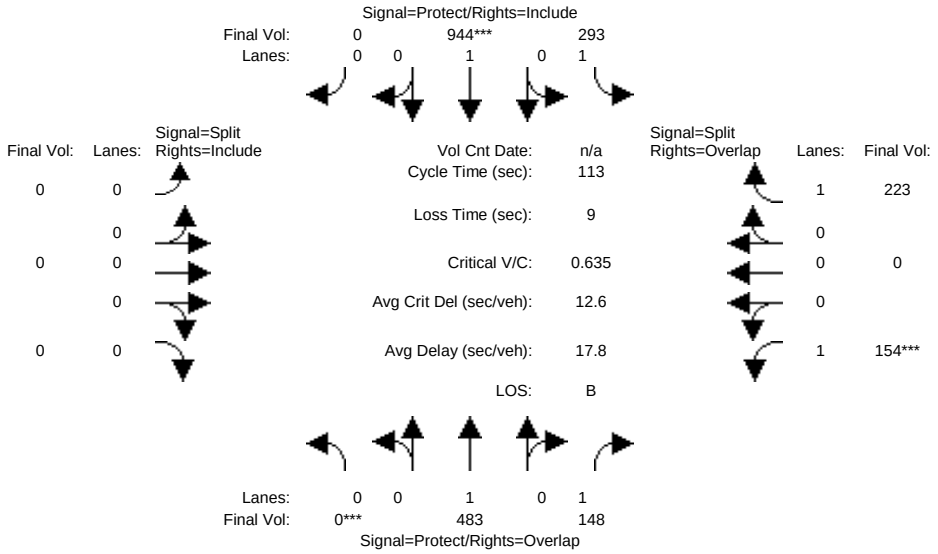
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	3	8	3	4	0	0	0	0	14	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	148	293	944	0	0	0	0	154	0	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	483	148	293	944	0	0	0	0	154	0	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	483	148	293	944	0	0	0	0	154	0	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	483	148	293	944	0	0	0	0	154	0	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.08	0.17	0.50	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	53.3	68.9	35.1	88.4	0.0	0.0	0.0	0.0	15.6	0.0	50.7
Volume/Cap:	0.00	0.54	0.14	0.54	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.28
Delay/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	9.5	33.4	6.3	0.0	0.0	0.0	0.0	51.5	0.0	19.9
LOS by Move:	A	C+	A	C-	A	A	A	A	A	D-	A	B-
HCM2kAvgQ:	0	11	2	8	13	0	0	0	0	7	0	5

Note: Queue reported is the number of cars per lane.

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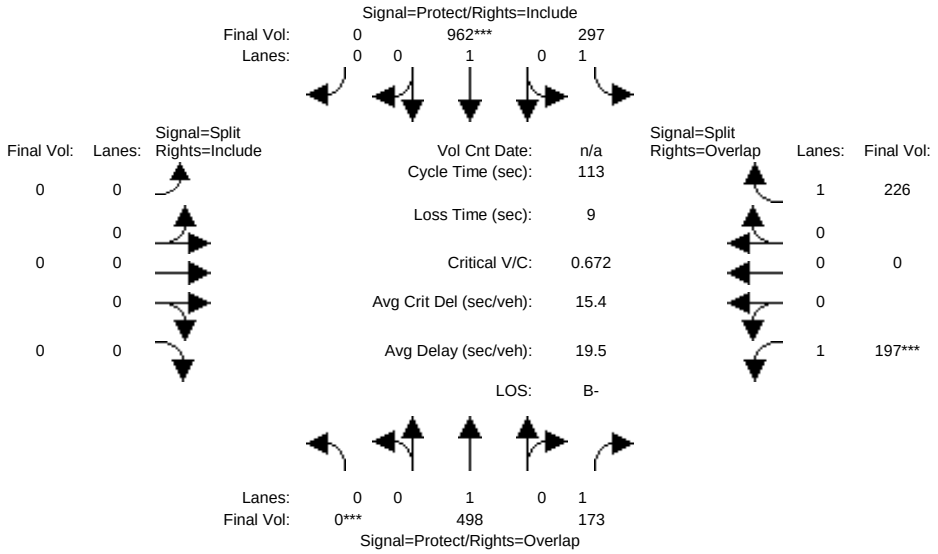
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #27: Junipero Serra / E Campus Dr (S) (SCC)



Street Name:	Junipero Serra						E Campus Dr (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	480	140	290	940	0	0	0	0	140	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	140	290	940	0	0	0	0	140	0	220
Added Vol:	0	18	33	7	22	0	0	0	0	57	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	498	173	297	962	0	0	0	0	197	0	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	498	173	297	962	0	0	0	0	197	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	498	173	297	962	0	0	0	0	197	0	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	498	173	297	962	0	0	0	0	197	0	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.10	0.17	0.51	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Moves:	****				****					****		
Green Time:	0.0	51.6	70.6	33.4	85.1	0.0	0.0	0.0	0.0	18.9	0.0	52.4
Volume/Cap:	0.00	0.57	0.16	0.57	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.28
Delay/Veh:	0.0	23.5	8.9	35.3	8.3	0.0	0.0	0.0	0.0	50.1	0.0	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.5	8.9	35.3	8.3	0.0	0.0	0.0	0.0	50.1	0.0	18.9
LOS by Move:	A	C	A	D+	A	A	A	A	A	D	A	B-
HCM2kAvgQ:	0	12	3	9	16	0	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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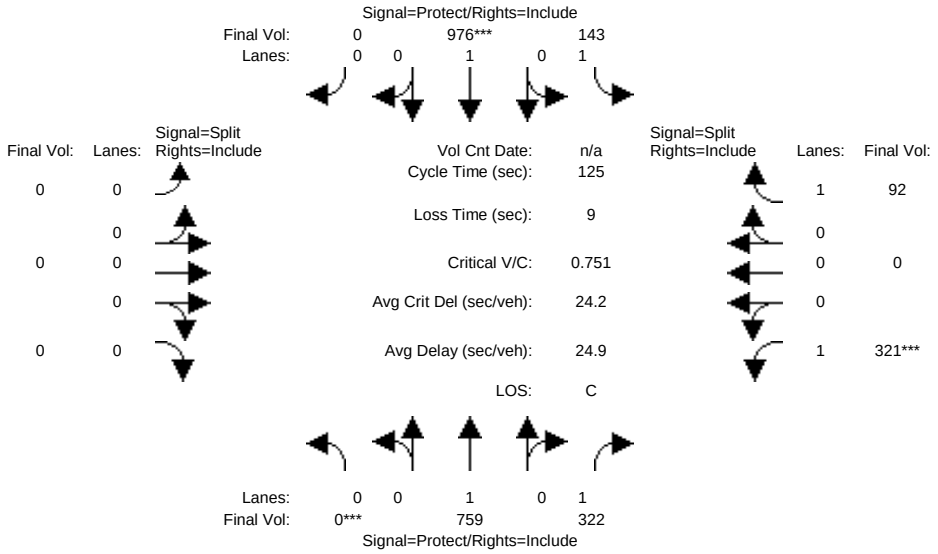
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	9	52	3	16	0	0	0	0	51	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	759	322	143	976	0	0	0	0	321	0	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	759	322	143	976	0	0	0	0	321	0	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	759	322	143	976	0	0	0	0	321	0	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	759	322	143	976	0	0	0	0	321	0	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.18	0.08	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	71.0	71.0	14.5	85.5	0.0	0.0	0.0	0.0	30.5	0.0	30.5
Volume/Cap:	0.00	0.70	0.32	0.70	0.75	0.00	0.00	0.00	0.00	0.75	0.00	0.22
Delay/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	14.5	63.8	15.4	0.0	0.0	0.0	0.0	51.0	0.0	37.9
LOS by Move:	A	C+	B	E	B	A	A	A	A	D-	A	D+
HCM2kAvgQ:	0	20	7	6	24	0	0	0	0	14	0	3

Note: Queue reported is the number of cars per lane.

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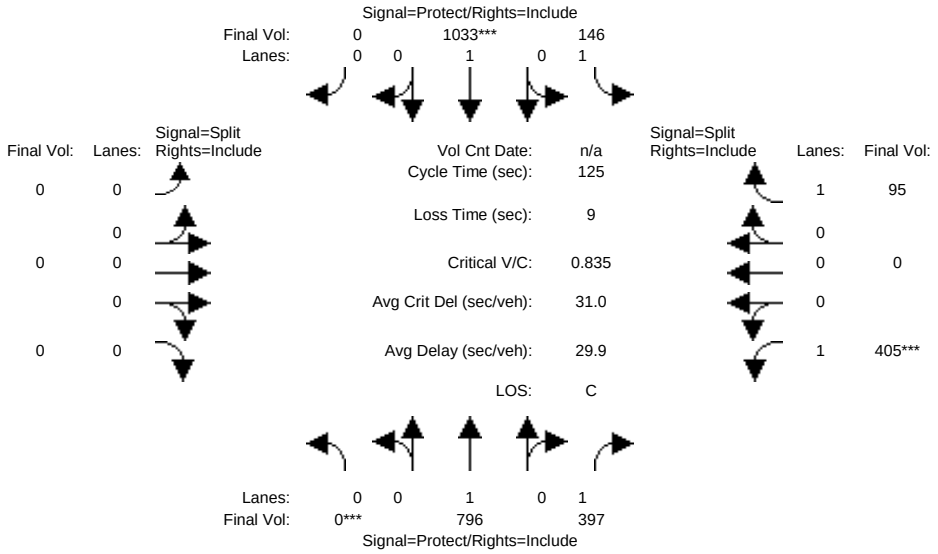
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #28: Stanford Ave / Junipero Serra Blvd (SCC)



Street Name:	Junipero Serra Blvd						Stanford Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	12	12	12	8	12	12	0	0	0	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	750	270	140	960	0	0	0	0	270	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	270	140	960	0	0	0	0	270	0	90
Added Vol:	0	46	127	6	73	0	0	0	0	135	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	796	397	146	1033	0	0	0	0	405	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	397	146	1033	0	0	0	0	405	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	397	146	1033	0	0	0	0	405	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	796	397	146	1033	0	0	0	0	405	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.23	0.08	0.54	0.00	0.00	0.00	0.00	0.23	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	67.9	67.9	13.5	81.4	0.0	0.0	0.0	0.0	34.6	0.0	34.6
Volume/Cap:	0.00	0.77	0.42	0.77	0.84	0.00	0.00	0.00	0.00	0.84	0.00	0.20
Delay/Veh:	0.0	26.1	17.2	71.8	21.8	0.0	0.0	0.0	0.0	54.4	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.1	17.2	71.8	21.8	0.0	0.0	0.0	0.0	54.4	0.0	34.7
LOS by Move:	A	C	B	E	C+	A	A	A	A	D-	A	C-
HCM2kAvgQ:	0	24	9	6	30	0	0	0	0	18	0	3

Note: Queue reported is the number of cars per lane.

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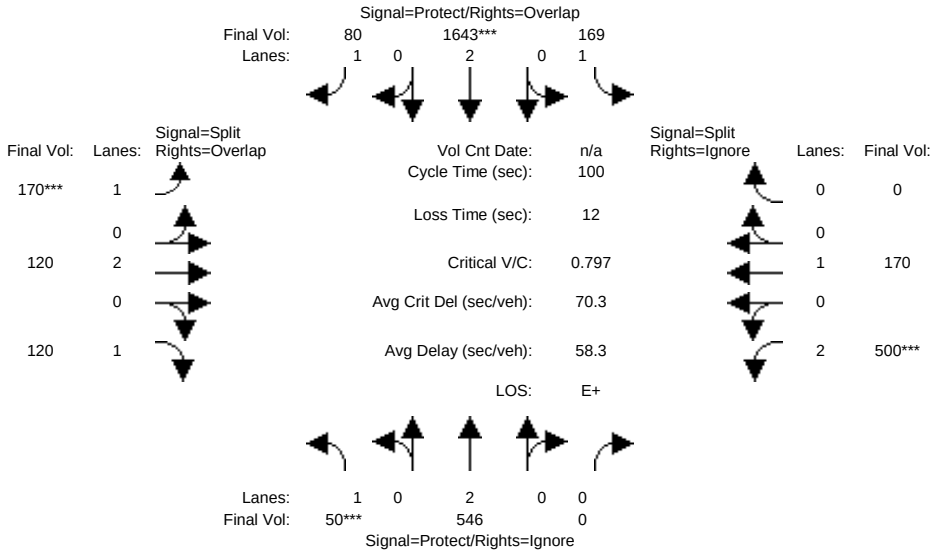
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	6	0	9	13	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	546	0	169	1643	80	170	120	120	500	170	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	546	0	169	1643	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	546	0	169	1643	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	546	0	169	1643	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.10	0.43	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.44	0.00	0.50	1.07	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	31.6	0.0	44.1	80.5	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	7	0	5	35	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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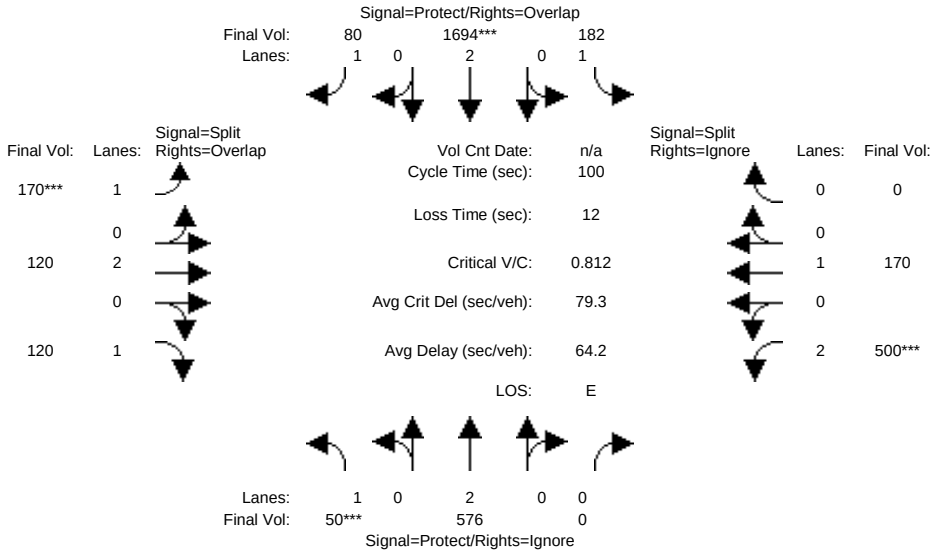
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #29: Foothill Expressway / Hillview Avenue (SCC)



Street Name:	Foothill Expressway						Hillview Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	34	34	20	48	48	17	17	17	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	540	0	160	1630	80	170	120	120	500	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	540	0	160	1630	80	170	120	120	500	170	0
Added Vol:	0	36	0	22	64	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	576	0	182	1694	80	170	120	120	500	170	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	576	0	182	1694	80	170	120	120	500	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	576	0	182	1694	80	170	120	120	500	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	576	0	182	1694	80	170	120	120	500	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	0.00
Final Sat.:	1750	3800	0	1750	3800	1750	1750	3800	1750	3150	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.00	0.10	0.45	0.05	0.10	0.03	0.07	0.16	0.09	0.00
Crit Moves:	****				****		****			****		
Green Time:	11.8	32.8	0.0	19.3	40.3	54.6	14.3	14.3	26.1	23.5	23.5	0.0
Volume/Cap:	0.24	0.46	0.00	0.54	1.11	0.08	0.68	0.22	0.26	0.67	0.40	0.00
Delay/Veh:	48.3	31.9	0.0	45.0	93.0	12.9	55.8	45.3	35.2	43.8	39.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	31.9	0.0	45.0	93.0	12.9	55.8	45.3	35.2	43.8	39.0	0.0
LOS by Move:	D	C	A	D	F	B	E+	D	D+	D	D	A
HCM2kAvgQ:	2	8	0	6	39	1	8	2	4	11	6	0

Note: Queue reported is the number of cars per lane.

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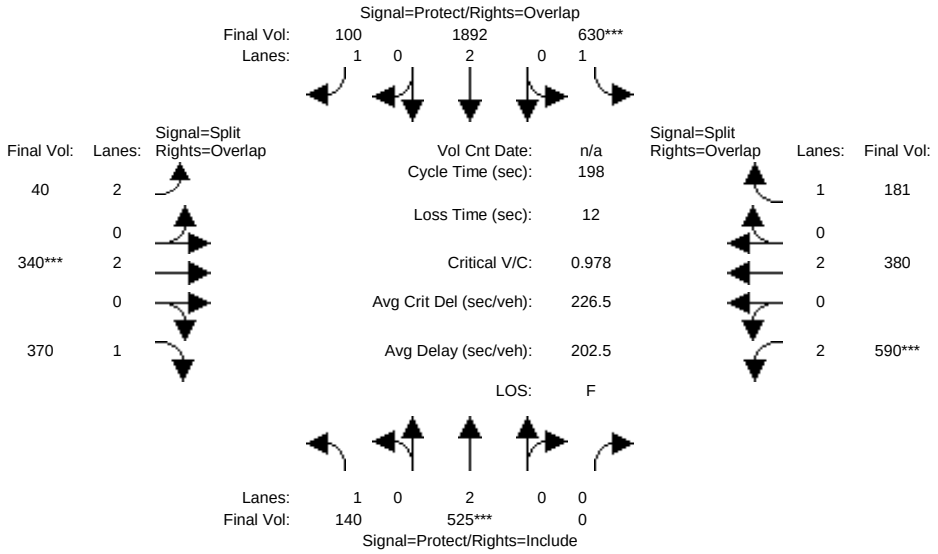
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	525	10	630	1892	100	40	340	370	590	380	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	525	0	630	1892	100	40	340	370	590	380	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	525	0	630	1892	100	40	340	370	590	380	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	525	0	630	1892	100	40	340	370	590	380	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.36	0.50	0.06	0.02	0.15	0.21	0.27	0.17	0.10
Crit Moves:		****		****				****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.59	0.00	1.69	1.42	0.09	0.06	0.52	0.53	1.38	0.88	0.25
Delay/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	71.7	0.0	404.0	262	14.2	53.6	62.9	49.3	268.8	101	41.5
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	15	0	75	91	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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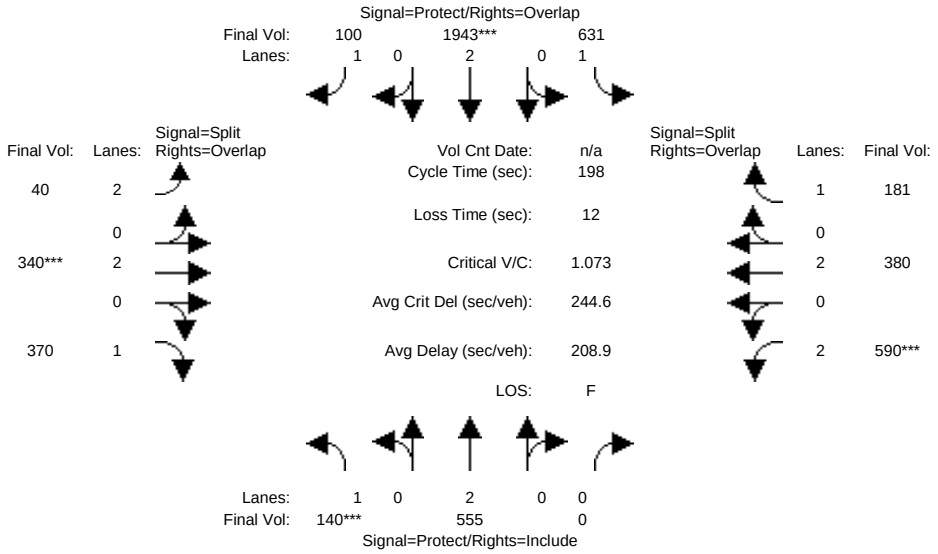
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	51	51	45	74	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	35	0	1	63	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	10	631	1943	100	40	340	370	590	380	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	555	0	631	1943	100	40	340	370	590	380	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	555	0	631	1943	100	40	340	370	590	380	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	555	0	631	1943	100	40	340	370	590	380	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3700	0	1750	3800	1750	2205	2218	1750	2205	2218	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.36	0.51	0.06	0.02	0.15	0.21	0.27	0.17	0.10
Crit Moves:	****				****			****		****		
Green Time:	20.6	47.9	0.0	42.2	69.4	127.6	58.2	58.2	78.8	38.5	38.5	80.7
Volume/Cap:	0.77	0.62	0.00	1.69	1.46	0.09	0.06	0.52	0.53	1.38	0.88	0.25
Delay/Veh:	109.7	72.7	0.0	405.2	279	14.2	53.6	62.9	49.3	268.8	101	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	72.7	0.0	405.2	279	14.2	53.6	62.9	49.3	268.8	101	41.5
LOS by Move:	F	E	A	F	F	B	D-	E	D	F	F	D
HCM2kAvgQ:	10	16	0	75	95	2	1	9	19	34	12	8

Note: Queue reported is the number of cars per lane.

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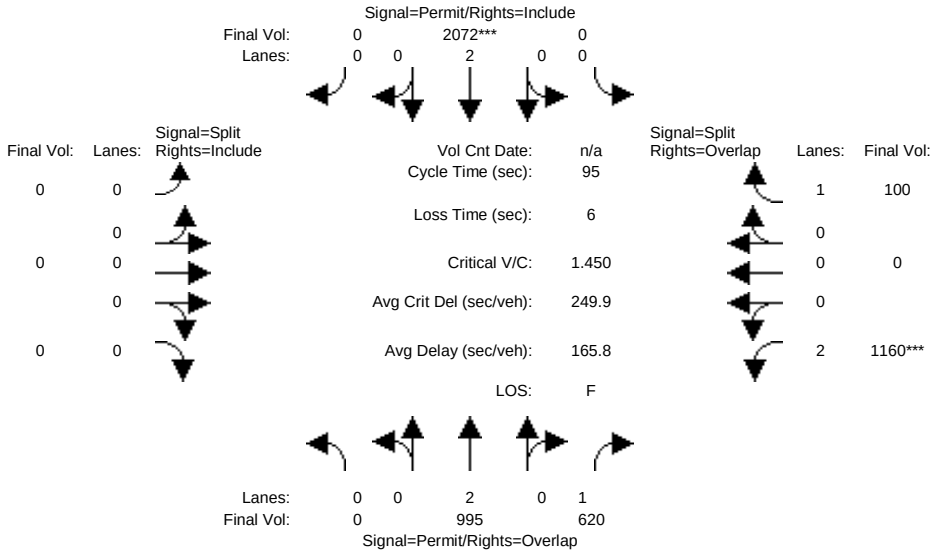
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	995	620	0	2072	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	620	0	2072	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	620	0	2072	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.35	0.00	0.81	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.42	0.38	0.00	1.30	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.4	0.0	182	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	7	2	0	60	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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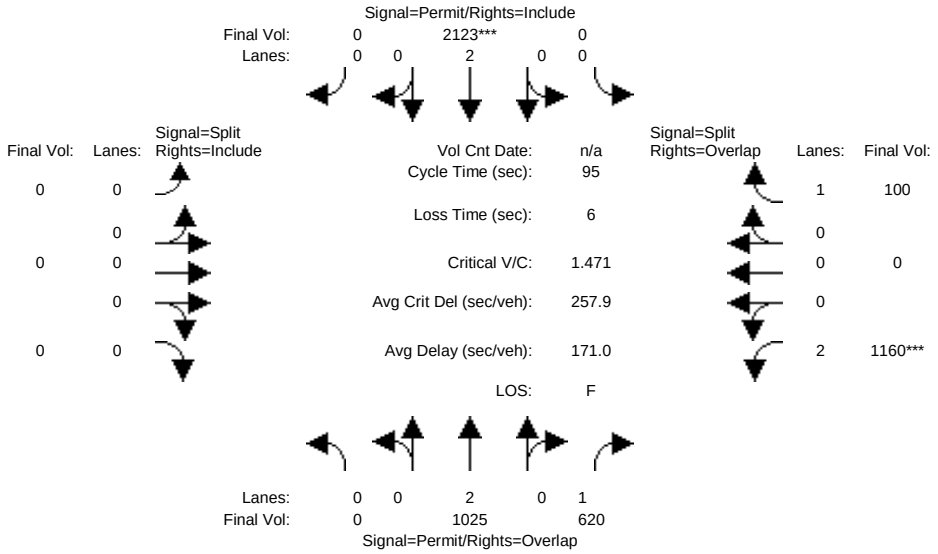
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	620	0	2123	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	620	0	2123	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	620	0	2123	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	620	0	2123	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.67	0.92	0.92	1.00	0.92	0.56	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	2546	0	0	0	0	2110	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.83	0.00	0.00	0.00	0.00	0.55	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	1.34	0.00	0.00	0.00	0.00	1.73	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	196	0.0	0.0	0.0	0.0	371.4	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	196	0.0	0.0	0.0	0.0	371.4	0.0	25.2
LOS by Move:	A	A	A	A	F	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	64	0	0	0	0	57	0	2

Note: Queue reported is the number of cars per lane.

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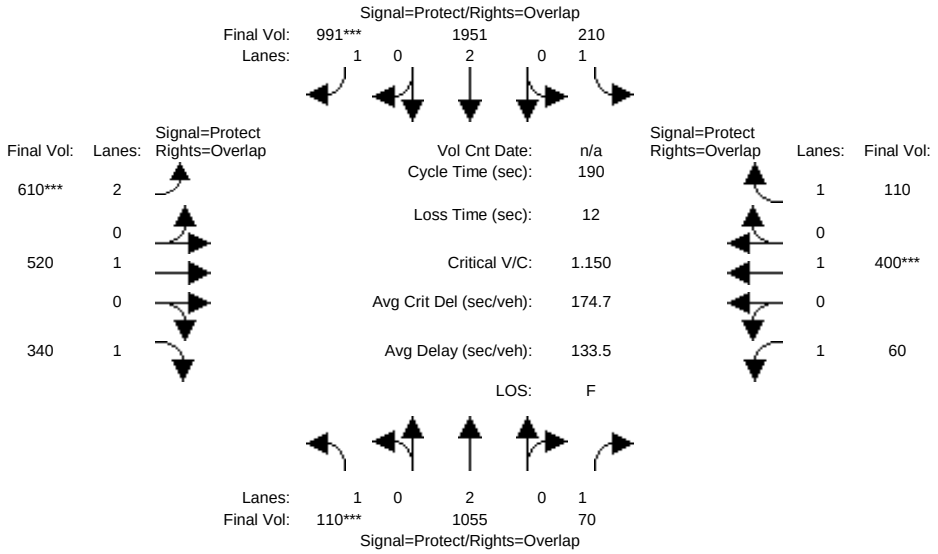
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	5	0	0	11	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1055	70	210	1951	991	610	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1055	70	210	1951	991	610	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1055	70	210	1951	991	610	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.51	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.2	83.0	30.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	74.1
Volume/Cap:	0.64	0.75	0.09	0.75	1.19	1.32	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.2	28.8	103.0	179	234.6	140.5	66.9	39.7	95.7	99.9	40.6
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	26	2	13	75	94	29	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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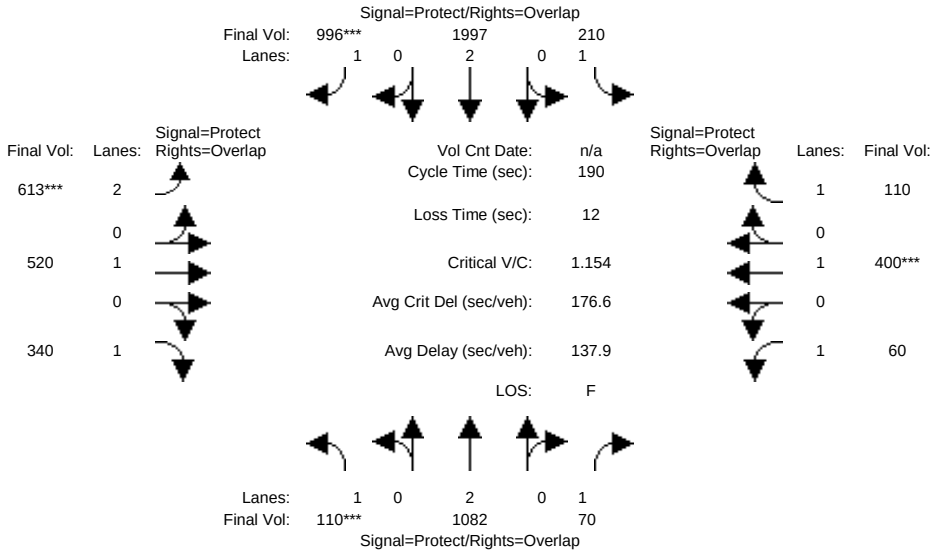
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	32	0	0	57	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1082	70	210	1997	996	613	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1082	70	210	1997	996	613	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1082	70	210	1997	996	613	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1082	70	210	1997	996	613	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.64	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1225	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.12	0.53	0.81	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****					****	****				****	
Green Time:	18.6	70.8	83.5	29.8	82.0	116.4	34.5	65.5	84.1	12.7	43.8	73.6
Volume/Cap:	0.64	0.76	0.09	0.76	1.22	1.33	1.07	0.79	0.44	0.51	0.91	0.16
Delay/Veh:	96.5	54.3	28.4	104.6	191	237.4	142.2	66.9	39.7	95.7	99.9	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	54.3	28.4	104.6	191	237.4	142.2	66.9	39.7	95.7	99.9	41.0
LOS by Move:	F	D-	C	F	F	F	F	E	D	F	F	D
HCM2kAvgQ:	7	27	2	13	79	95	30	30	15	5	27	5

Note: Queue reported is the number of cars per lane.

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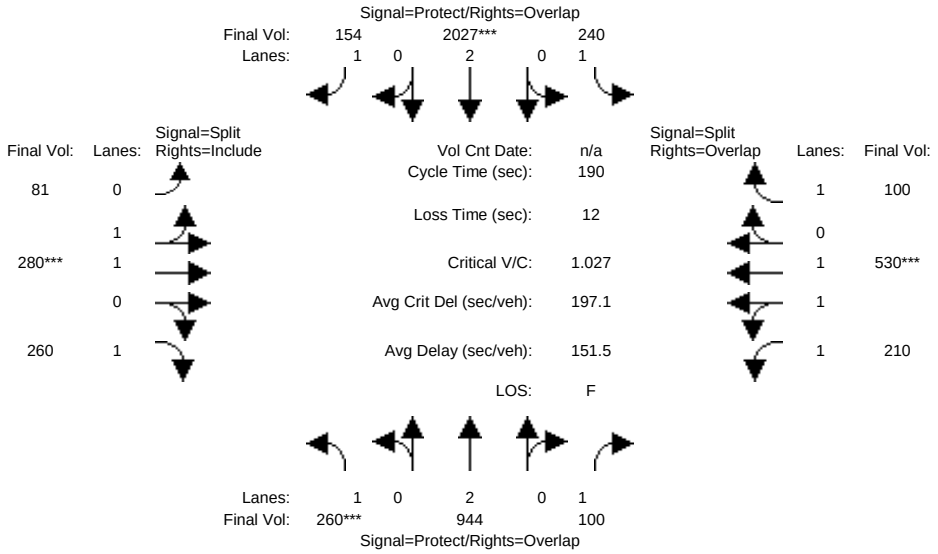
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	4	0	0	7	4	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	944	100	240	2027	154	81	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	944	100	240	2027	154	81	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	944	100	240	2027	154	81	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	944	100	240	2027	154	81	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.46	1.54	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	830	2869	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.06	0.14	0.53	0.09	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.68	0.09	1.02	1.44	0.15	0.49	0.49	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	55.6	16.5	150.4	264	20.6	72.5	72.5	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	24	3	16	96	4	10	10	17	12	16	4

Note: Queue reported is the number of cars per lane.

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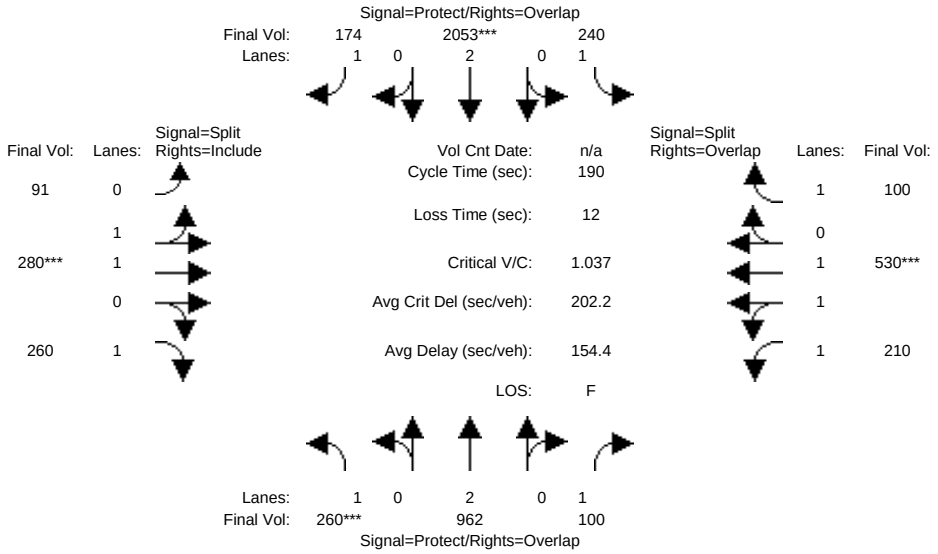
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	26	75	75	26	74	74	40	40	40	49	49	49
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	22	0	0	33	24	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	962	100	240	2053	174	91	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	962	100	240	2053	174	91	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	962	100	240	2053	174	91	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	962	100	240	2053	174	91	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.75	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	1.50	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	907	2792	1750	1750	2850	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.06	0.14	0.54	0.10	0.10	0.10	0.15	0.12	0.19	0.06
Crit Moves:	****				****			****			****	
Green Time:	24.5	69.4	115.5	25.6	70.5	108.2	37.6	37.6	37.6	46.1	46.1	71.7
Volume/Cap:	1.15	0.69	0.09	1.02	1.46	0.17	0.51	0.51	0.75	0.49	0.77	0.15
Delay/Veh:	195.9	56.0	16.5	150.4	272	20.9	72.8	72.8	85.1	66.1	74.9	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	195.9	56.0	16.5	150.4	272	20.9	72.8	72.8	85.1	66.1	74.9	41.6
LOS by Move:	F	E+	B	F	F	C+	E	E	F	E	E	D
HCM2kAvgQ:	25	25	3	16	98	5	11	11	17	12	16	4

Note: Queue reported is the number of cars per lane.

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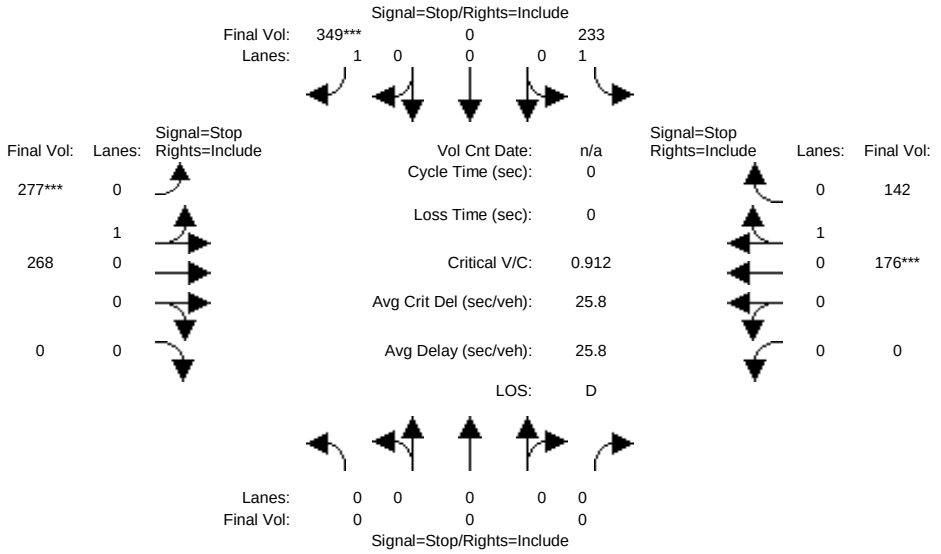
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	3	0	29	27	18	0	0	16	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	349	277	268	0	0	176	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	233	0	349	277	268	0	0	176	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	233	0	349	277	268	0	0	176	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	233	0	349	277	268	0	0	176	142
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.51	0.49	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	489	0	582	304	294	0	0	321	259
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.48	xxxx	0.60	0.91	0.91	xxxx	xxxx	0.55	0.55
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	16.9	41.7	41.7	0.0	0.0	15.6	15.6
LOS by Move:	*	*	*	C	*	C	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.5			41.7			15.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			41.7			15.6		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	1.3	5.4	5.4	5.4	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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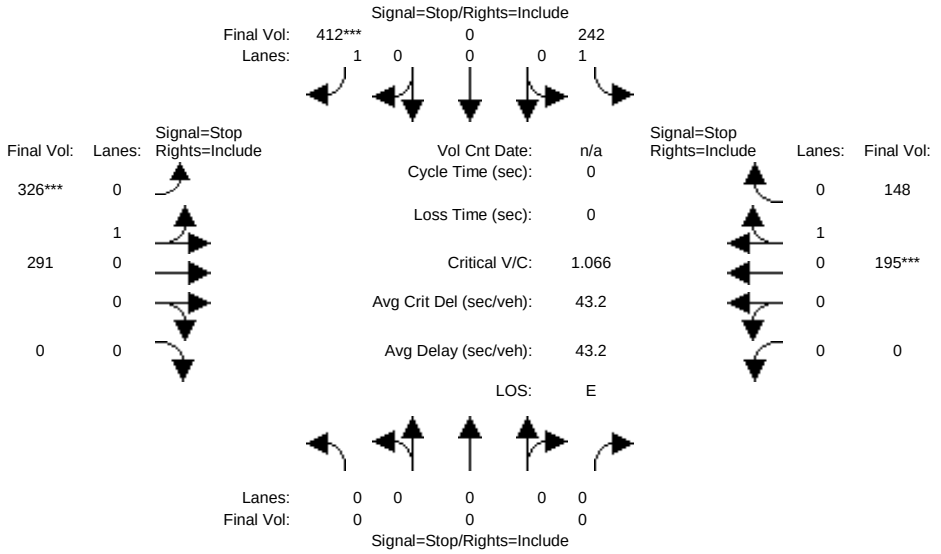
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 with Project PM

Intersection #34: Bowdoin Street / Stanford Avenue



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	230	0	320	250	250	0	0	160	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	320	250	250	0	0	160	140
Added Vol:	0	0	0	12	0	92	76	41	0	0	35	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	412	326	291	0	0	195	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	242	0	412	326	291	0	0	195	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	0	412	326	291	0	0	195	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	242	0	412	326	291	0	0	195	148
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.53	0.47	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	484	0	575	306	273	0	0	322	245
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.72	1.07	1.07	xxxx	xxxx	0.60	0.60
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	22.9	80.7	80.7	0.0	0.0	18.2	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	0.0	22.9	80.7	80.7	0.0	0.0	18.2	18.2
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	C
ApproachDel:	xxxxxx			20.8			80.7			18.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.8			80.7			18.2		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.0	2.2	11.5	11.5	11.5	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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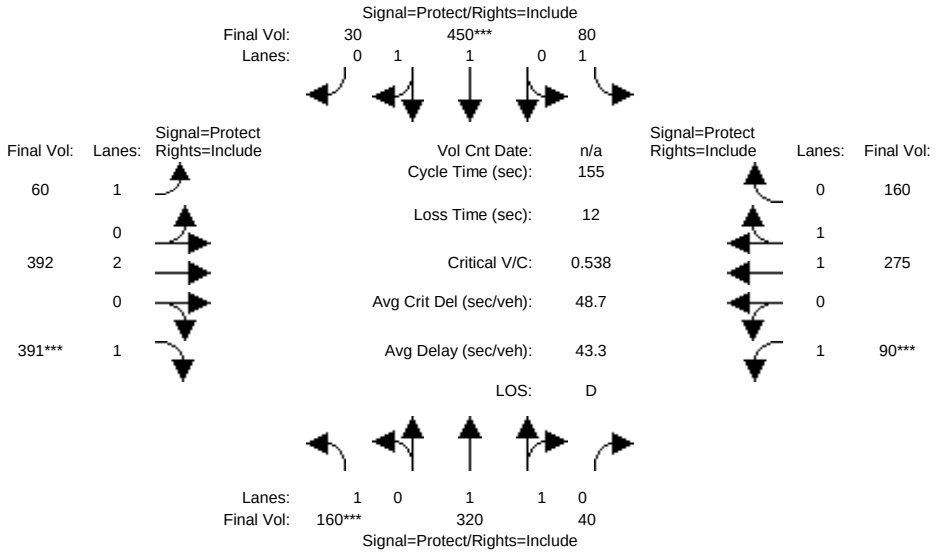
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	0	0	0	0	0	0	0	12	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	320	40	80	450	30	60	392	391	90	275	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	320	40	80	450	30	60	392	391	90	275	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	320	40	80	450	30	60	392	391	90	275	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	320	40	80	450	30	60	392	391	90	275	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.24	0.76
Final Sat.:	1750	3289	411	1750	3469	231	1750	3800	1750	1750	2338	1360
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.05	0.13	0.13	0.03	0.10	0.22	0.05	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	26.4	43.4	43.4	20.4	37.4	37.4	22.0	64.4	64.4	14.8	57.3	57.3
Volume/Cap:	0.54	0.35	0.35	0.35	0.54	0.54	0.24	0.25	0.54	0.54	0.32	0.32
Delay/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	44.7	44.7	62.2	51.9	51.9	59.6	29.6	34.9	70.3	35.1	35.1
LOS by Move:	E	D	D	E	D-	D-	E+	C	C-	E	D+	D+
HCM2kAvgQ:	7	7	7	4	10	10	3	6	15	4	7	7

Note: Queue reported is the number of cars per lane.

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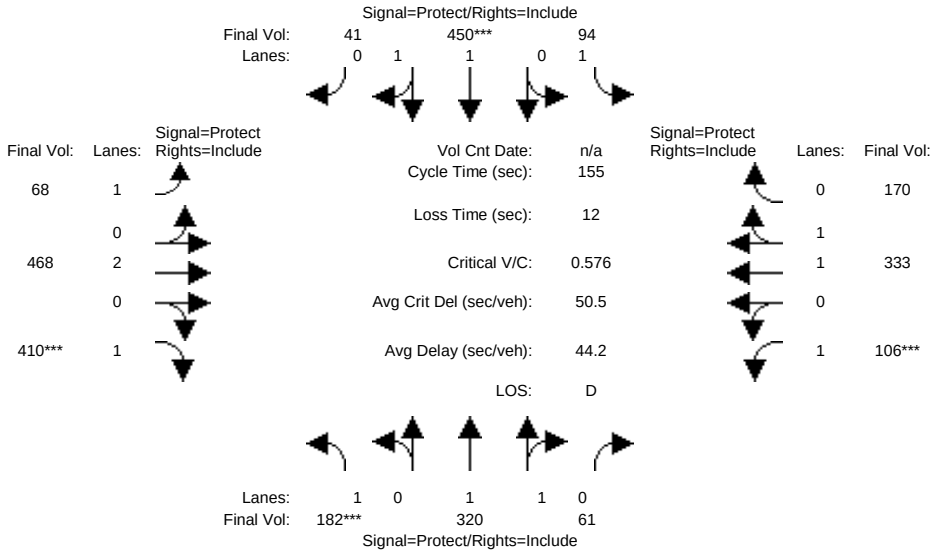
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #35: Arboretum Road / Quarry Road



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	320	40	80	450	30	60	380	390	90	270	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	320	40	80	450	30	60	380	390	90	270	160
Added Vol:	22	0	21	14	0	11	8	88	20	16	63	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	320	61	94	450	41	68	468	410	106	333	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	320	61	94	450	41	68	468	410	106	333	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	320	61	94	450	41	68	468	410	106	333	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	320	61	94	450	41	68	468	410	106	333	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.67	0.33	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.31	0.69
Final Sat.:	1750	3107	592	1750	3391	309	1750	3800	1750	1750	2449	1250
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.13	0.13	0.04	0.12	0.23	0.06	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	28.0	41.9	41.9	21.8	35.7	35.7	19.8	63.0	63.0	16.3	59.5	59.5
Volume/Cap:	0.58	0.38	0.38	0.38	0.58	0.58	0.30	0.30	0.58	0.58	0.35	0.35
Delay/Veh:	60.7	46.3	46.3	61.4	53.9	53.9	62.1	31.2	36.8	70.5	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	46.3	46.3	61.4	53.9	53.9	62.1	31.2	36.8	70.5	34.2	34.2
LOS by Move:	E	D	D	E	D-	D-	E	C	D+	E	C-	C-
HCM2kAvgQ:	8	7	7	4	10	10	3	7	16	5	8	8

Note: Queue reported is the number of cars per lane.

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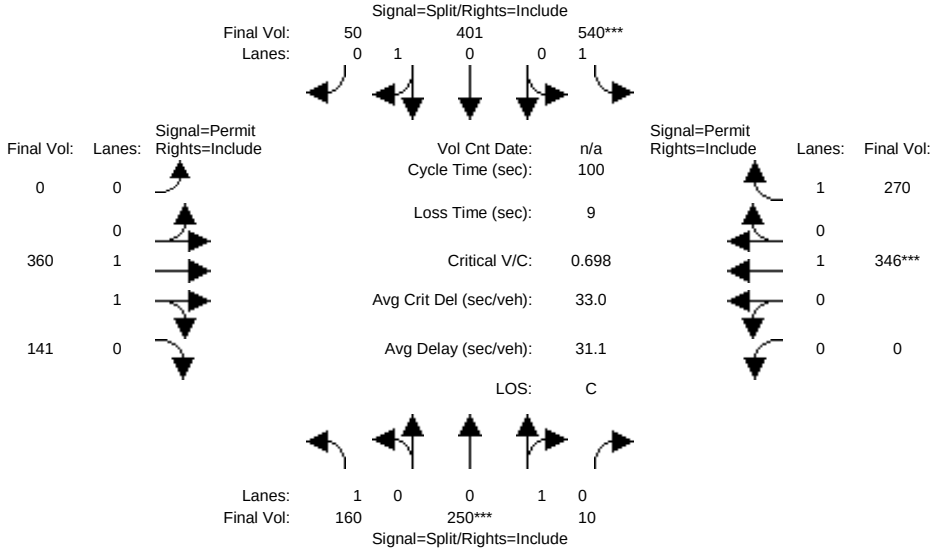
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	0	0	0	0	1	0	0	20	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	250	10	540	401	50	0	360	141	0	346	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	250	10	540	401	50	0	360	141	0	346	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	250	10	540	401	50	0	360	141	0	346	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	250	10	540	401	50	0	360	141	0	346	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.42	0.58	0.00	1.00	1.00
Final Sat.:	1750	1731	69	1750	1600	200	0	2658	1041	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.31	0.25	0.25	0.00	0.14	0.14	0.00	0.18	0.15
Crit Moves:		****		****							****	
Green Time:	20.7	20.7	20.7	44.2	44.2	44.2	0.0	26.1	26.1	0.0	26.1	26.1
Volume/Cap:	0.44	0.70	0.70	0.70	0.57	0.57	0.00	0.52	0.52	0.00	0.70	0.59
Delay/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	42.5	42.5	25.3	21.7	21.7	0.0	32.1	32.1	0.0	37.8	34.4
LOS by Move:	D+	D	D	C	C+	C+	A	C-	C-	A	D+	C-
HCM2kAvgQ:	5	8	8	14	11	11	0	7	7	0	10	8

Note: Queue reported is the number of cars per lane.

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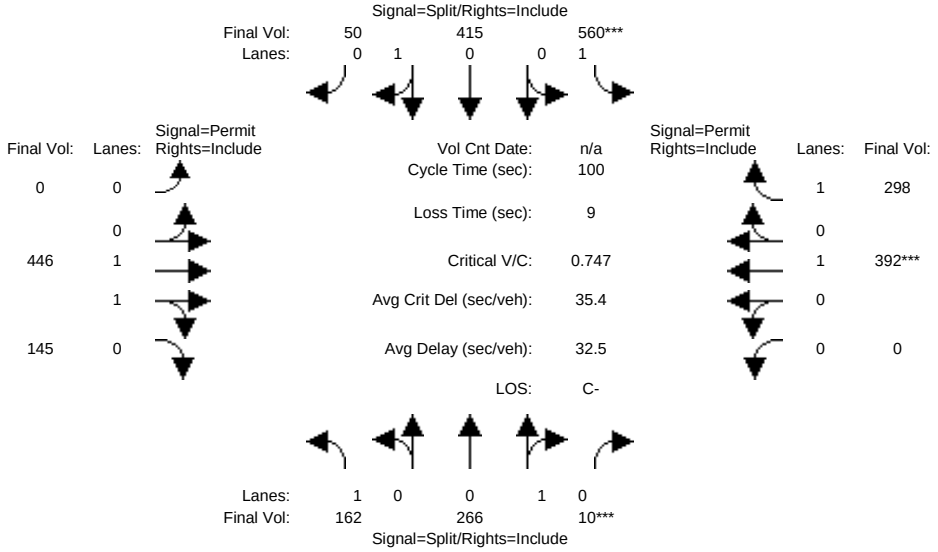
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #36: Arboretum Road / Palm Drive



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	250	10	540	400	50	0	340	140	0	340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	250	10	540	400	50	0	340	140	0	340	270
Added Vol:	2	16	0	20	15	0	0	106	5	0	52	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	266	10	560	415	50	0	446	145	0	392	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	266	10	560	415	50	0	446	145	0	392	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	266	10	560	415	50	0	446	145	0	392	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	266	10	560	415	50	0	446	145	0	392	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.89	0.11	0.00	1.50	0.50	0.00	1.00	1.00
Final Sat.:	1750	1735	65	1750	1606	194	0	2792	908	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.32	0.26	0.26	0.00	0.16	0.16	0.00	0.21	0.17
Crit Moves:			****	****							****	
Green Time:	20.5	20.5	20.5	42.8	42.8	42.8	0.0	27.6	27.6	0.0	27.6	27.6
Volume/Cap:	0.45	0.75	0.75	0.75	0.60	0.60	0.00	0.58	0.58	0.00	0.75	0.62
Delay/Veh:	35.7	45.4	45.4	28.2	23.4	23.4	0.0	32.0	32.0	0.0	38.8	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	45.4	45.4	28.2	23.4	23.4	0.0	32.0	32.0	0.0	38.8	34.0
LOS by Move:	D+	D	D	C	C	C	A	C-	C-	A	D+	C-
HCM2kAvgQ:	5	9	9	16	11	11	0	9	9	0	11	9

Note: Queue reported is the number of cars per lane.

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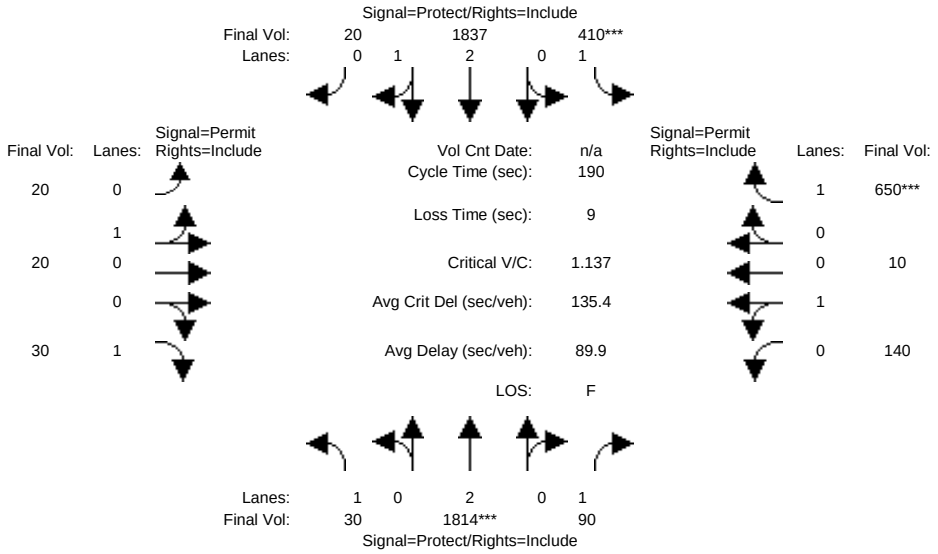
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	14	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1814	90	410	1837	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1814	90	410	1837	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1814	90	410	1837	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5540	60	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.05	0.23	0.33	0.33	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.9	79.8	79.8	39.2	107	107.0	62.1	62.1	62.1	62.1	62.1	62.1
Volume/Cap:	0.27	1.14	0.12	1.14	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.14
Delay/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	125	33.8	165.4	27.4	27.4	44.1	44.1	43.9	47.2	47.2	145.4
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	63	3	35	23	23	2	2	1	6	6	53

Note: Queue reported is the number of cars per lane.

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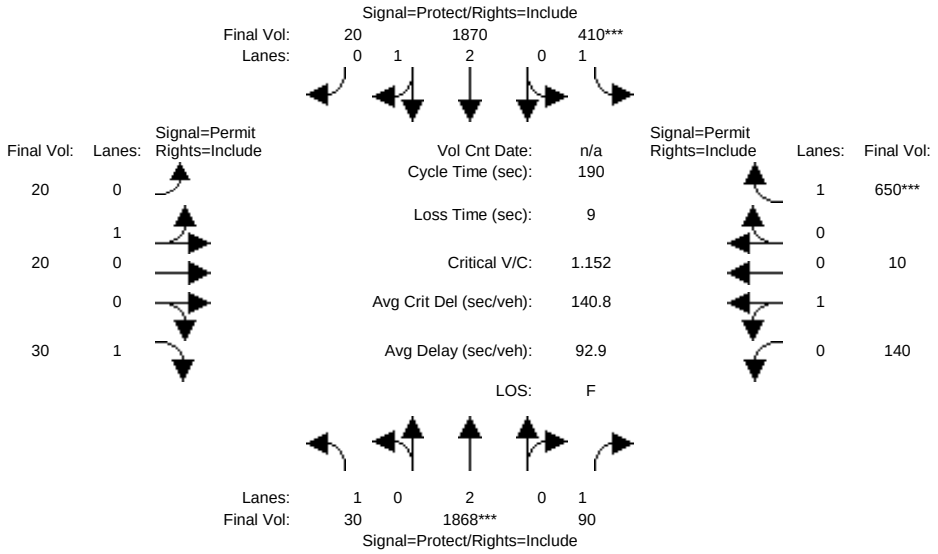
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	68	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1868	90	410	1870	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1868	90	410	1870	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	3800	1750	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.05	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	11.8	81.1	81.1	38.6	108	107.9	61.3	61.3	61.3	61.3	61.3	61.3
Volume/Cap:	0.28	1.15	0.12	1.15	0.59	0.59	0.07	0.07	0.05	0.26	0.26	1.15
Delay/Veh:	86.4	130	33.0	171.4	27.0	27.0	44.7	44.7	44.4	47.8	47.8	151.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	130	33.0	171.4	27.0	27.0	44.7	44.7	44.4	47.8	47.8	151.6
LOS by Move:	F	F	C-	F	C	C	D	D	D	D	D	F
HCM2kAvgQ:	2	66	3	35	23	23	2	2	1	7	7	54

Note: Queue reported is the number of cars per lane.

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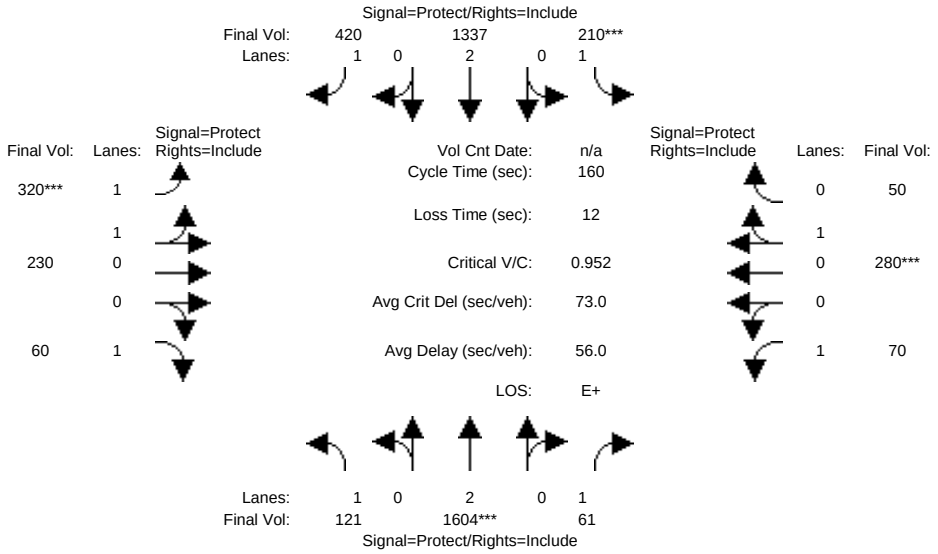
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	1	14	1	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1604	61	210	1337	420	320	230	60	70	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1604	61	210	1337	420	320	230	60	70	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1604	61	210	1337	420	320	230	60	70	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.03	0.12	0.35	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.0	71.0	71.0	20.2	76.2	76.2	26.0	44.3	44.3	12.5	30.8	30.8
Volume/Cap:	0.74	0.95	0.08	0.95	0.74	0.50	0.95	0.56	0.12	0.51	0.95	0.95
Delay/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	55.3	25.7	116.4	35.5	29.4	92.2	50.2	43.4	74.0	99.6	99.6
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	40	2	12	26	15	18	12	2	4	21	21

Note: Queue reported is the number of cars per lane.

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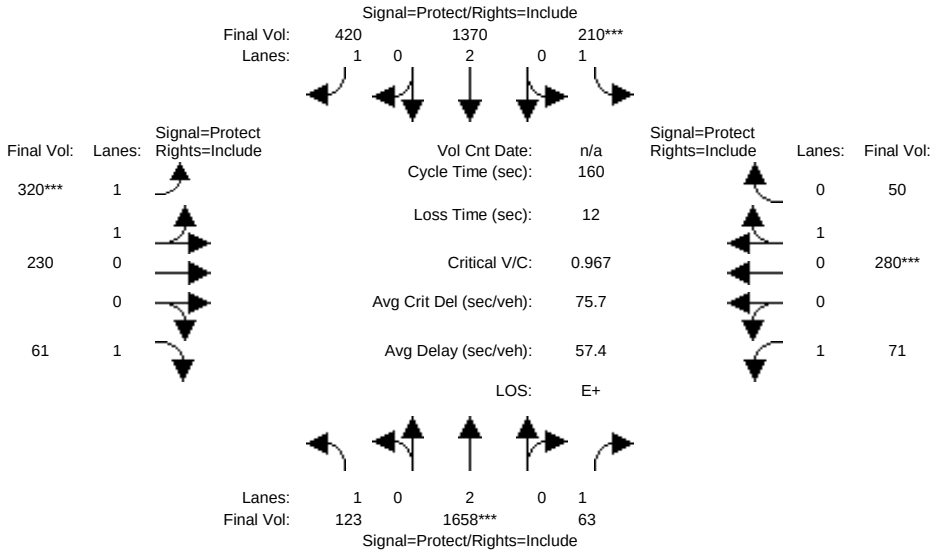
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	3	68	3	0	40	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1658	63	210	1370	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1658	63	210	1370	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.04	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.0	72.2	72.2	19.9	77.0	77.0	25.6	43.6	43.6	12.3	30.3	30.3
Volume/Cap:	0.75	0.97	0.08	0.97	0.75	0.50	0.97	0.57	0.13	0.53	0.97	0.97
Delay/Veh:	87.9	57.4	25.0	121.3	35.4	28.8	96.2	50.9	44.0	74.9	104	104.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	57.4	25.0	121.3	35.4	28.8	96.2	50.9	44.0	74.9	104	104.2
LOS by Move:	F	E+	C	F	D+	C	F	D	D	E	F	F
HCM2kAvgQ:	6	42	2	13	27	15	18	13	2	4	21	21

Note: Queue reported is the number of cars per lane.

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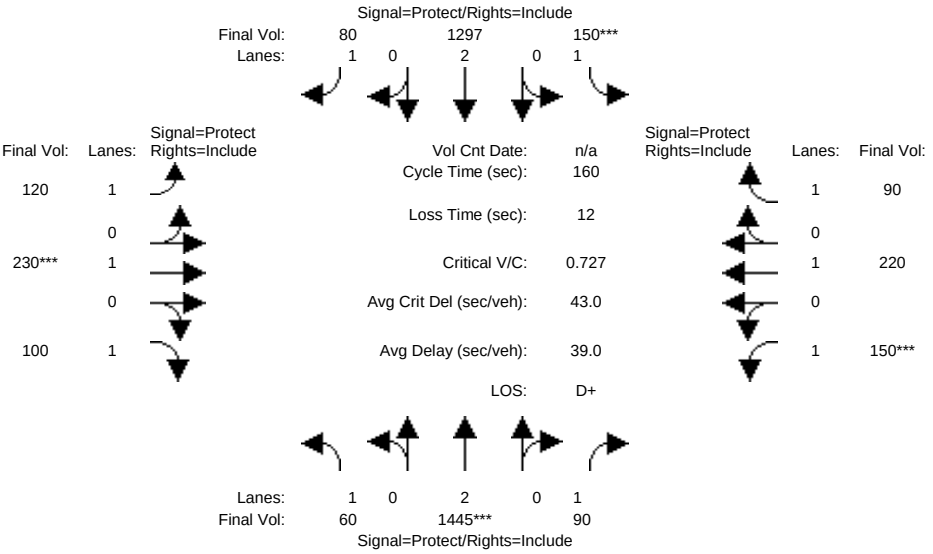
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1445	90	150	1297	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1445	90	150	1297	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1445	90	150	1297	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.05	0.09	0.34	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.6	83.7	83.7	18.9	90.9	90.9	16.9	26.6	26.6	18.9	28.6	28.6
Volume/Cap:	0.47	0.73	0.10	0.73	0.60	0.08	0.65	0.73	0.34	0.73	0.65	0.29
Delay/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	30.8	19.2	80.3	23.2	15.7	76.5	71.5	59.7	80.3	65.4	57.4
LOS by Move:	E	C	B-	F	C	B	E-	E	E+	F	E	E+
HCM2kAvgQ:	3	26	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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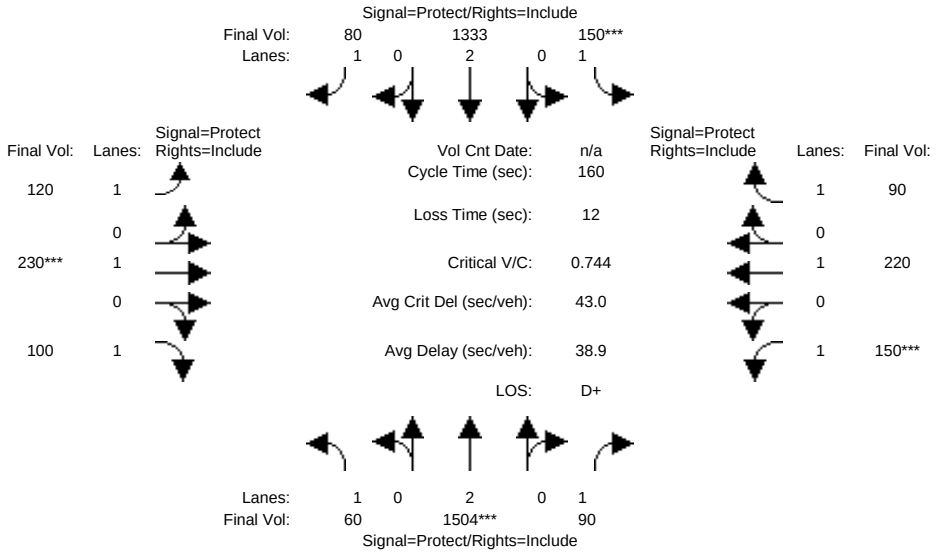
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #39: El Camino Real / Oak Grove Avenue (MP)



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	1430	90	150	1290	80	120	230	100	150	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1430	90	150	1290	80	120	230	100	150	220	90
Added Vol:	0	74	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1504	90	150	1333	80	120	230	100	150	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1504	90	150	1333	80	120	230	100	150	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1504	90	150	1333	80	120	230	100	150	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1504	90	150	1333	80	120	230	100	150	220	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.09	0.35	0.05	0.07	0.12	0.06	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.5	85.1	85.1	18.4	92.1	92.1	16.5	26.0	26.0	18.4	27.9	27.9
Volume/Cap:	0.48	0.74	0.10	0.74	0.61	0.08	0.66	0.74	0.35	0.74	0.66	0.29
Delay/Veh:	74.2	30.5	18.5	82.4	22.7	15.2	78.0	73.2	60.2	82.4	66.6	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.2	30.5	18.5	82.4	22.7	15.2	78.0	73.2	60.2	82.4	66.6	58.0
LOS by Move:	E	C	B-	F	C+	B	E-	E	E	F	E	E+
HCM2kAvgQ:	3	28	2	8	20	2	7	12	5	9	11	4

Note: Queue reported is the number of cars per lane.

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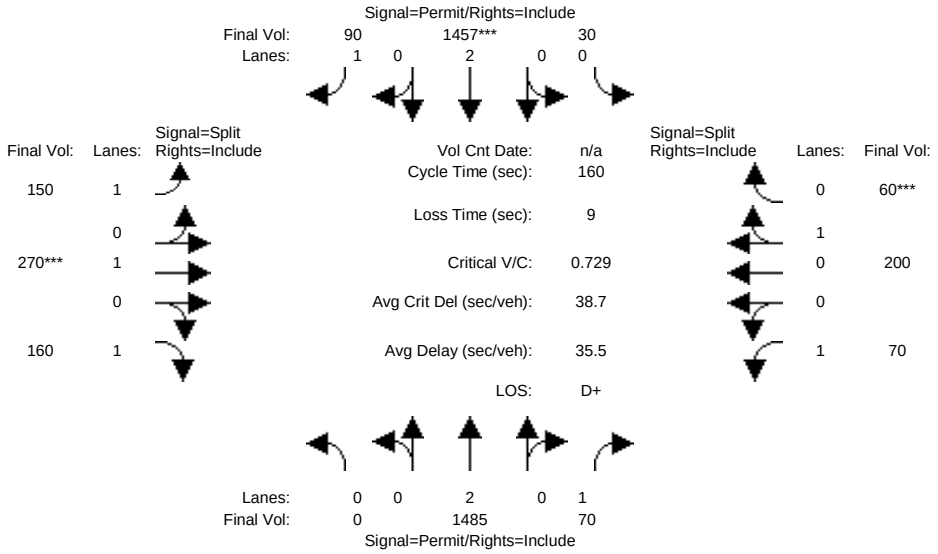
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	15	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1485	70	30	1457	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1485	70	30	1457	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1485	70	30	1457	90	150	270	160	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	75	3625	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.40	0.40	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	88.1	88.1	88.1	88.1	88.1	31.2	31.2	31.2	31.7	31.7	31.7
Volume/Cap:	0.00	0.71	0.07	0.73	0.73	0.09	0.44	0.73	0.47	0.20	0.73	0.73
Delay/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	16.8	28.3	28.3	17.0	57.6	67.7	58.1	53.9	67.6	67.6
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	25	2	27	27	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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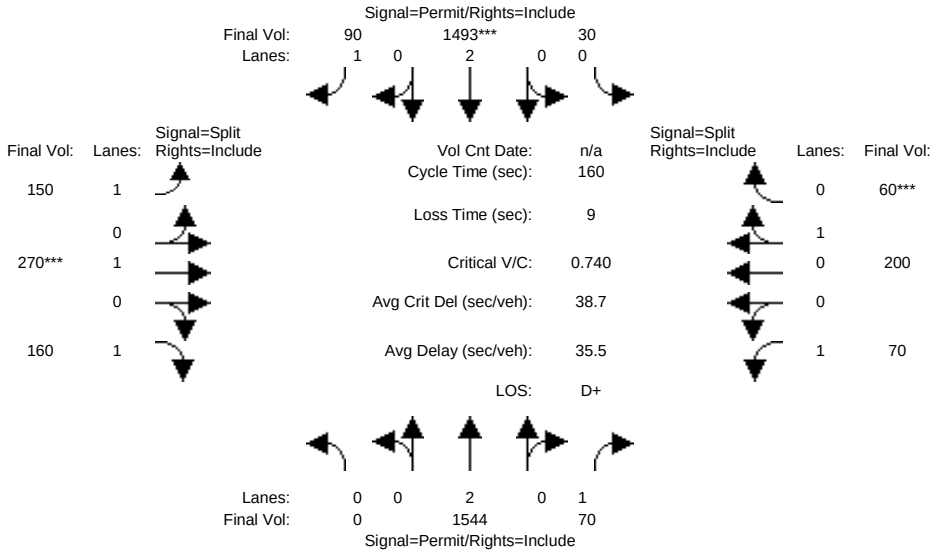
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #40: El Camino Real / Santa Cruz Avenue (MP)



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	70	30	1450	90	150	270	160	70	200	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	70	30	1450	90	150	270	160	70	200	60
Added Vol:	0	74	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1544	70	30	1493	90	150	270	160	70	200	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1544	70	30	1493	90	150	270	160	70	200	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1544	70	30	1493	90	150	270	160	70	200	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1544	70	30	1493	90	150	270	160	70	200	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.04	1.96	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	0	3800	1750	73	3627	1750	1750	1900	1750	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.04	0.41	0.41	0.05	0.09	0.14	0.09	0.04	0.14	0.14
Crit Moves:					****			****				****
Green Time:	0.0	89.0	89.0	89.0	89.0	89.0	30.7	30.7	30.7	31.2	31.2	31.2
Volume/Cap:	0.00	0.73	0.07	0.74	0.74	0.09	0.45	0.74	0.48	0.20	0.74	0.74
Delay/Veh:	0.0	27.8	16.4	28.2	28.2	16.6	58.1	68.7	58.5	54.3	68.7	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	16.4	28.2	28.2	16.6	58.1	68.7	58.5	54.3	68.7	68.7
LOS by Move:	A	C	B	C	C	B	E+	E	E+	D-	E	E
HCM2kAvgQ:	0	26	2	28	28	2	7	13	7	3	14	14

Note: Queue reported is the number of cars per lane.

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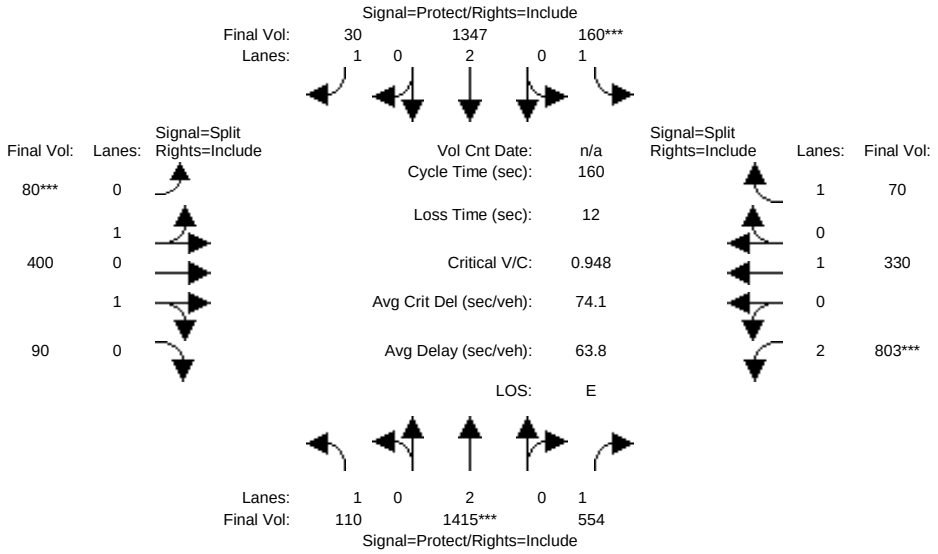
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	15	4	0	7	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1415	554	160	1347	30	80	400	90	803	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1415	554	160	1347	30	80	400	90	803	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1415	554	160	1347	30	80	400	90	803	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.32	0.09	0.35	0.02	0.16	0.16	0.16	0.25	0.17	0.04
Crit Moves:		****		****			****			****		
Green Time:	11.8	62.8	62.8	15.4	66.5	66.5	26.7	26.7	26.7	43.0	43.0	43.0
Volume/Cap:	0.85	0.95	0.81	0.95	0.85	0.04	0.95	0.95	0.95	0.95	0.65	0.15
Delay/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.3	60.0	50.1	125.9	47.1	27.8	90.5	90.5	90.5	76.8	54.6	44.7
LOS by Move:	F	E	D	F	D	C	F	F	F	E-	D-	D
HCM2kAvgQ:	6	36	26	9	30	1	18	18	18	26	14	3

Note: Queue reported is the number of cars per lane.

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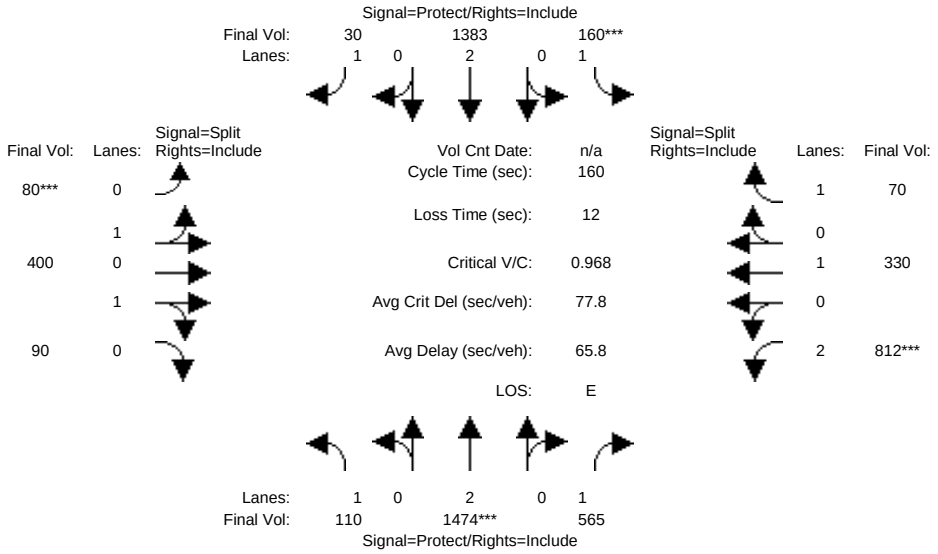
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	74	15	0	43	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1474	565	160	1383	30	80	400	90	812	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1474	565	160	1383	30	80	400	90	812	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1474	565	160	1383	30	80	400	90	812	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1474	565	160	1383	30	80	400	90	812	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.32	0.09	0.36	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:		****		****			****			****		
Green Time:	11.7	64.1	64.1	15.1	67.6	67.6	26.2	26.2	26.2	42.6	42.6	42.6
Volume/Cap:	0.86	0.97	0.81	0.97	0.86	0.04	0.97	0.97	0.97	0.97	0.65	0.15
Delay/Veh:	114.6	63.0	49.2	132.5	47.0	27.2	95.6	95.6	95.6	81.5	55.2	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	63.0	49.2	132.5	47.0	27.2	95.6	95.6	95.6	81.5	55.2	45.0
LOS by Move:	F	E	D	F	D	C	F	F	F	F	E+	D
HCM2kAvgQ:	6	39	27	9	31	1	19	19	19	27	14	3

Note: Queue reported is the number of cars per lane.

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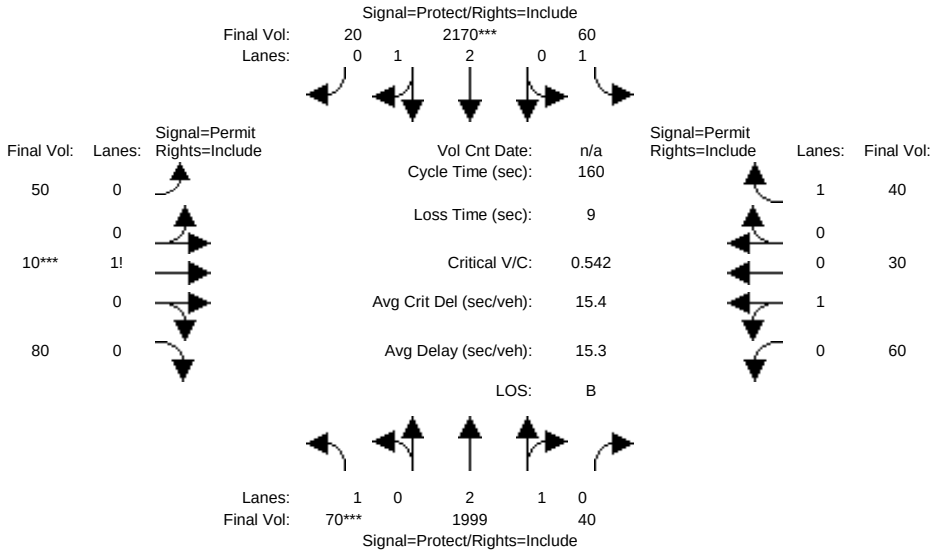
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1999	40	60	2170	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1999	40	60	2170	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1999	40	60	2170	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5490	110	1750	5549	51	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.03	0.39	0.39	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.8	114	113.7	13.7	116	115.5	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.54	0.51	0.51	0.40	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.15
Delay/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	10.6	10.6	71.1	10.3	10.3	65.5	65.5	65.5	61.9	61.9	59.7
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E+
HCM2kAvgQ:	4	15	15	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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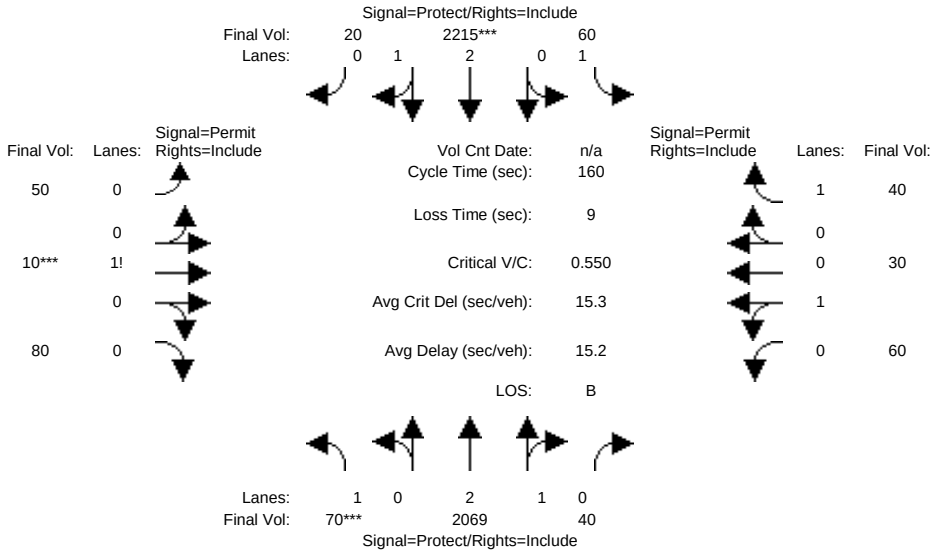
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #42: El Camino Real / Roble Avenue (MP)



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1980	40	60	2160	20	50	10	80	60	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1980	40	60	2160	20	50	10	80	60	30	40
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2069	40	60	2215	20	50	10	80	60	30	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2069	40	60	2215	20	50	10	80	60	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2069	40	60	2215	20	50	10	80	60	30	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2069	40	60	2215	20	50	10	80	60	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.94	0.06	1.00	2.97	0.03	0.36	0.07	0.57	0.67	0.33	1.00
Final Sat.:	1750	5494	106	1750	5550	50	625	125	1000	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.40	0.40	0.08	0.08	0.08	0.05	0.05	0.02
Crit Moves:	****				****			****				
Green Time:	11.6	114	114.4	13.3	116	116.1	23.3	23.3	23.3	23.3	23.3	23.3
Volume/Cap:	0.55	0.53	0.53	0.41	0.55	0.55	0.55	0.55	0.55	0.34	0.34	0.16
Delay/Veh:	76.7	10.5	10.5	71.5	10.2	10.2	66.1	66.1	66.1	62.3	62.3	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	10.5	10.5	71.5	10.2	10.2	66.1	66.1	66.1	62.3	62.3	60.1
LOS by Move:	E-	B+	B+	E	B+	B+	E	E	E	E	E	E
HCM2kAvgQ:	4	16	16	3	16	16	7	7	7	4	4	2

Note: Queue reported is the number of cars per lane.

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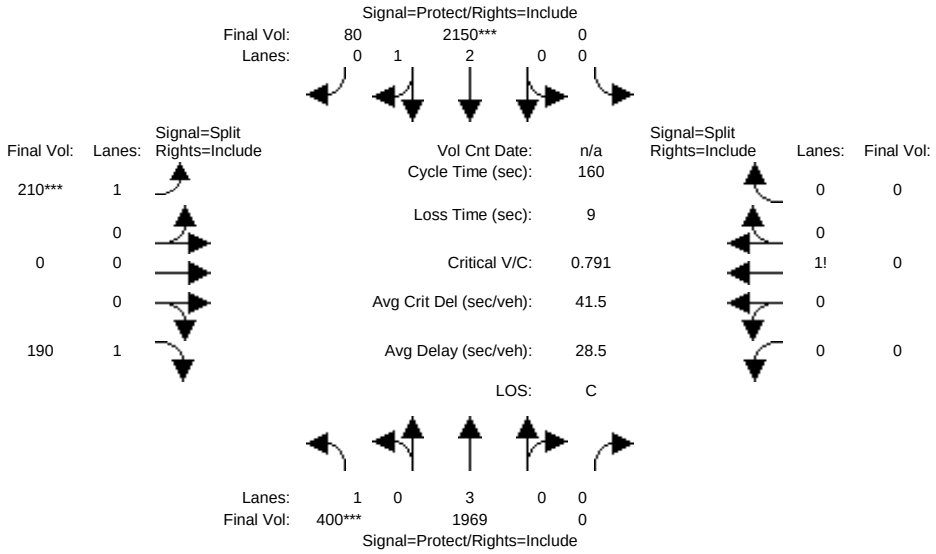
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	1969	0	0	2150	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	1969	0	0	2150	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1969	0	0	2150	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5399	201	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.35	0.00	0.00	0.40	0.40	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	46.2	127	0.0	0.0	80.5	80.5	24.3	0.0	24.3	0.0	0.0	0.0
Volume/Cap:	0.79	0.44	0.00	0.00	0.79	0.79	0.79	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	5.4	0.0	0.0	34.4	34.4	80.3	0.0	73.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	10	0	0	30	30	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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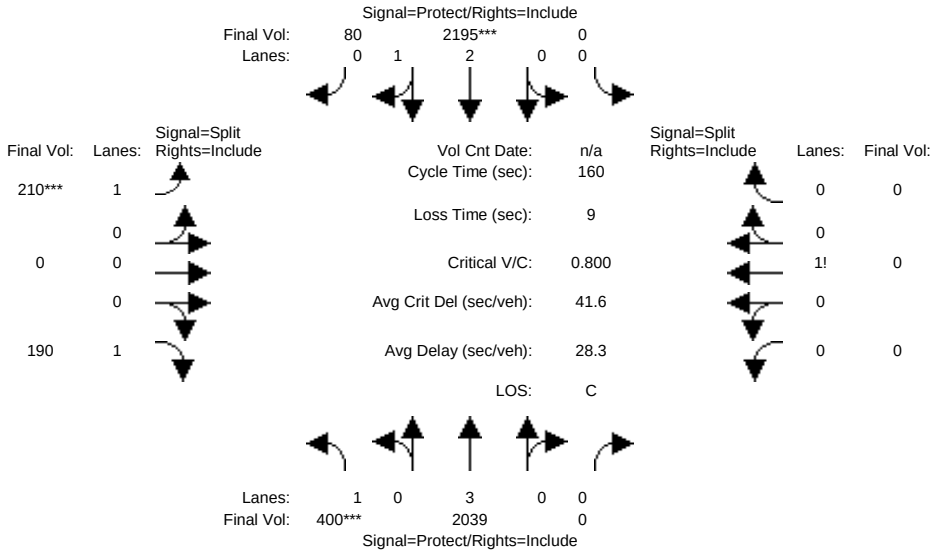
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #43: El Camino Real / Middle Avenue (MP)



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	1950	0	0	2140	80	210	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	1950	0	0	2140	80	210	0	190	0	0	0
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2039	0	0	2195	80	210	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2039	0	0	2195	80	210	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2039	0	0	2195	80	210	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	2039	0	0	2195	80	210	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1750	5700	0	0	5403	197	1750	0	1750	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.36	0.00	0.00	0.41	0.41	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	45.7	127	0.0	0.0	81.3	81.3	24.0	0.0	24.0	0.0	0.0	0.0
Volume/Cap:	0.80	0.45	0.00	0.00	0.80	0.80	0.80	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	61.8	5.4	0.0	0.0	34.3	34.3	81.5	0.0	74.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	5.4	0.0	0.0	34.3	34.3	81.5	0.0	74.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C-	C-	F	A	E	A	A	A
HCM2kAvgQ:	20	11	0	0	31	31	13	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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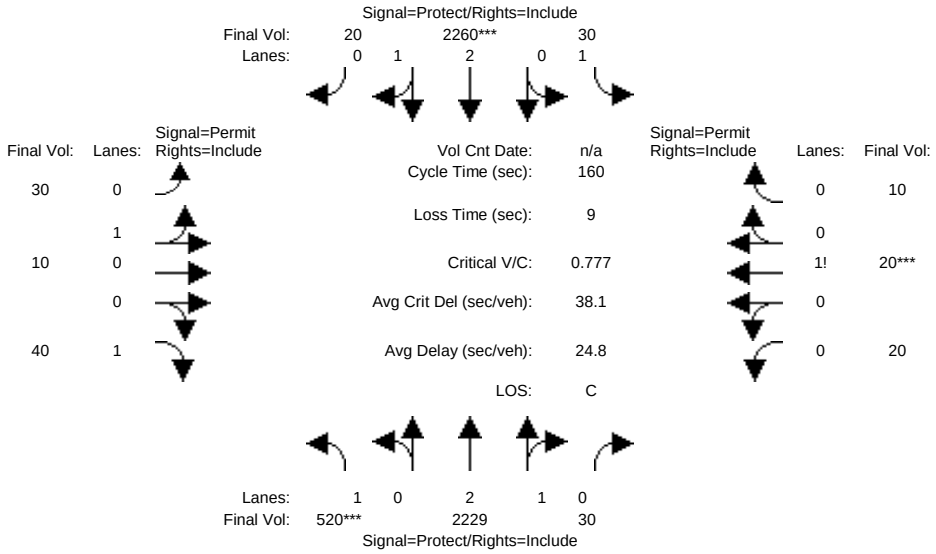
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	19	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2229	30	30	2260	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2229	30	30	2260	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2229	30	30	2260	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5526	74	1750	5551	49	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.40	0.40	0.02	0.41	0.41	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	59.5	127	127.2	13.8	81.5	81.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.51	0.51	0.20	0.80	0.80	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	5.7	5.7	68.6	34.1	34.1	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	12	12	1	30	30	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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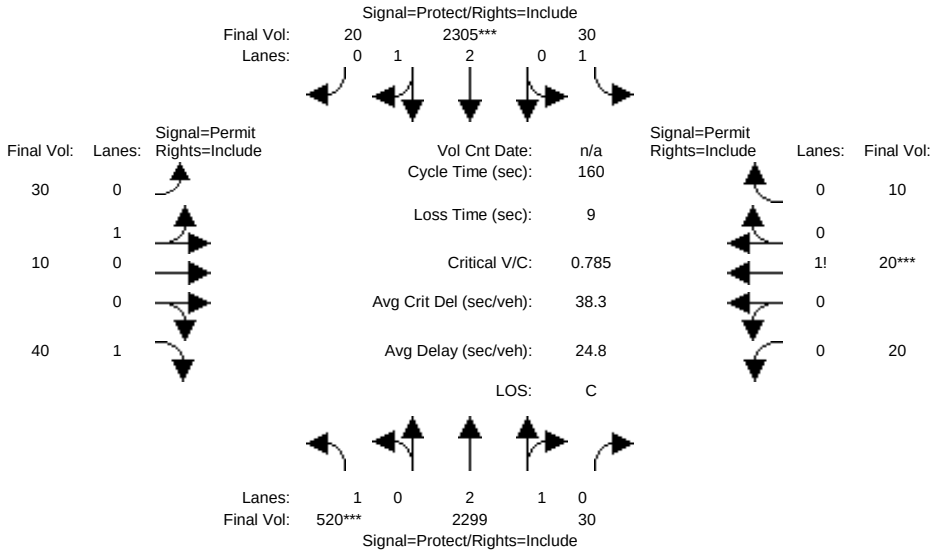
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #44: El Camino Real / Cambridge Avenue (MP)



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	2210	30	30	2250	20	30	10	40	20	20	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	30	30	2250	20	30	10	40	20	20	10
Added Vol:	0	89	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2299	30	30	2305	20	30	10	40	20	20	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	2299	30	30	2305	20	30	10	40	20	20	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2299	30	30	2305	20	30	10	40	20	20	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	2299	30	30	2305	20	30	10	40	20	20	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.75	0.25	1.00	0.40	0.40	0.20
Final Sat.:	1750	5528	72	1750	5552	48	1350	450	1750	700	700	350
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.42	0.02	0.42	0.42	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****				****						****	
Green Time:	58.8	128	127.6	13.4	82.2	82.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.52	0.52	0.20	0.81	0.81	0.36	0.36	0.37	0.46	0.46	0.46
Delay/Veh:	53.0	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	5.7	5.7	69.0	34.2	34.2	73.8	73.8	74.0	75.4	75.4	75.4
LOS by Move:	D-	A	A	E	C-	C-	E	E	E	E-	E-	E-
HCM2kAvgQ:	24	13	13	1	31	31	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

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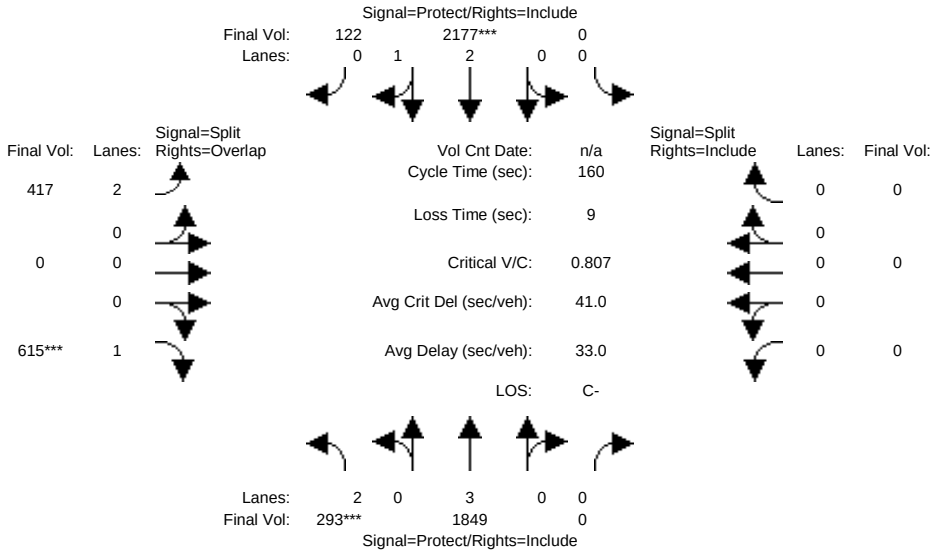
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	3	9	0	0	7	2	7	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	1849	0	0	2177	122	417	0	615	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1849	0	0	2177	122	417	0	615	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	1849	0	0	2177	122	417	0	615	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5302	297	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.00	0.41	0.41	0.13	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.4	99.8	0.0	0.0	81.4	81.4	51.2	0.0	69.6	0.0	0.0	0.0
Volume/Cap:	0.81	0.52	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	16.9	0.0	0.0	34.6	34.6	42.9	0.0	45.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	C-	D	A	D	A	A	A
HCM2kAvgQ:	8	16	0	0	31	31	9	0	29	0	0	0

Note: Queue reported is the number of cars per lane.

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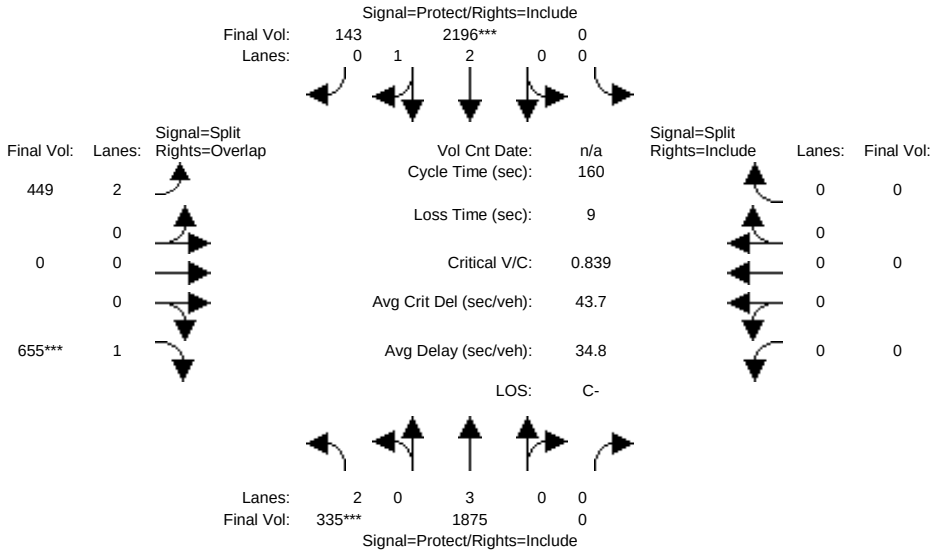
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #45: El Camino Real / Quarry Road



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1840	0	0	2170	120	410	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1840	0	0	2170	120	410	0	610	0	0	0
Added Vol:	45	35	0	0	26	23	39	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	1875	0	0	2196	143	449	0	655	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1875	0	0	2196	143	449	0	655	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1875	0	0	2196	143	449	0	655	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1875	0	0	2196	143	449	0	655	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.81	0.19	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5257	342	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.00	0.00	0.42	0.42	0.14	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.3	99.9	0.0	0.0	79.6	79.6	51.1	0.0	71.4	0.0	0.0	0.0
Volume/Cap:	0.84	0.53	0.00	0.00	0.84	0.84	0.45	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	82.8	17.0	0.0	0.0	37.1	37.1	43.6	0.0	47.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	17.0	0.0	0.0	37.1	37.1	43.6	0.0	47.3	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	D+	D	A	D	A	A	A
HCM2kAvgQ:	10	16	0	0	32	32	10	0	32	0	0	0

Note: Queue reported is the number of cars per lane.

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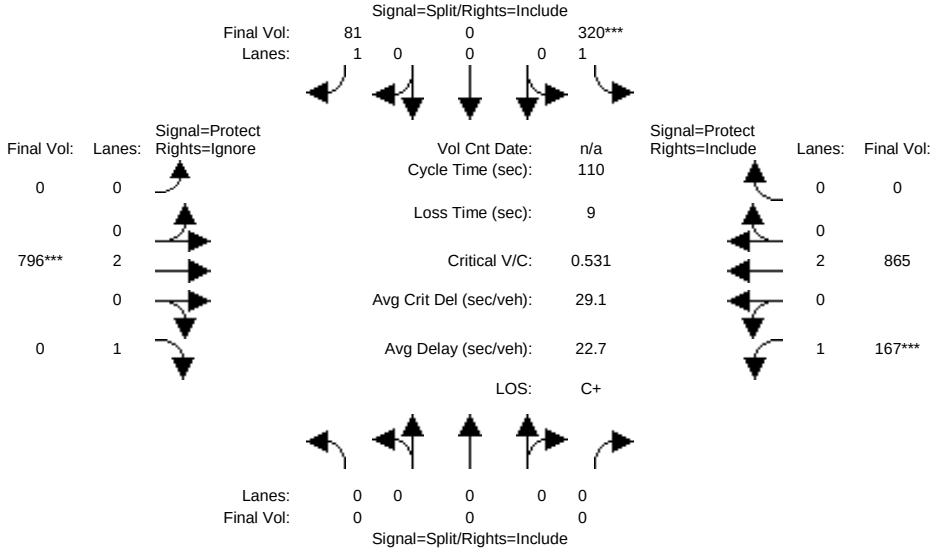
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	0	0	1	0	16	4	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	81	0	796	274	167	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	81	0	796	0	167	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	81	0	796	0	167	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	81	0	796	0	167	865	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.21	0.00	0.10	0.23	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	43.4	0.0	19.8	63.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.13	0.00	0.53	0.00	0.53	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	24.9	0.0	25.9	0.0	42.7	13.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	10	0	5	8	0

Note: Queue reported is the number of cars per lane.

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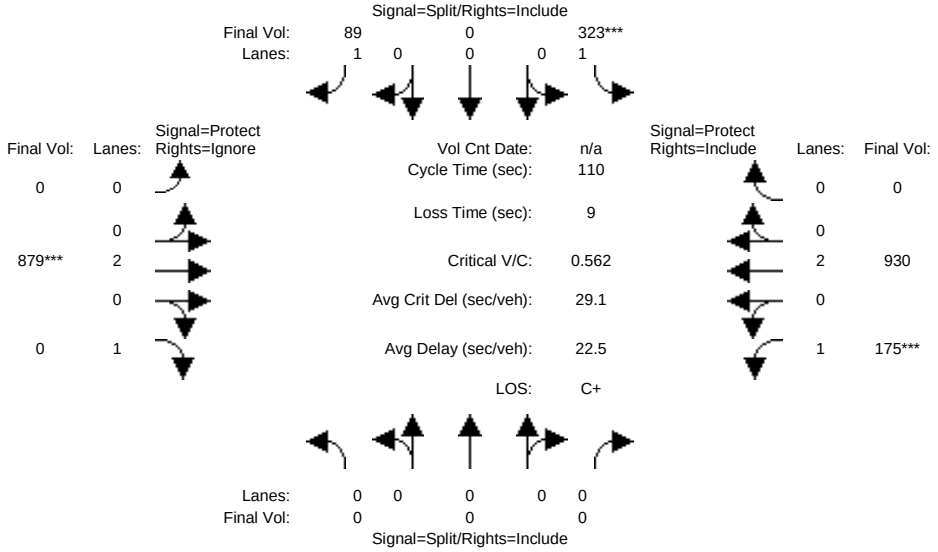
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #46: El Camino Real (SB) / University Avenue (SC CMP)



Street Name:	El Camino Real (SB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	80	0	780	270	160	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	80	0	780	270	160	860	0
Added Vol:	0	0	0	3	0	9	0	99	28	15	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	0	89	0	879	298	175	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	0	89	0	879	0	175	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	89	0	879	0	175	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	0	89	0	879	0	175	930	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.05	0.00	0.23	0.00	0.10	0.24	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	45.3	0.0	19.6	64.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.15	0.00	0.56	0.00	0.56	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	26.3	0.0	25.2	0.0	43.6	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	26.3	0.0	25.2	0.0	43.6	12.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	0	2	0	11	0	6	8	0

Note: Queue reported is the number of cars per lane.

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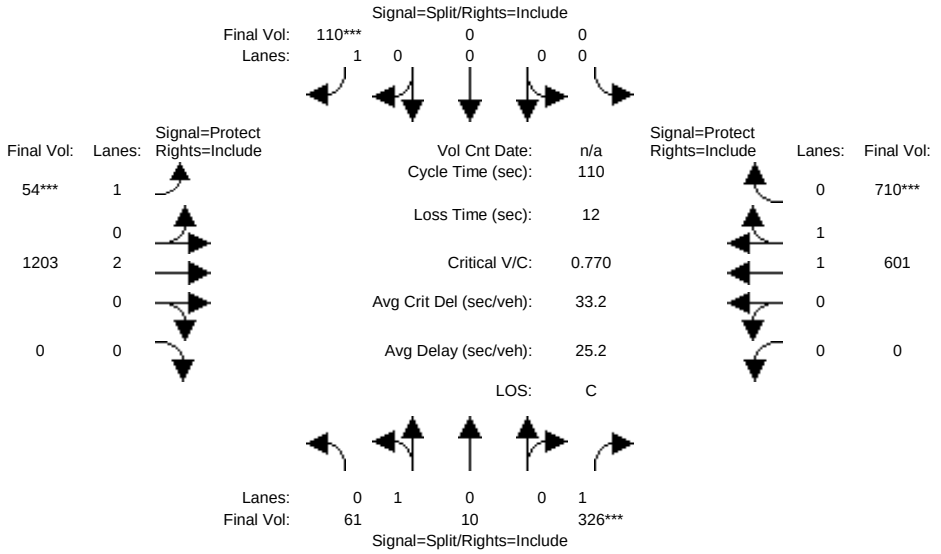
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	1	0	6	0	0	0	4	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	10	326	0	0	110	54	1203	0	0	601	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	10	326	0	0	110	54	1203	0	0	601	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	10	326	0	0	110	54	1203	0	0	601	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	10	326	0	0	110	54	1203	0	0	601	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.86	0.14	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1546	254	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.19	0.00	0.00	0.06	0.03	0.32	0.00	0.00	0.32	0.41
Crit Moves:			****			****	****					****
Green Time:	25.5	25.5	25.5	0.0	0.0	10.0	7.0	62.5	0.0	0.0	55.5	55.5
Volume/Cap:	0.17	0.17	0.80	0.00	0.00	0.69	0.48	0.56	0.00	0.00	0.63	0.80
Delay/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	51.0	0.0	0.0	60.8	53.1	15.3	0.0	0.0	20.3	25.7
LOS by Move:	C-	C-	D	A	A	E	D-	B	A	A	C+	C
HCM2kAvgQ:	2	2	13	0	0	5	2	12	0	0	14	22

Note: Queue reported is the number of cars per lane.

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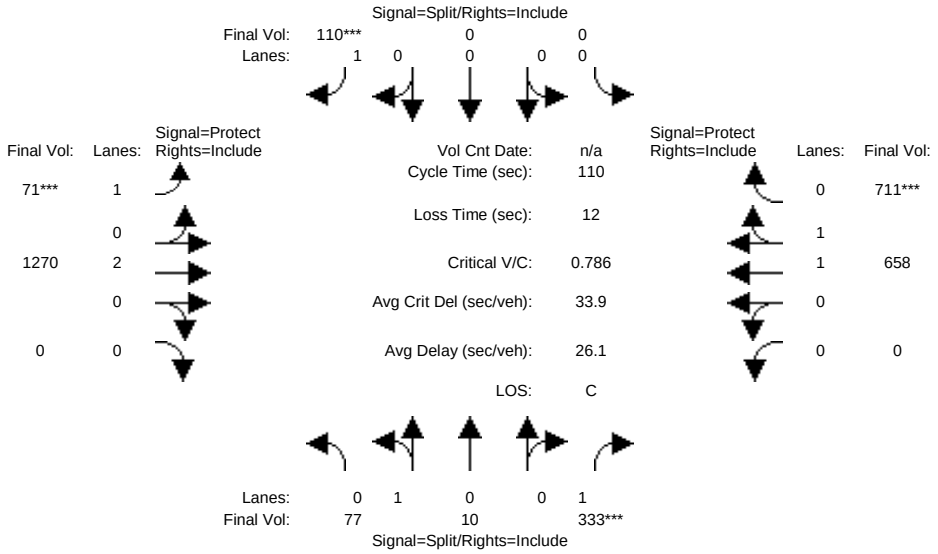
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #47: El Camino Real (NB) / University Avenue (SC CMP)



Street Name:	El Camino Real (NB)						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	320	0	0	110	50	1190	0	0	590	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	320	0	0	110	50	1190	0	0	590	710
Added Vol:	17	0	13	0	0	0	21	80	0	0	68	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	10	333	0	0	110	71	1270	0	0	658	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	10	333	0	0	110	71	1270	0	0	658	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	10	333	0	0	110	71	1270	0	0	658	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	10	333	0	0	110	71	1270	0	0	658	711
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.11	1.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1593	207	1750	0	0	1750	1750	3800	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.19	0.00	0.00	0.06	0.04	0.33	0.00	0.00	0.35	0.41
Crit Moves:			****			****	****					****
Green Time:	25.8	25.8	25.8	0.0	0.0	10.0	7.0	62.2	0.0	0.0	55.2	55.2
Volume/Cap:	0.21	0.21	0.81	0.00	0.00	0.69	0.64	0.59	0.00	0.00	0.69	0.81
Delay/Veh:	34.1	34.1	51.2	0.0	0.0	60.8	61.9	16.1	0.0	0.0	22.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.1	51.2	0.0	0.0	60.8	61.9	16.1	0.0	0.0	22.0	26.1
LOS by Move:	C-	C-	D-	A	A	E	E	B	A	A	C+	C
HCM2kAvgQ:	3	3	14	0	0	5	3	14	0	0	17	23

Note: Queue reported is the number of cars per lane.

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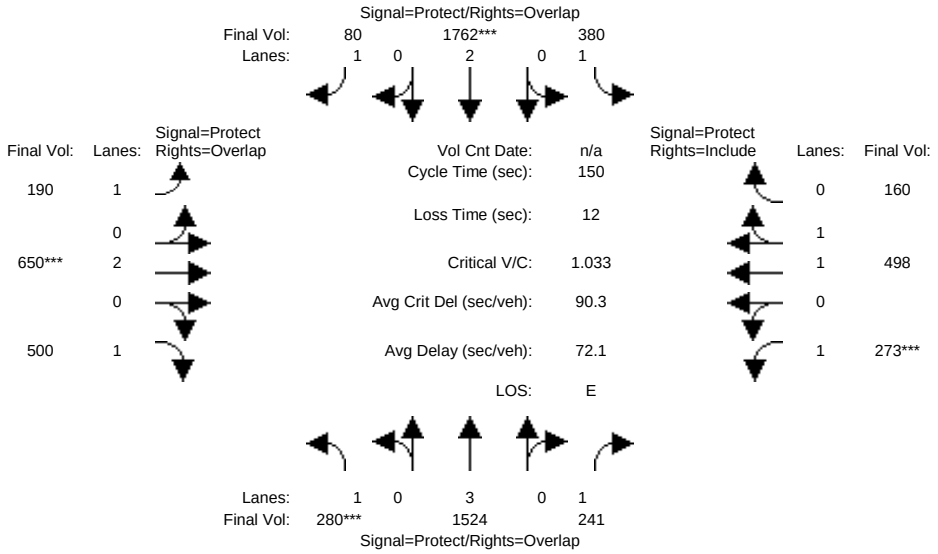
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	0	14	11	0	22	0	0	20	0	13	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1524	241	380	1762	80	190	650	500	273	498	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1524	241	380	1762	80	190	650	500	273	498	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1524	241	380	1762	80	190	650	500	273	498	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2800	899
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.14	0.22	0.46	0.05	0.11	0.17	0.29	0.16	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	23.2	50.0	72.6	40.6	67.3	85.3	18.0	24.8	48.1	22.6	29.5	29.5
Volume/Cap:	1.03	0.80	0.28	0.80	1.03	0.08	0.91	1.03	0.89	1.03	0.91	0.91
Delay/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.0	48.1	23.3	60.6	72.3	14.7	102.3	107	64.9	128.0	73.8	73.8
LOS by Move:	F	D	C	E	E	B	F	F	E	F	E	E
HCM2kAvgQ:	17	21	7	17	45	2	11	19	25	17	16	16

Note: Queue reported is the number of cars per lane.

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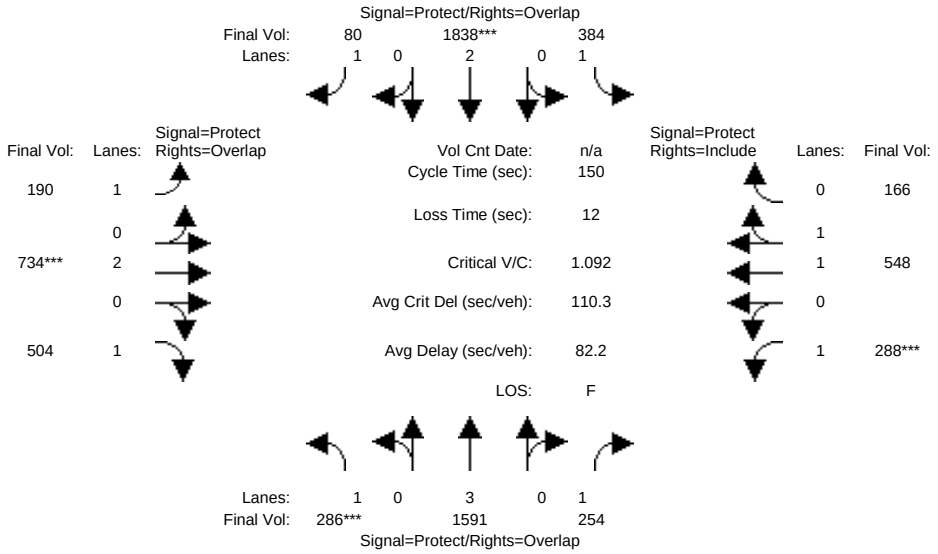
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	6	81	24	4	98	0	0	104	4	28	58	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1591	254	384	1838	80	190	734	504	288	548	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1591	254	384	1838	80	190	734	504	288	548	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1591	254	384	1838	80	190	734	504	288	548	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1591	254	384	1838	80	190	734	504	288	548	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	3800	1750	1750	2839	860
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.15	0.22	0.48	0.05	0.11	0.19	0.29	0.16	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	22.4	49.8	72.4	39.1	66.4	84.1	17.7	26.5	49.0	22.6	31.4	31.4
Volume/Cap:	1.09	0.84	0.30	0.84	1.09	0.08	0.92	1.09	0.88	1.09	0.92	0.92
Delay/Veh:	146.2	50.1	23.7	65.7	93.5	15.2	106.6	124	62.7	146.0	74.3	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.2	50.1	23.7	65.7	93.5	15.2	106.6	124	62.7	146.0	74.3	74.3
LOS by Move:	F	D	C	E	F	B	F	F	E	F	E	E
HCM2kAvgQ:	18	22	7	18	51	2	11	22	25	19	18	18

Note: Queue reported is the number of cars per lane.

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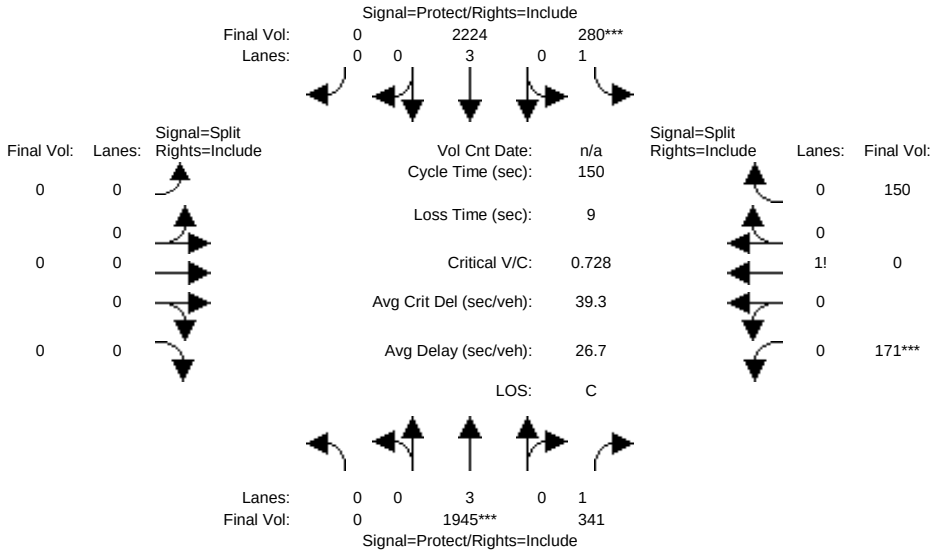
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	25	1	0	34	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1945	341	280	2224	0	0	0	0	171	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	341	280	2224	0	0	0	0	171	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1945	341	280	2224	0	0	0	0	171	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	932	0	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.19	0.16	0.39	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	70.3	70.3	33.0	103	0.0	0.0	0.0	0.0	37.8	0.0	37.8
Volume/Cap:	0.00	0.73	0.42	0.73	0.57	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	26.7	61.3	12.2	0.0	0.0	0.0	0.0	57.5	0.0	57.5
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	24	11	12	16	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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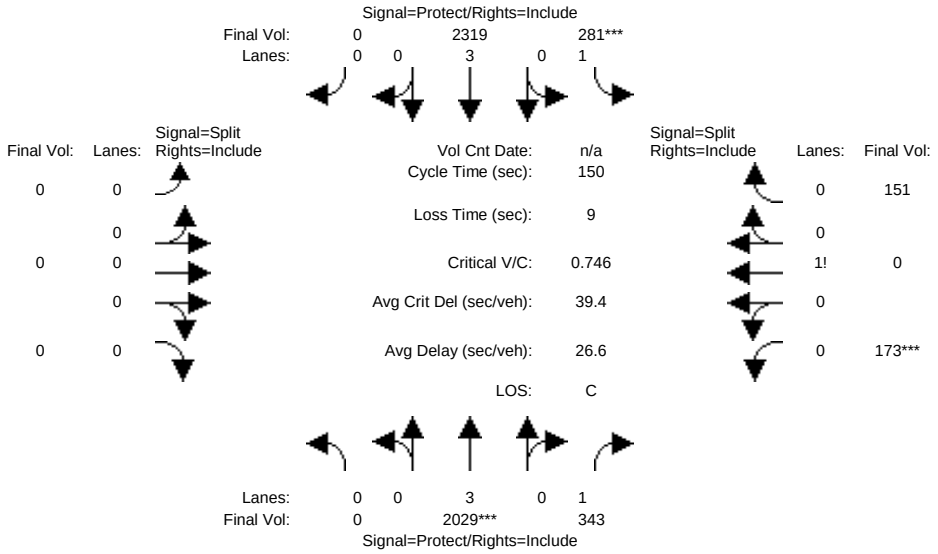
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #49: El Camino Real / Churchill Avenue



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1920	340	280	2190	0	0	0	0	170	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1920	340	280	2190	0	0	0	0	170	0	150
Added Vol:	0	109	3	1	129	0	0	0	0	3	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2029	343	281	2319	0	0	0	0	173	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2029	343	281	2319	0	0	0	0	173	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2029	343	281	2319	0	0	0	0	173	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2029	343	281	2319	0	0	0	0	173	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	934	0	816
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.20	0.16	0.41	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	71.5	71.5	32.3	104	0.0	0.0	0.0	0.0	37.2	0.0	37.2
Volume/Cap:	0.00	0.75	0.41	0.75	0.59	0.00	0.00	0.00	0.00	0.75	0.00	0.75
Delay/Veh:	0.0	33.0	25.9	63.0	12.2	0.0	0.0	0.0	0.0	59.0	0.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.0	25.9	63.0	12.2	0.0	0.0	0.0	0.0	59.0	0.0	59.0
LOS by Move:	A	C-	C	E	B	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	25	11	12	17	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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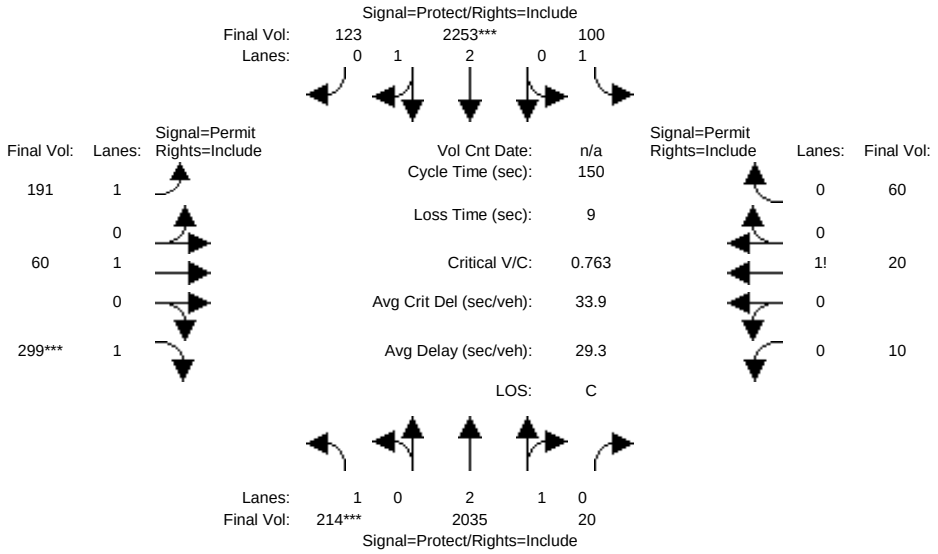
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	34	15	0	0	23	13	11	0	39	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	2035	20	100	2253	123	191	60	299	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2035	20	100	2253	123	191	60	299	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	2035	20	100	2253	123	191	60	299	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5545	55	1750	5310	290	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.06	0.42	0.42	0.11	0.03	0.17	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	24.0	92.9	92.9	14.5	83.4	83.4	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.76	0.59	0.59	0.59	0.76	0.76	0.49	0.14	0.76	0.23	0.23	0.23
Delay/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	17.4	17.4	70.5	26.9	26.9	51.7	46.8	63.1	47.9	47.9	47.9
LOS by Move:	E	B	B	E	C	C	D-	D	E	D	D	D
HCM2kAvgQ:	10	19	19	5	28	28	8	2	15	4	4	4

Note: Queue reported is the number of cars per lane.

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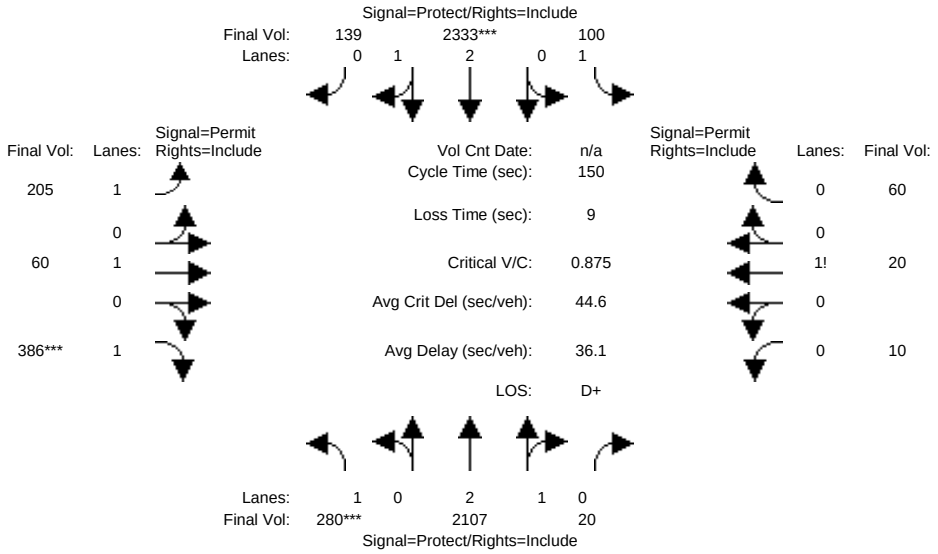
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #50: El Camino Real / Serra Street



Street Name:	El Camino Real						Serra Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	2020	20	100	2230	110	180	60	260	10	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2020	20	100	2230	110	180	60	260	10	20	60
Added Vol:	100	87	0	0	103	29	25	0	126	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	2107	20	100	2333	139	205	60	386	10	20	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	2107	20	100	2333	139	205	60	386	10	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	2107	20	100	2333	139	205	60	386	10	20	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	2107	20	100	2333	139	205	60	386	10	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	1.00	1.00	1.00	0.11	0.22	0.67
Final Sat.:	1750	5547	53	1750	5285	315	1750	1900	1750	194	389	1167
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.06	0.44	0.44	0.12	0.03	0.22	0.05	0.05	0.05
Crit Moves:	****				****				****			
Green Time:	27.4	89.7	89.7	13.5	75.7	75.7	37.8	37.8	37.8	37.8	37.8	37.8
Volume/Cap:	0.87	0.64	0.64	0.64	0.87	0.87	0.46	0.13	0.87	0.20	0.20	0.20
Delay/Veh:	82.0	20.0	20.0	74.2	36.3	36.3	48.3	43.4	71.2	44.4	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	20.0	20.0	74.2	36.3	36.3	48.3	43.4	71.2	44.4	44.4	44.4
LOS by Move:	F	B-	B-	E	D+	D+	D	D	E	D	D	D
HCM2kAvgQ:	14	21	21	5	35	35	9	2	21	3	3	3

Note: Queue reported is the number of cars per lane.

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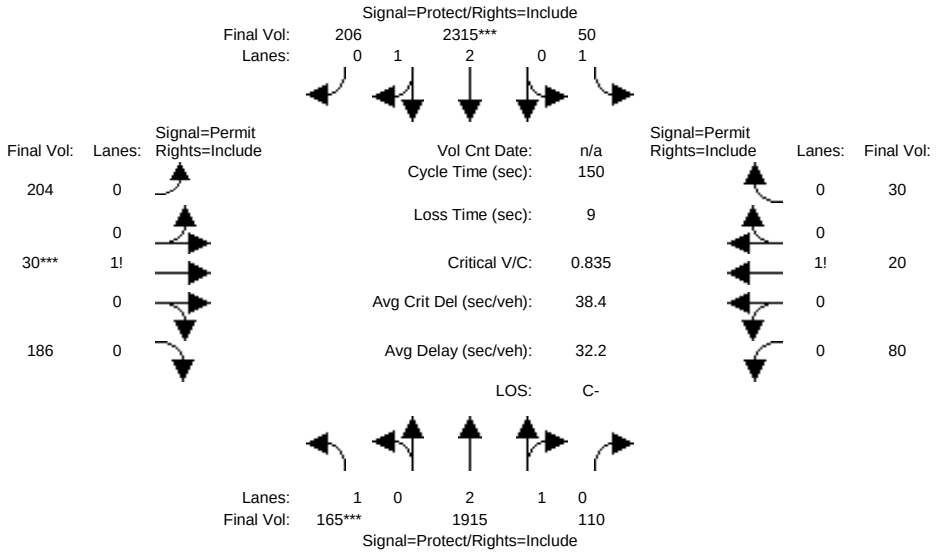
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	5	35	0	0	45	16	14	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1915	110	50	2315	206	204	30	186	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1915	110	50	2315	206	204	30	186	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1915	110	50	2315	206	204	30	186	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.83	0.17	1.00	2.75	0.25	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5295	304	1750	5142	458	850	125	775	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.45	0.45	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.9	86.7	86.7	11.2	80.9	80.9	43.1	43.1	43.1	43.1	43.1	43.1
Volume/Cap:	0.83	0.63	0.63	0.38	0.83	0.83	0.83	0.83	0.83	0.26	0.26	0.26
Delay/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	21.3	21.3	68.0	31.1	31.1	61.6	61.6	61.6	41.4	41.4	41.4
LOS by Move:	F	C+	C+	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	8	20	20	2	32	32	22	22	22	5	5	5

Note: Queue reported is the number of cars per lane.

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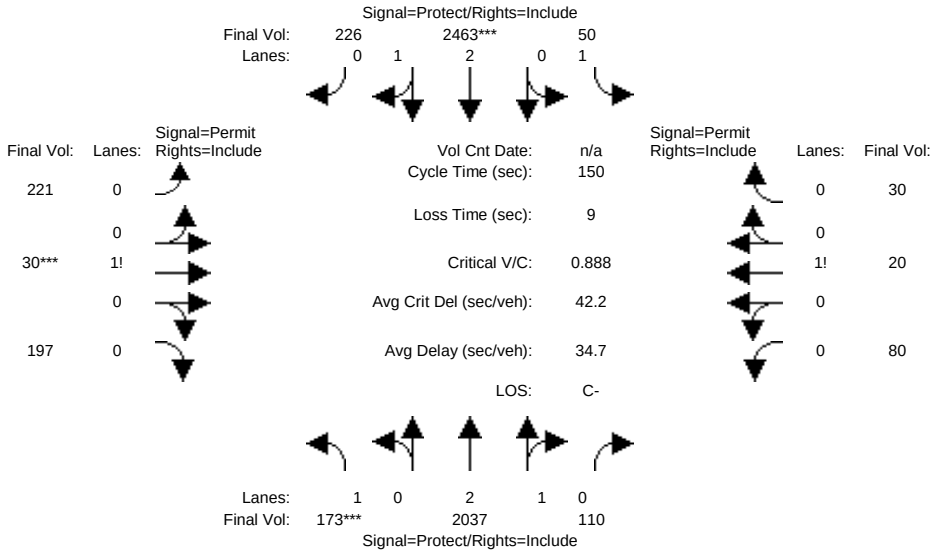
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #51: El Camino Real / Stanford Avenue



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1880	110	50	2270	190	190	30	180	80	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1880	110	50	2270	190	190	30	180	80	20	30
Added Vol:	13	157	0	0	193	36	31	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2037	110	50	2463	226	221	30	197	80	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	2037	110	50	2463	226	221	30	197	80	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2037	110	50	2463	226	221	30	197	80	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	2037	110	50	2463	226	221	30	197	80	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.84	0.16	1.00	2.74	0.26	0.49	0.07	0.44	0.62	0.15	0.23
Final Sat.:	1750	5313	287	1750	5129	471	863	117	770	1077	269	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.03	0.48	0.48	0.26	0.26	0.26	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	16.7	87.2	87.2	10.6	81.1	81.1	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.89	0.66	0.66	0.40	0.89	0.89	0.89	0.89	0.89	0.26	0.26	0.26
Delay/Veh:	101.2	21.9	21.9	68.8	34.1	34.1	68.4	68.4	68.4	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	21.9	21.9	68.8	34.1	34.1	68.4	68.4	68.4	41.3	41.3	41.3
LOS by Move:	F	C+	C+	E	C-	C-	E	E	E	D	D	D
HCM2kAvgQ:	9	22	22	2	36	36	24	24	24	5	5	5

Note: Queue reported is the number of cars per lane.

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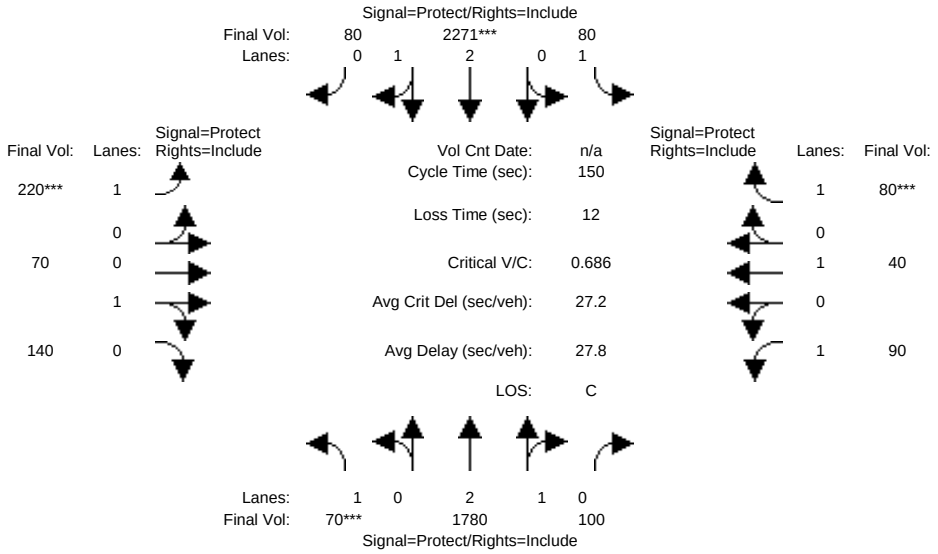
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	40	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1780	100	80	2271	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1780	100	80	2271	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1780	100	80	2271	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.89	0.11	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5302	298	1750	5409	191	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.42	0.42	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.7	88.3	88.3	12.3	91.8	91.8	27.5	26.0	26.0	11.5	10.0	10.0
Volume/Cap:	0.69	0.57	0.57	0.56	0.69	0.69	0.69	0.67	0.67	0.67	0.32	0.69
Delay/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	19.4	19.4	71.2	20.1	20.1	63.3	63.7	63.7	80.1	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	17	17	4	23	23	11	10	10	6	2	5

Note: Queue reported is the number of cars per lane.

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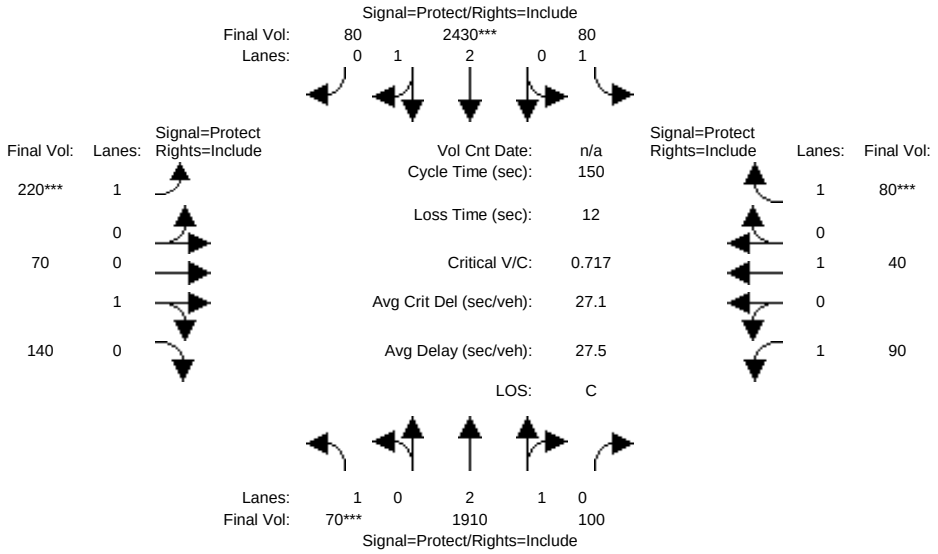
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #52: El Camino Real / California Avenue



Street Name:	El Camino Real						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1740	100	80	2220	80	220	70	140	90	40	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1740	100	80	2220	80	220	70	140	90	40	80
Added Vol:	0	170	0	0	210	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1910	100	80	2430	80	220	70	140	90	40	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1910	100	80	2430	80	220	70	140	90	40	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1910	100	80	2430	80	220	70	140	90	40	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1910	100	80	2430	80	220	70	140	90	40	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	1.00	2.90	0.10	1.00	0.33	0.67	1.00	1.00	1.00
Final Sat.:	1750	5321	279	1750	5421	178	1750	600	1200	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.05	0.45	0.45	0.13	0.12	0.12	0.05	0.02	0.05
Crit Moves:	****				****		****					****
Green Time:	8.3	90.1	90.1	11.7	93.5	93.5	26.2	25.1	25.1	11.1	10.0	10.0
Volume/Cap:	0.72	0.60	0.60	0.59	0.72	0.72	0.72	0.70	0.70	0.70	0.32	0.69
Delay/Veh:	92.5	19.0	19.0	73.2	20.1	20.1	66.5	65.8	65.8	83.2	68.2	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	19.0	19.0	73.2	20.1	20.1	66.5	65.8	65.8	83.2	68.2	84.1
LOS by Move:	F	B-	B-	E	C+	C+	E	E	E	F	E	F
HCM2kAvgQ:	3	18	18	4	25	25	12	11	11	6	2	5

Note: Queue reported is the number of cars per lane.

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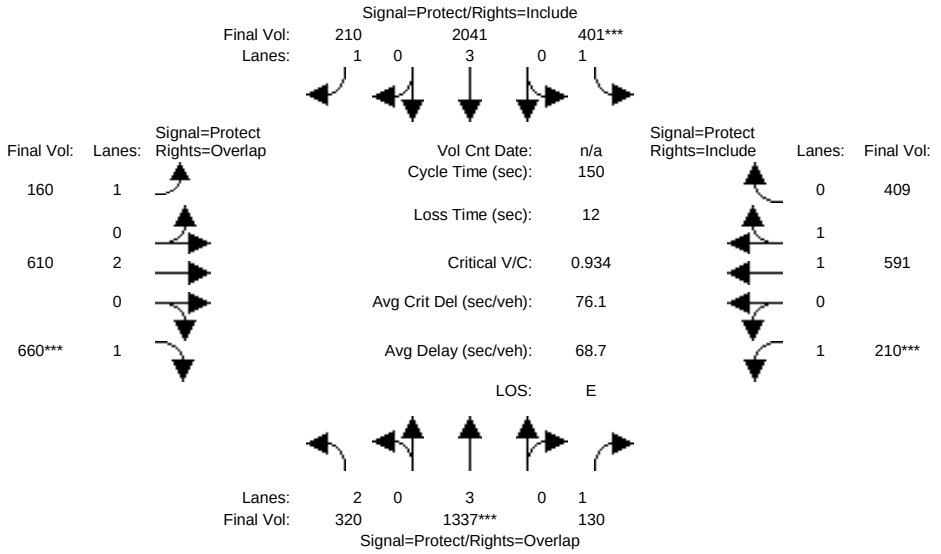
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	0	7	0	11	11	0	0	0	0	0	1	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1337	130	401	2041	210	160	610	660	210	591	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1337	130	401	2041	210	160	610	660	210	591	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1337	130	401	2041	210	160	610	660	210	591	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2186	1513
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.07	0.23	0.36	0.12	0.09	0.16	0.38	0.12	0.27	0.27
Crit Moves:		****		****					****	****		
Green Time:	16.5	37.7	56.9	36.8	58.0	58.0	16.1	44.3	60.7	19.3	47.5	47.5
Volume/Cap:	0.93	0.93	0.20	0.93	0.93	0.31	0.85	0.54	0.93	0.93	0.85	0.85
Delay/Veh:	96.3	66.4	31.3	82.9	51.3	32.3	95.6	45.0	61.7	106.7	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	66.4	31.3	116.1	71.8	45.2	95.6	45.0	61.7	106.7	54.3	54.3
LOS by Move:	F	E	C	F	E	D	F	D	E	F	D-	D-
HCM2kAvgQ:	9	21	4	23	34	7	8	11	34	10	20	20

Note: Queue reported is the number of cars per lane.

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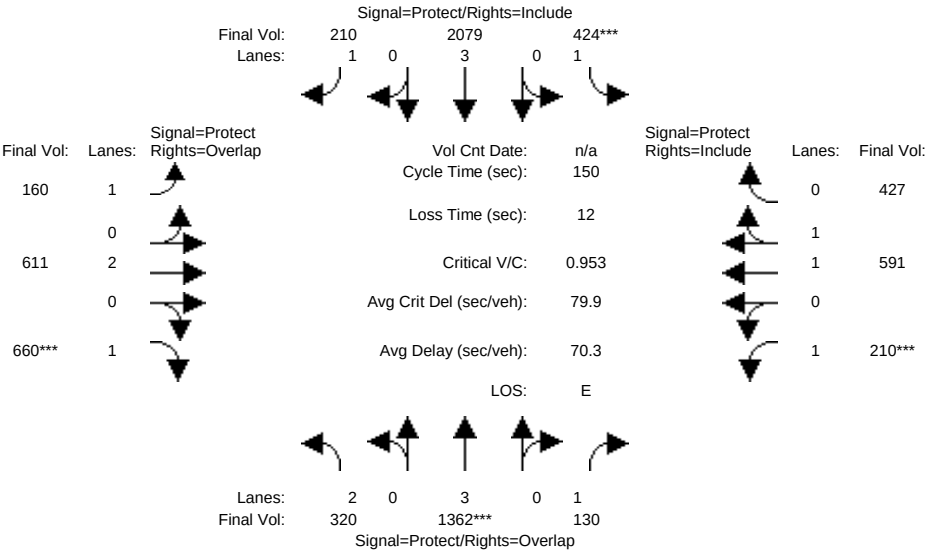
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #53: El Camino Real / Charleston Road (SC CMP)



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	1330	130	390	2030	210	160	610	660	210	590	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1330	130	390	2030	210	160	610	660	210	590	400
Added Vol:	0	32	0	34	49	0	0	1	0	0	1	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1362	130	424	2079	210	160	611	660	210	591	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1362	130	424	2079	210	160	611	660	210	591	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1362	130	424	2079	210	160	611	660	210	591	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1362	130	424	2079	210	160	611	660	210	591	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.14	0.86
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	2147	1551
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.07	0.24	0.36	0.12	0.09	0.16	0.38	0.12	0.28	0.28
Crit Moves:		****		****					****	****		
Green Time:	16.5	37.6	56.5	38.1	59.2	59.2	15.5	43.4	59.9	18.9	46.7	46.7
Volume/Cap:	0.92	0.95	0.20	0.95	0.92	0.30	0.88	0.56	0.94	0.95	0.88	0.88
Delay/Veh:	95.7	69.5	31.6	85.9	50.3	31.5	102.6	45.8	65.0	112.4	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.40	1.40	1.40	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	69.5	31.6	120.3	70.4	44.0	102.6	45.8	65.0	112.4	57.4	57.4
LOS by Move:	F	E	C	F	E	D	F	D	E	F	E+	E+
HCM2kAvgQ:	9	22	4	25	34	7	9	11	34	10	21	21

Note: Queue reported is the number of cars per lane.

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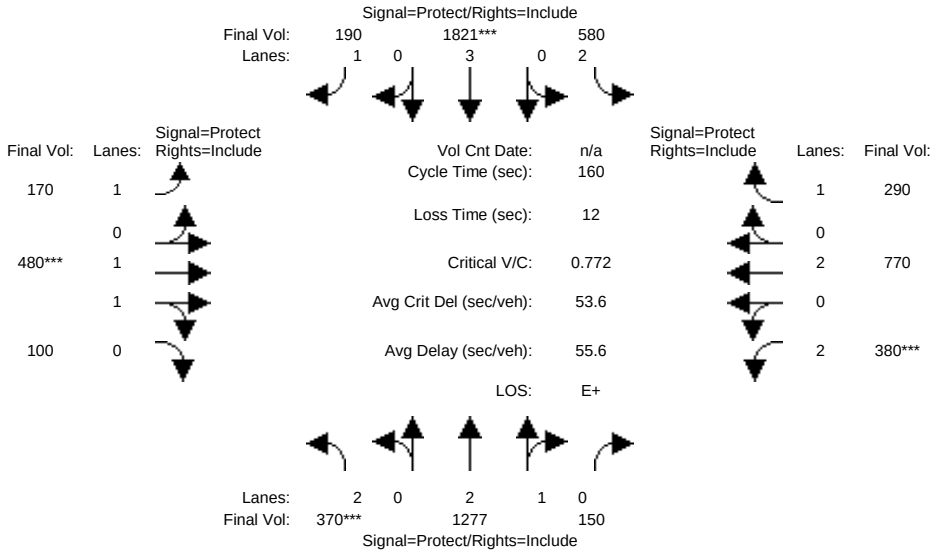
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	7	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1277	150	580	1821	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1277	150	580	1821	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1277	150	580	1821	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.67	0.33	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5011	589	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.18	0.32	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****		****		
Green Time:	24.3	52.6	52.6	38.0	66.2	66.2	18.6	32.5	32.5	25.0	38.9	38.9
Volume/Cap:	0.77	0.78	0.78	0.78	0.77	0.26	0.83	0.77	0.77	0.77	0.83	0.68
Delay/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	50.6	50.6	62.2	42.0	31.0	93.8	65.2	65.2	72.2	64.2	59.5
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E+
HCM2kAvgQ:	12	22	22	15	24	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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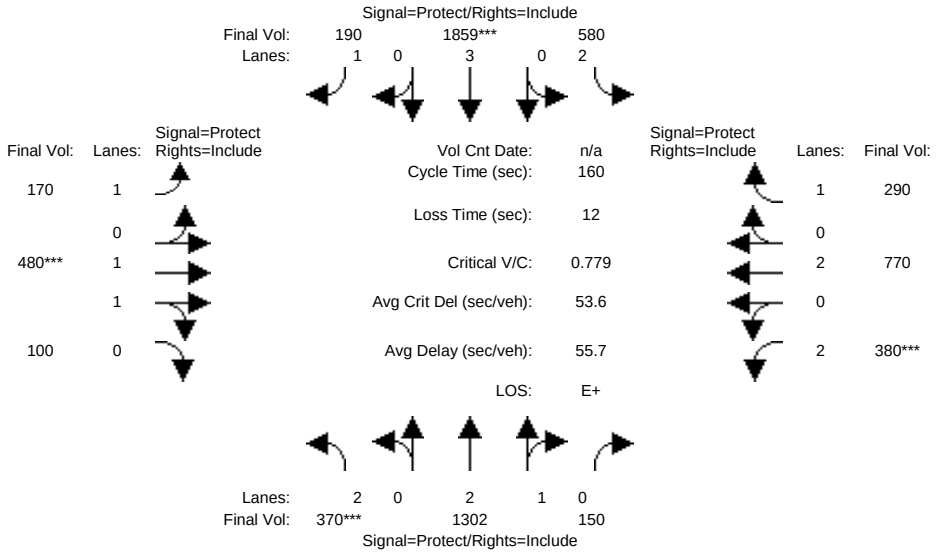
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #54: El Camino Real / San Antonio Road (SC CMP)



Street Name:	El Camino Real						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	28	10	10	28	10	10	30	10	10	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	1270	150	580	1810	190	170	480	100	380	770	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1270	150	580	1810	190	170	480	100	380	770	290
Added Vol:	0	32	0	0	49	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1302	150	580	1859	190	170	480	100	380	770	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1302	150	580	1859	190	170	480	100	380	770	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1302	150	580	1859	190	170	480	100	380	770	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	1302	150	580	1859	190	170	480	100	380	770	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	1.65	0.35	2.00	2.00	1.00
Final Sat.:	3150	5021	578	3150	5700	1750	1750	3062	638	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.18	0.33	0.11	0.10	0.16	0.16	0.12	0.20	0.17
Crit Moves:	****				****			****			****	
Green Time:	24.1	53.2	53.2	37.8	66.9	66.9	18.5	32.2	32.2	24.8	38.5	38.5
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.26	0.84	0.78	0.78	0.78	0.84	0.69
Delay/Veh:	73.5	50.3	50.3	62.5	41.9	30.5	95.4	65.8	65.8	72.9	65.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	50.3	50.3	62.5	41.9	30.5	95.4	65.8	65.8	72.9	65.0	60.1
LOS by Move:	E	D	D	E	D	C	F	E	E	E	E	E
HCM2kAvgQ:	12	23	23	15	25	6	10	14	14	12	20	15

Note: Queue reported is the number of cars per lane.

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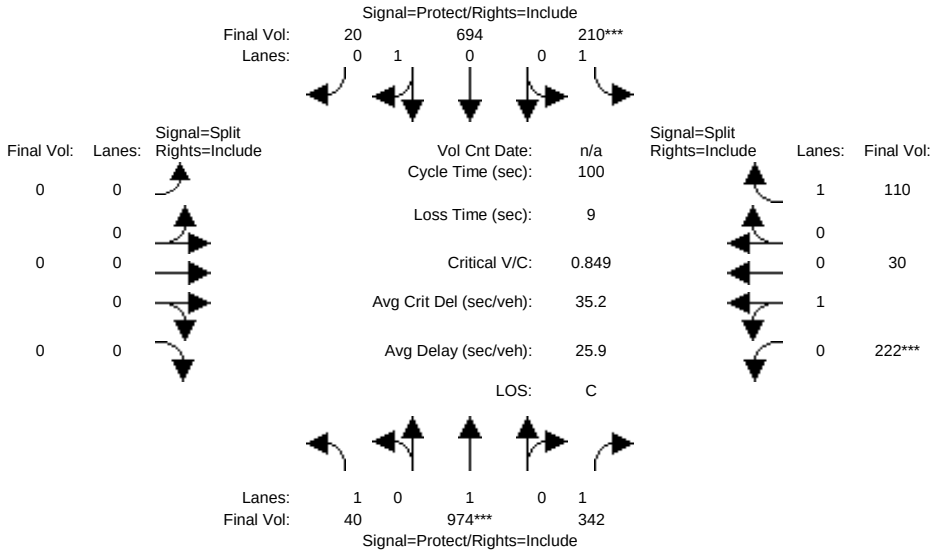
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	4	2	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	974	342	210	694	20	0	0	0	222	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	974	342	210	694	20	0	0	0	222	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	974	342	210	694	20	0	0	0	222	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	974	342	210	694	20	0	0	0	222	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.88	0.12	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1586	214	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.14	0.14	0.06
Crit Moves:		****		****						****		
Green Time:	11.2	60.4	60.4	14.1	63.3	63.3	0.0	0.0	0.0	16.5	16.5	16.5
Volume/Cap:	0.20	0.85	0.32	0.85	0.63	0.63	0.00	0.00	0.00	0.85	0.85	0.38
Delay/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	22.2	9.9	65.0	12.3	12.3	0.0	0.0	0.0	60.5	60.5	38.1
LOS by Move:	D	C+	A	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	27	6	10	14	14	0	0	0	8	8	3

Note: Queue reported is the number of cars per lane.

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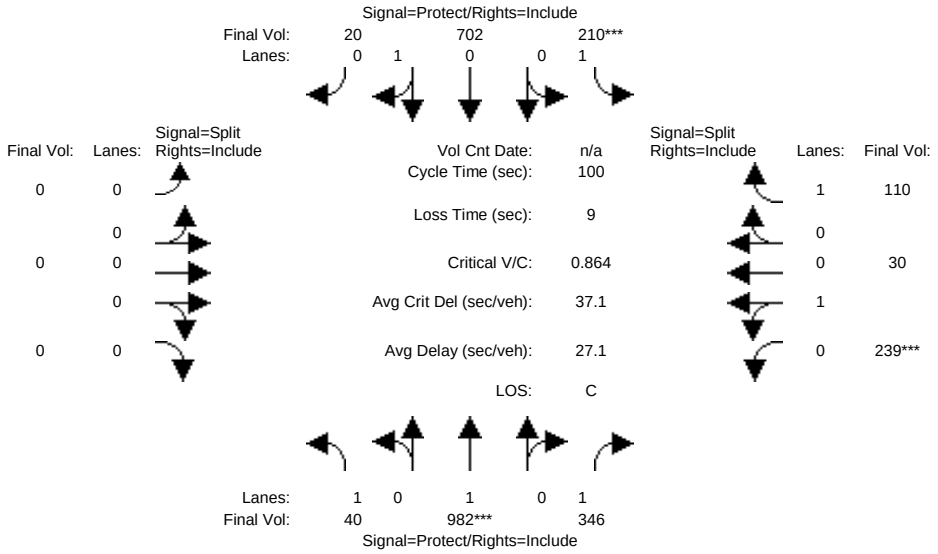
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #55: Alma Street / Lytton Avenue



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	970	340	210	690	20	0	0	0	220	30	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	340	210	690	20	0	0	0	220	30	110
Added Vol:	0	12	6	0	12	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	982	346	210	702	20	0	0	0	239	30	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	982	346	210	702	20	0	0	0	239	30	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	982	346	210	702	20	0	0	0	239	30	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	982	346	210	702	20	0	0	0	239	30	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.00	0.00	0.00	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1750	50	0	0	0	1599	201	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.20	0.12	0.40	0.40	0.00	0.00	0.00	0.15	0.15	0.06
Crit Moves:		****		****						****		
Green Time:	11.0	59.8	59.8	13.9	62.8	62.8	0.0	0.0	0.0	17.3	17.3	17.3
Volume/Cap:	0.21	0.86	0.33	0.86	0.64	0.64	0.00	0.00	0.00	0.86	0.86	0.36
Delay/Veh:	41.1	23.8	10.3	68.0	12.8	12.8	0.0	0.0	0.0	61.5	61.5	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	23.8	10.3	68.0	12.8	12.8	0.0	0.0	0.0	61.5	61.5	37.2
LOS by Move:	D	C	B+	E	B	B	A	A	A	E	E	D+
HCM2kAvgQ:	1	28	6	10	15	15	0	0	0	8	8	3

Note: Queue reported is the number of cars per lane.

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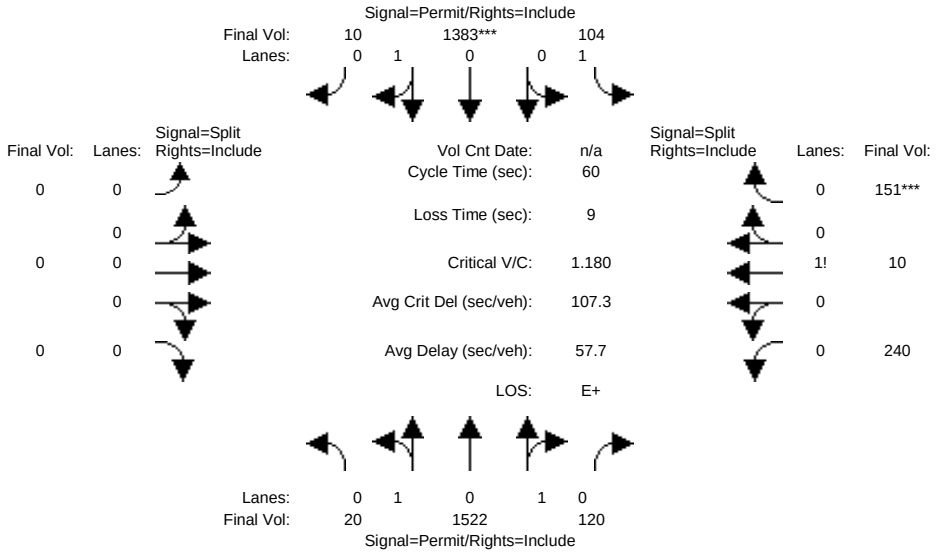
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	2	0	4	3	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1522	120	104	1383	10	0	0	0	240	10	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1522	120	104	1383	10	0	0	0	240	10	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1522	120	104	1383	10	0	0	0	240	10	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.60	0.02	0.38
Final Sat.:	43	3297	260	1750	1787	13	0	0	0	1047	44	659
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.06	0.77	0.77	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****							****
Green Time:	39.3	39.3	39.3	39.3	39.3	39.3	0.0	0.0	0.0	11.7	11.7	11.7
Volume/Cap:	0.70	0.70	0.70	0.09	1.18	1.18	0.00	0.00	0.00	1.18	1.18	1.18
Delay/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	3.8	100	100.3	0.0	0.0	0.0	131.4	131	131.4
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	58	58	0	0	0	17	17	17

Note: Queue reported is the number of cars per lane.

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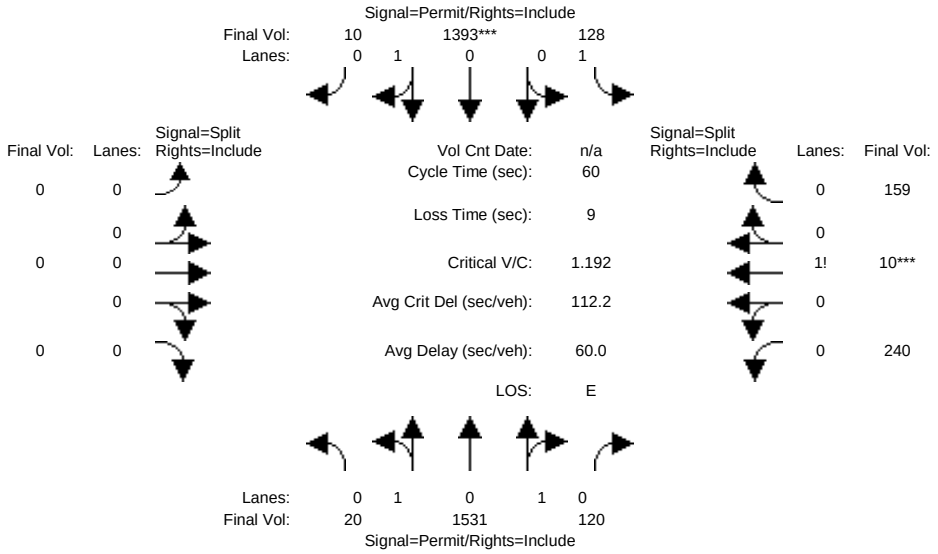
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	11	0	28	13	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1531	120	128	1393	10	0	0	0	240	10	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1531	120	128	1393	10	0	0	0	240	10	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.59	0.02	0.39
Final Sat.:	43	3298	259	1750	1787	13	0	0	0	1027	43	680
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.07	0.78	0.78	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:					****						****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	0.0	0.0	0.0	11.8	11.8	11.8
Volume/Cap:	0.71	0.71	0.71	0.11	1.19	1.19	0.00	0.00	0.00	1.19	1.19	1.19
Delay/Veh:	7.7	7.7	7.7	3.9	105	105.4	0.0	0.0	0.0	135.7	136	135.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	3.9	105	105.4	0.0	0.0	0.0	135.7	136	135.7
LOS by Move:	A	A	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	12	12	12	1	60	60	0	0	0	18	18	18

Note: Queue reported is the number of cars per lane.

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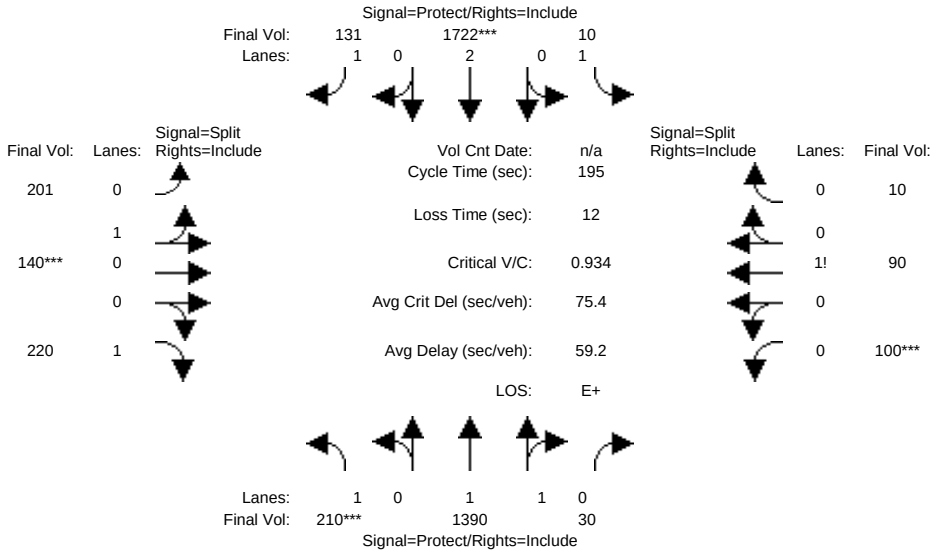
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	0	0	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1390	30	10	1722	131	201	140	220	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1390	30	10	1722	131	201	140	220	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1390	30	10	1722	131	201	140	220	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1061	739	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.01	0.45	0.07	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.0	109	109.4	10.2	94.6	94.6	39.5	39.5	39.5	23.9	23.9	23.9
Volume/Cap:	0.93	0.68	0.68	0.11	0.93	0.15	0.93	0.93	0.62	0.93	0.93	0.93
Delay/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.3	31.5	31.5	88.6	56.7	28.0	107.2	107	74.2	128.2	128	128.2
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	15	30	30	1	51	4	23	23	13	16	16	16

Note: Queue reported is the number of cars per lane.

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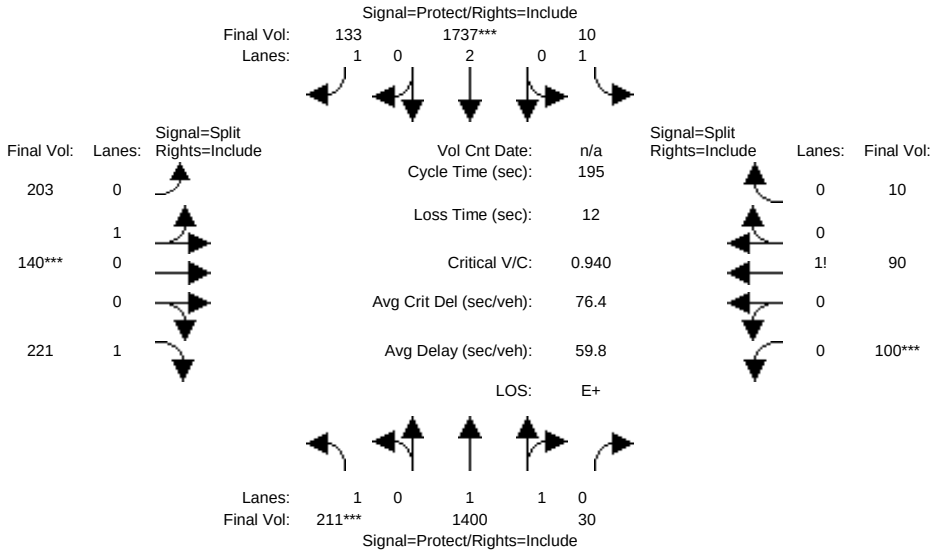
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #57: Alma Street / Churchill Avenue



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	1390	30	10	1720	130	200	140	220	100	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1390	30	10	1720	130	200	140	220	100	90	10
Added Vol:	1	10	0	0	17	3	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1400	30	10	1737	133	203	140	221	100	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1400	30	10	1737	133	203	140	221	100	90	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1400	30	10	1737	133	203	140	221	100	90	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1400	30	10	1737	133	203	140	221	100	90	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.59	0.41	1.00	0.50	0.45	0.05
Final Sat.:	1750	3622	78	1750	3800	1750	1065	735	1750	875	788	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.39	0.01	0.46	0.08	0.19	0.19	0.13	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	25.0	110	109.6	10.2	94.8	94.8	39.5	39.5	39.5	23.7	23.7	23.7
Volume/Cap:	0.94	0.69	0.69	0.11	0.94	0.16	0.94	0.94	0.62	0.94	0.94	0.94
Delay/Veh:	127.9	31.5	31.5	88.6	57.5	28.0	108.7	109	74.4	130.0	130	130.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.9	31.5	31.5	88.6	57.5	28.0	108.7	109	74.4	130.0	130	130.0
LOS by Move:	F	C	C	F	E+	C	F	F	E	F	F	F
HCM2kAvgQ:	15	31	31	1	52	5	23	23	13	16	16	16

Note: Queue reported is the number of cars per lane.

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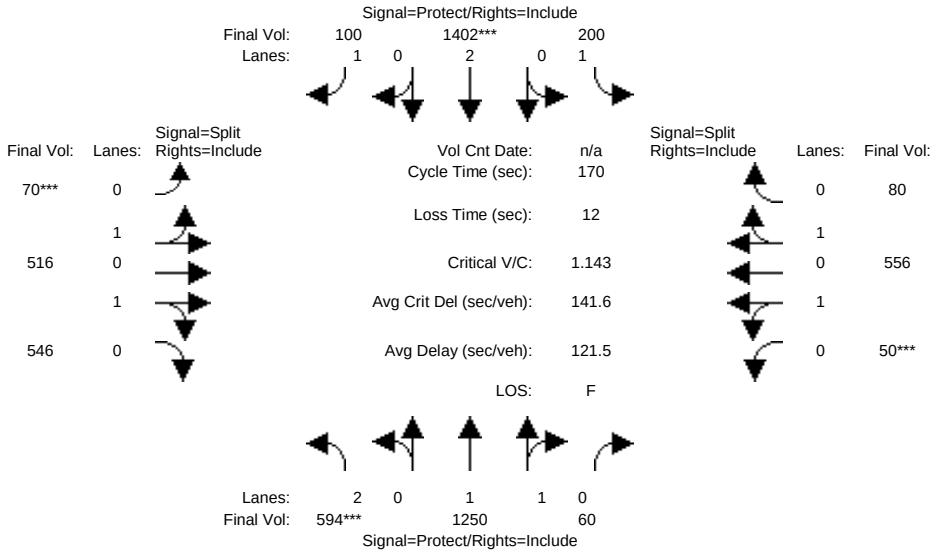
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	4	0	0	0	2	0	0	6	6	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	1250	60	200	1402	100	70	516	546	50	556	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1250	60	200	1402	100	70	516	546	50	556	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	1250	60	200	1402	100	70	516	546	50	556	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.15	1.62	0.23
Final Sat.:	3150	3530	169	1750	3800	1750	223	1641	1736	262	2918	420
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.11	0.37	0.06	0.31	0.31	0.31	0.19	0.19	0.19
Crit Moves:	****				****		****			****		
Green Time:	28.0	62.7	62.7	20.2	54.9	54.9	46.8	46.8	46.8	28.3	28.3	28.3
Volume/Cap:	1.14	0.96	0.96	0.96	1.14	0.18	1.14	1.14	1.14	1.14	1.14	1.14
Delay/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.3	68.3	68.3	125.4	132	41.5	138.3	138	138.3	153.9	154	153.9
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	23	32	32	15	49	4	41	41	41	24	24	24

Note: Queue reported is the number of cars per lane.

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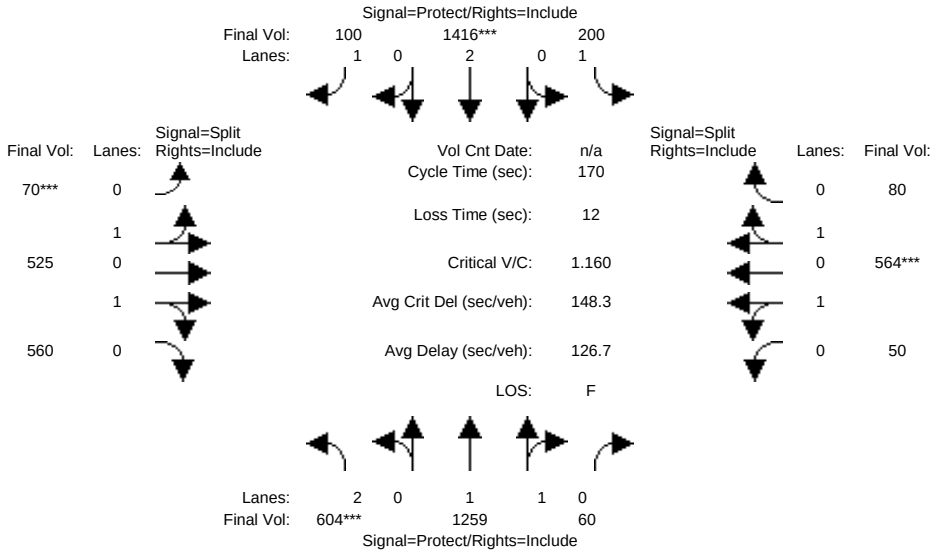
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	14	9	0	0	16	0	0	15	20	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1259	60	200	1416	100	70	525	560	50	564	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1259	60	200	1416	100	70	525	560	50	564	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1259	60	200	1416	100	70	525	560	50	564	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	604	1259	60	200	1416	100	70	525	560	50	564	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	1.91	0.09	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3532	168	1750	3800	1750	218	1636	1745	259	2926	415
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.11	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	28.1	62.6	62.6	20.1	54.6	54.6	47.0	47.0	47.0	28.3	28.3	28.3
Volume/Cap:	1.16	0.97	0.97	0.97	1.16	0.18	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	162.6	69.8	69.8	127.7	139	41.7	144.8	145	144.8	160.4	160	160.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.6	69.8	69.8	127.7	139	41.7	144.8	145	144.8	160.4	160	160.4
LOS by Move:	F	E	E	F	F	D	F	F	F	F	F	F
HCM2kAvgQ:	24	33	33	15	51	4	42	42	42	25	25	25

Note: Queue reported is the number of cars per lane.

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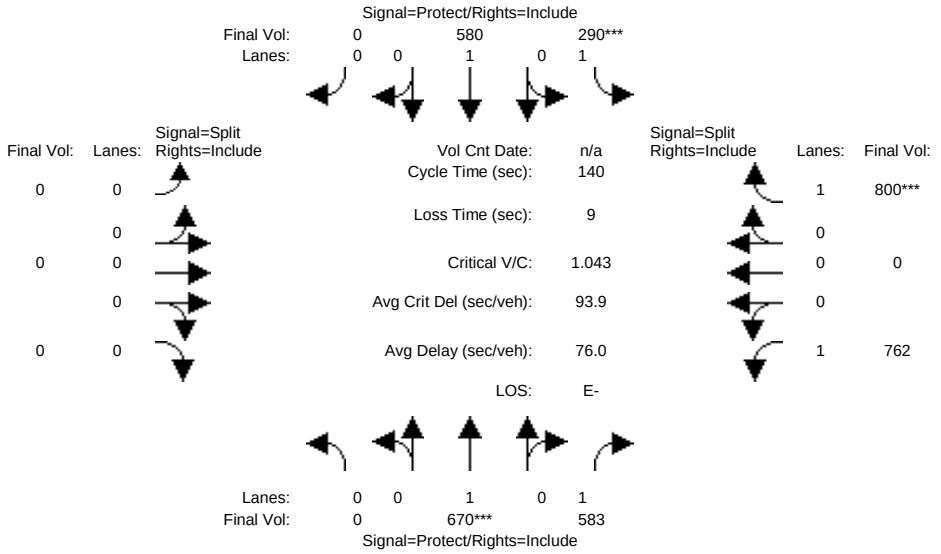
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	583	290	580	0	0	0	0	762	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	583	290	580	0	0	0	0	762	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	583	290	580	0	0	0	0	762	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	583	290	580	0	0	0	0	762	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	0.98	1.04	0.61	0.00	0.00	0.00	0.00	0.99	0.00	1.04
Delay/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	79.0	124.4	26.7	0.0	0.0	0.0	0.0	69.7	0.0	83.4
LOS by Move:	A	F	E-	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	30	19	18	0	0	0	0	41	0	46

Note: Queue reported is the number of cars per lane.

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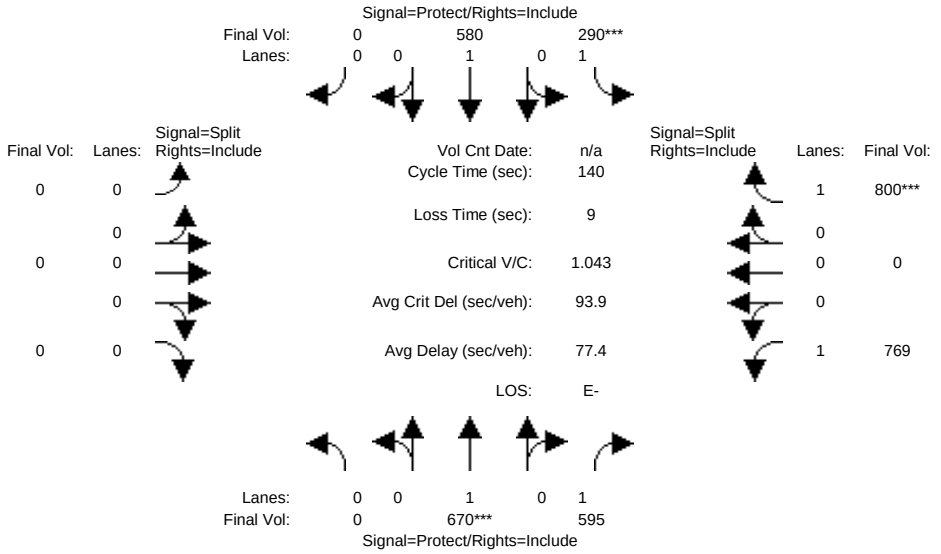
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	769	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	595	290	580	0	0	0	0	769	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	769	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	595	290	580	0	0	0	0	769	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	1.00	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.3	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	72.3	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	E	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	42	0	46

Note: Queue reported is the number of cars per lane.

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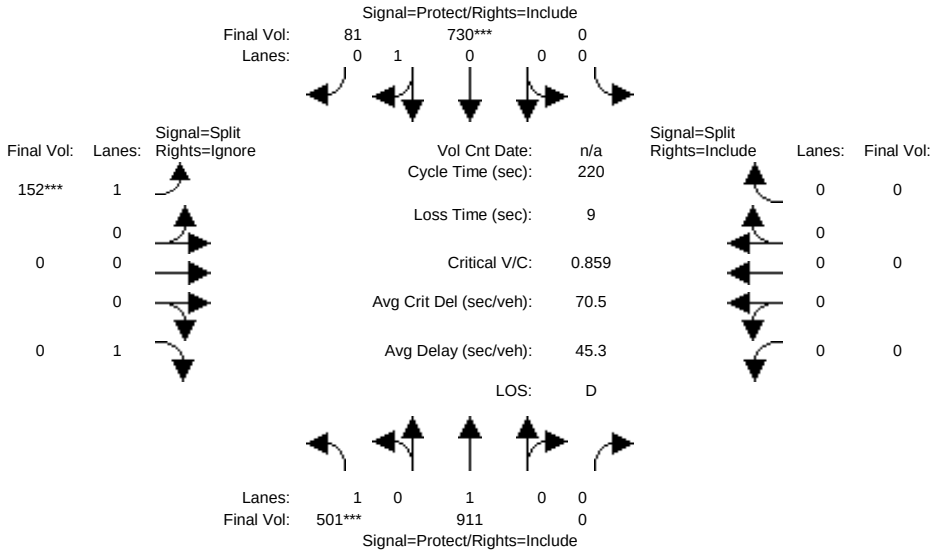
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	1	1	0	0	0	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	911	0	0	730	81	152	0	821	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	501	911	0	0	730	81	152	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	911	0	0	730	81	152	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	501	911	0	0	730	81	152	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1620	180	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.45	0.45	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	73.3	189	0.0	0.0	115	115.4	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.86	0.56	0.00	0.00	0.86	0.86	0.86	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	4.7	0.0	0.0	53.2	53.2	129.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2kAvgQ:	34	16	0	0	50	50	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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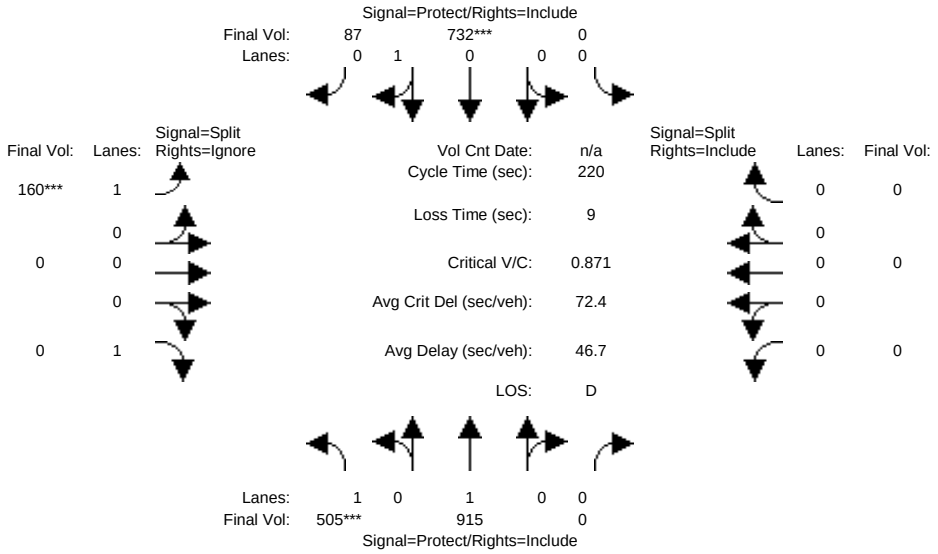
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #60: Middlefield Road / Ravenswood Avenue (MP)



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	500	910	0	0	730	80	150	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	910	0	0	730	80	150	0	820	0	0	0
Added Vol:	5	5	0	0	2	7	10	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	915	0	0	732	87	160	0	825	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	505	915	0	0	732	87	160	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	915	0	0	732	87	160	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	505	915	0	0	732	87	160	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1609	191	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.48	0.00	0.00	0.46	0.46	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	72.9	188	0.0	0.0	115	115.0	23.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.87	0.56	0.00	0.00	0.87	0.87	0.87	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	82.6	5.0	0.0	0.0	54.9	54.9	130.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	5.0	0.0	0.0	54.9	54.9	130.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D-	D-	F	A	A	A	A	A
HCM2kAvgQ:	34	17	0	0	51	51	11	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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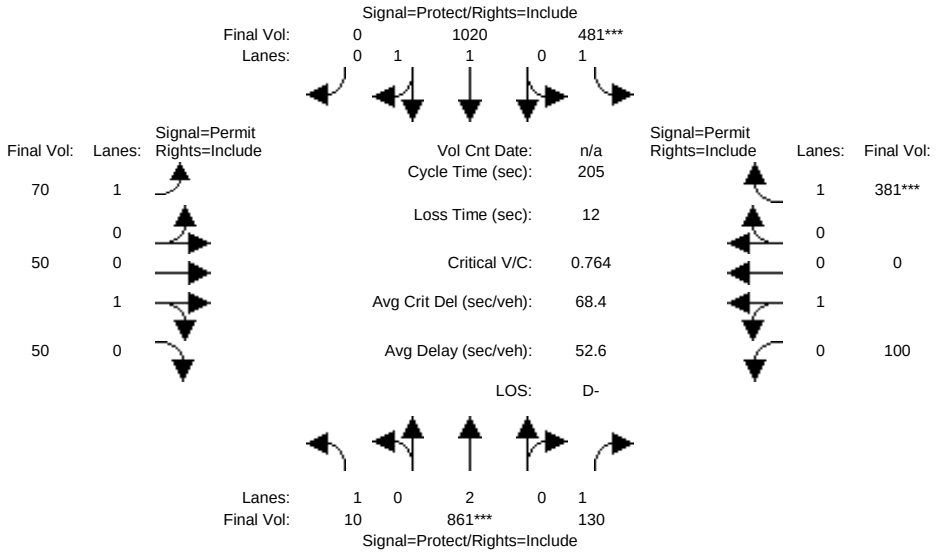
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	1	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	861	130	481	1020	0	70	50	50	100	0	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	861	130	481	1020	0	70	50	50	100	0	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	861	130	481	1020	0	70	50	50	100	0	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	861	130	481	1020	0	70	50	50	100	0	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.27	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.8	60.8	60.8	73.8	120	0.0	58.4	58.4	58.4	58.4	0.0	58.4
Volume/Cap:	0.08	0.76	0.25	0.76	0.47	0.00	0.14	0.19	0.19	0.19	0.00	0.76
Delay/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	68.7	55.0	63.5	24.6	0.0	54.7	55.7	55.7	55.7	0.0	73.9
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	23	6	27	18	0	3	5	5	5	0	24

Note: Queue reported is the number of cars per lane.

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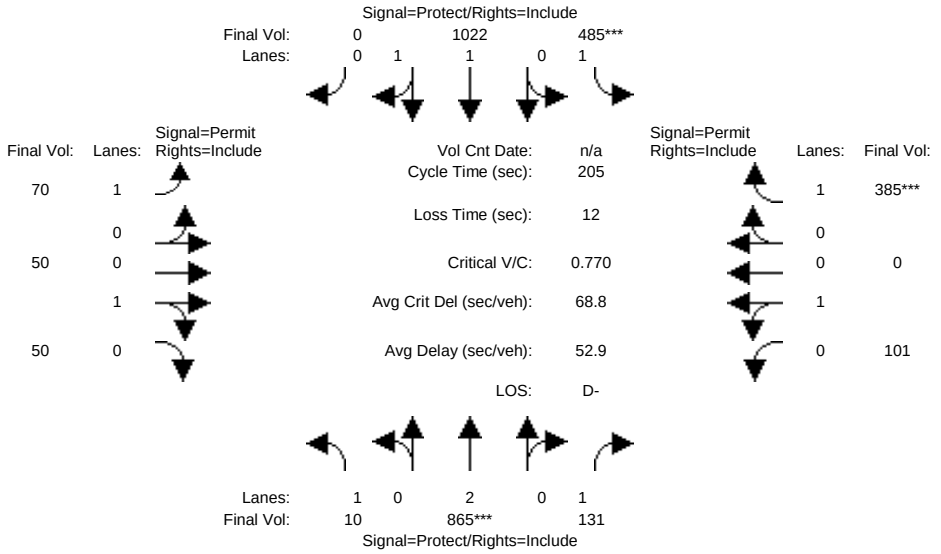
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #61: Middlefield Road / Ringwood Avenue (MP)



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	860	130	480	1020	0	70	50	50	100	0	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	130	480	1020	0	70	50	50	100	0	380
Added Vol:	0	5	1	5	2	0	0	0	0	1	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	865	131	485	1022	0	70	50	50	101	0	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	865	131	485	1022	0	70	50	50	101	0	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	865	131	485	1022	0	70	50	50	101	0	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	865	131	485	1022	0	70	50	50	101	0	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.50	0.50	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3700	0	1750	900	900	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.28	0.28	0.00	0.04	0.06	0.06	0.06	0.00	0.22
Crit Moves:		****		****								****
Green Time:	14.8	60.6	60.6	73.8	120	0.0	58.6	58.6	58.6	58.6	0.0	58.6
Volume/Cap:	0.08	0.77	0.25	0.77	0.47	0.00	0.14	0.19	0.19	0.20	0.00	0.77
Delay/Veh:	89.0	69.1	55.2	63.9	24.7	0.0	54.6	55.5	55.5	55.6	0.0	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	69.1	55.2	63.9	24.7	0.0	54.6	55.5	55.5	55.6	0.0	74.2
LOS by Move:	F	E	E+	E	C	A	D-	E+	E+	E+	A	E
HCM2kAvgQ:	1	23	6	28	18	0	3	5	5	5	0	25

Note: Queue reported is the number of cars per lane.

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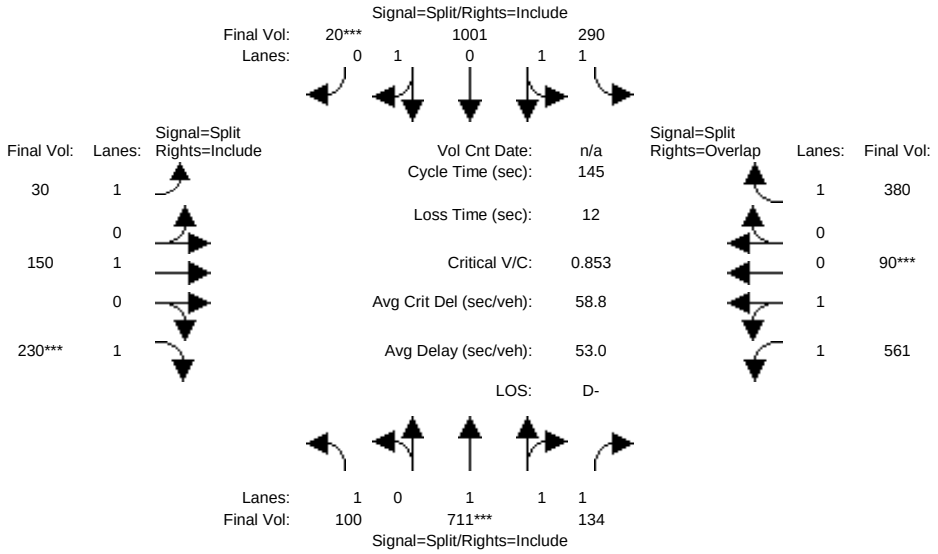
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	1	4	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	711	134	290	1001	20	30	150	230	561	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	711	134	290	1001	20	30	150	230	561	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	711	134	290	1001	20	30	150	230	561	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	711	134	290	1001	20	30	150	230	561	90	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3719	1800	1750	3627	72	1750	1900	1750	3059	491	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.17	0.28	0.28	0.02	0.08	0.13	0.18	0.18	0.22
Crit Moves:		****				****			****		****	
Green Time:	32.5	32.5	32.5	46.9	46.9	46.9	22.4	22.4	22.4	31.2	31.2	78.1
Volume/Cap:	0.25	0.85	0.33	0.51	0.85	0.85	0.11	0.51	0.85	0.85	0.85	0.40
Delay/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	61.2	47.2	39.9	50.6	50.6	53.0	57.8	81.8	63.8	63.8	20.0
LOS by Move:	D	E	D	D	D	D	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	5	11	23	23	1	7	13	15	15	10

Note: Queue reported is the number of cars per lane.

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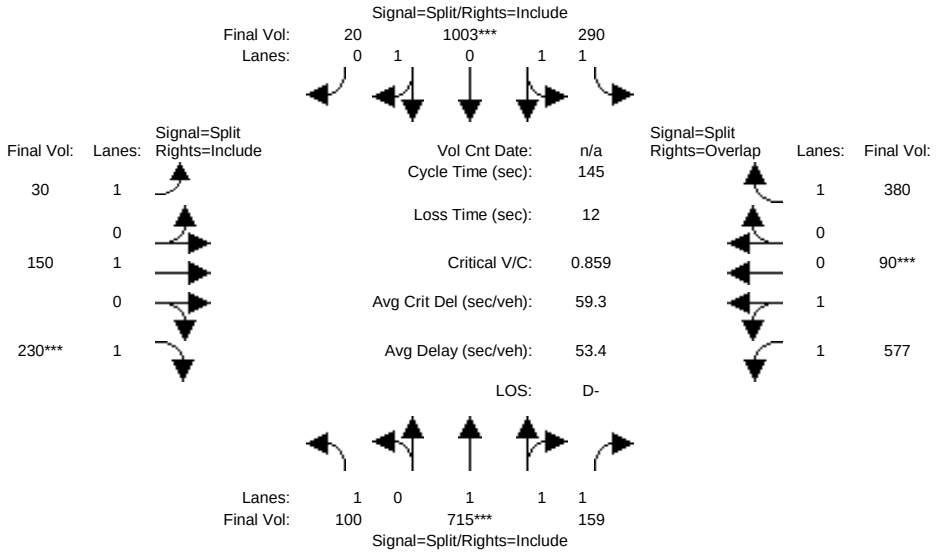
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #62: Middlefield Road / Willow Road (MP)



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	710	130	290	1000	20	30	150	230	560	90	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	710	130	290	1000	20	30	150	230	560	90	380
Added Vol:	0	5	29	0	3	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	715	159	290	1003	20	30	150	230	577	90	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	715	159	290	1003	20	30	150	230	577	90	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	715	159	290	1003	20	30	150	230	577	90	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	715	159	290	1003	20	30	150	230	577	90	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	1.73	0.27	1.00
Final Sat.:	1750	3722	1800	1750	3628	72	1750	1900	1750	3071	479	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.09	0.17	0.28	0.28	0.02	0.08	0.13	0.19	0.19	0.22
Crit Moves:		****			****				****		****	
Green Time:	32.4	32.4	32.4	46.7	46.7	46.7	22.2	22.2	22.2	31.7	31.7	78.4
Volume/Cap:	0.26	0.86	0.40	0.51	0.86	0.86	0.11	0.52	0.86	0.86	0.86	0.40
Delay/Veh:	46.7	61.6	48.1	40.1	51.2	51.2	53.1	58.1	83.1	64.0	64.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	61.6	48.1	40.1	51.2	51.2	53.1	58.1	83.1	64.0	64.0	19.8
LOS by Move:	D	E	D	D	D-	D-	D-	E+	F	E	E	B-
HCM2kAvgQ:	4	14	6	11	23	23	1	7	13	16	16	10

Note: Queue reported is the number of cars per lane.

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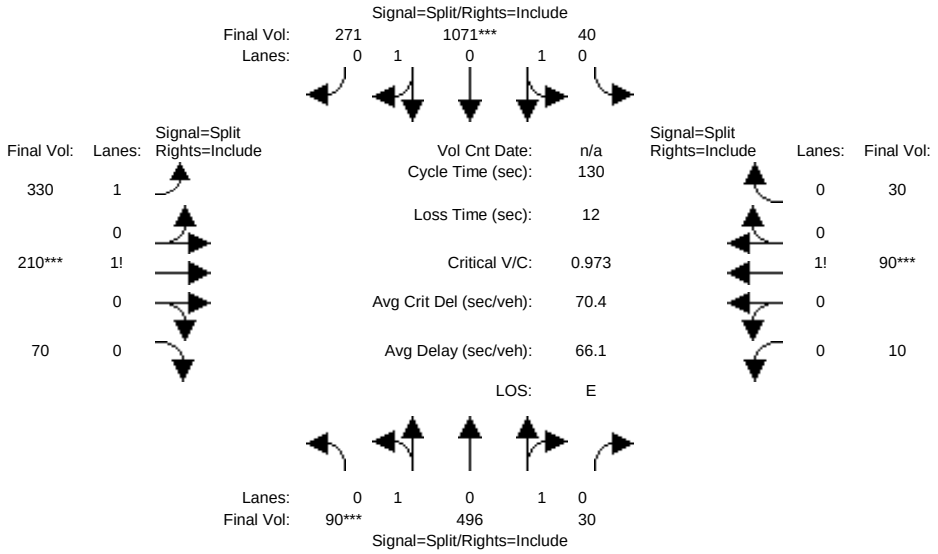
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	0	6	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	496	30	40	1071	271	330	210	70	10	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	496	30	40	1071	271	330	210	70	10	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	496	30	40	1071	271	330	210	70	10	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	496	30	40	1071	271	330	210	70	10	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.29	1.61	0.10	0.06	1.55	0.39	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	526	2899	175	104	2790	706	2399	826	275	135	1212	404
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.38	0.38	0.38	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	22.8	22.8	22.8	51.2	51.2	51.2	33.9	33.9	33.9	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.97	0.53	0.97	0.97	0.97	0.97	0.97
Delay/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	82.5	82.5	56.7	56.7	56.7	41.6	77.0	77.0	126.6	127	126.6
LOS by Move:	F	F	F	E+	E+	E+	D	E-	E-	F	F	F
HCM2kAvgQ:	14	14	14	30	30	30	9	22	22	9	9	9

Note: Queue reported is the number of cars per lane.

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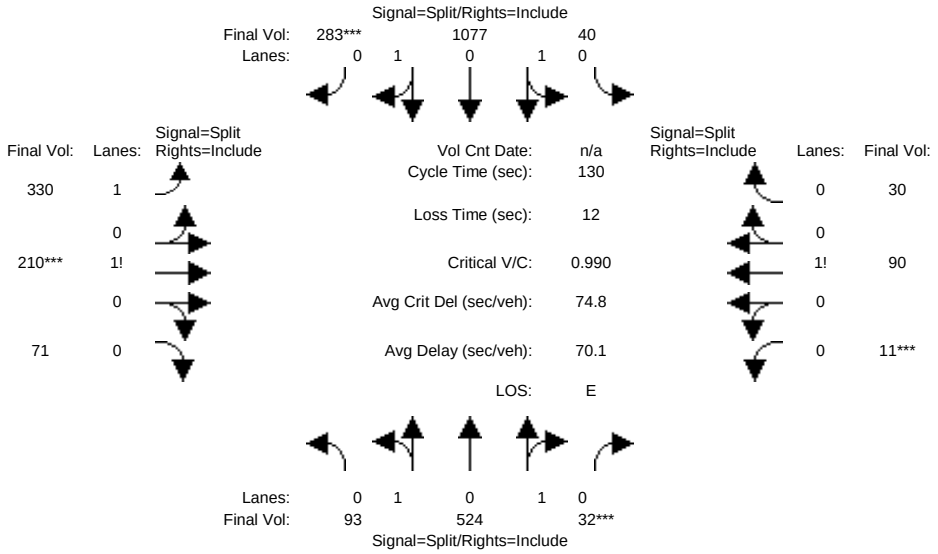
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #63: Middlefield Road / Lytton Avenue



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	490	30	40	1070	270	330	210	70	10	90	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	490	30	40	1070	270	330	210	70	10	90	30
Added Vol:	3	34	2	0	7	13	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	524	32	40	1077	283	330	210	71	11	90	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	524	32	40	1077	283	330	210	71	11	90	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	524	32	40	1077	283	330	210	71	11	90	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	524	32	40	1077	283	330	210	71	11	90	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.29	1.61	0.10	0.06	1.54	0.40	1.37	0.47	0.16	0.08	0.69	0.23
Final Sat.:	516	2907	178	103	2769	728	2397	824	279	147	1202	401
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.39	0.39	0.39	0.14	0.25	0.25	0.07	0.07	0.07
Crit Moves:			****			****		****			****	
Green Time:	23.6	23.6	23.6	51.0	51.0	51.0	33.4	33.4	33.4	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.54	0.99	0.99	0.97	0.97	0.97
Delay/Veh:	86.1	86.1	86.1	61.3	61.3	61.3	42.1	82.3	82.3	128.9	129	128.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.1	86.1	86.1	61.3	61.3	61.3	42.1	82.3	82.3	128.9	129	128.9
LOS by Move:	F	F	F	E	E	E	D	F	F	F	F	F
HCM2kAvgQ:	15	15	15	31	31	31	9	23	23	9	9	9

Note: Queue reported is the number of cars per lane.

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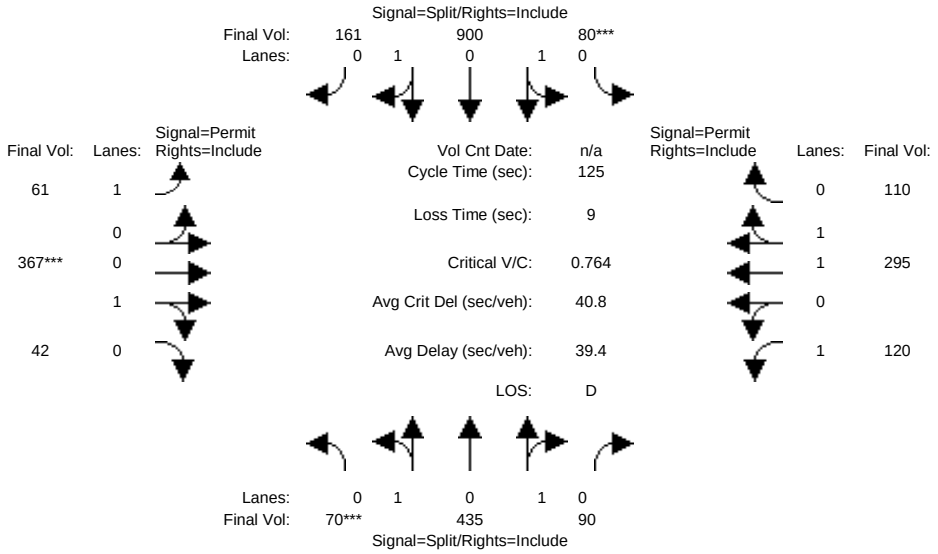
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	0	5	0	0	0	1	1	7	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	435	90	80	900	161	61	367	42	120	295	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	435	90	80	900	161	61	367	42	120	295	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	435	90	80	900	161	61	367	42	120	295	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	435	90	80	900	161	61	367	42	120	295	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.46	0.30	0.14	1.58	0.28	1.00	0.90	0.10	1.00	1.44	0.56
Final Sat.:	424	2632	545	252	2840	508	1750	1615	185	1750	2694	1005
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.32	0.32	0.32	0.03	0.23	0.23	0.07	0.11	0.11
Crit Moves:	****			****				****				
Green Time:	27.0	27.0	27.0	51.8	51.8	51.8	37.2	37.2	37.2	37.2	37.2	37.2
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.12	0.76	0.76	0.23	0.37	0.37
Delay/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	50.5	33.8	33.8	33.8	32.1	46.4	46.4	33.4	34.9	34.9
LOS by Move:	D	D	D	C-	C-	C-	C-	D	D	C-	C-	C-
HCM2kAvgQ:	12	12	12	18	18	18	2	15	15	4	6	6

Note: Queue reported is the number of cars per lane.

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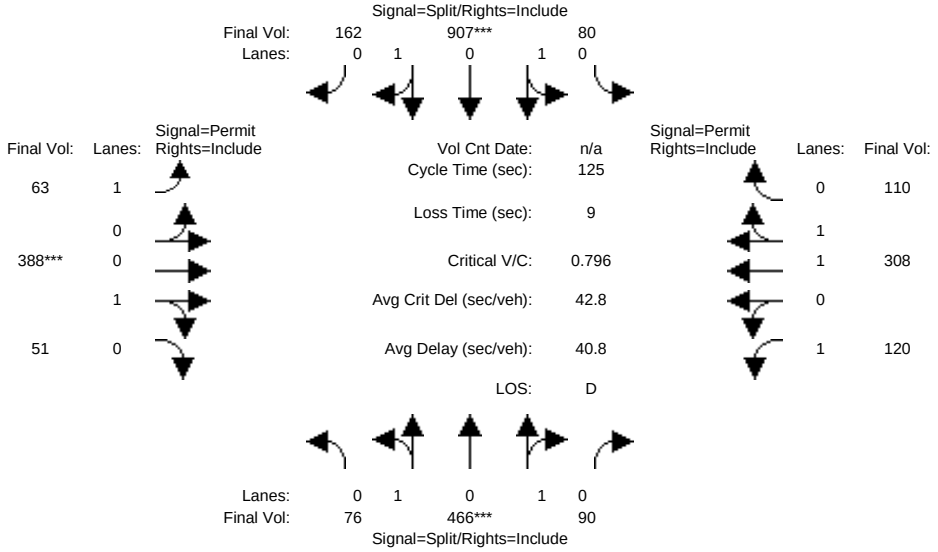
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #64: Middlefield Road / University Avenue



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	430	90	80	900	160	60	360	40	120	290	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	90	80	900	160	60	360	40	120	290	110
Added Vol:	6	36	0	0	7	2	3	28	11	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	466	90	80	907	162	63	388	51	120	308	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	466	90	80	907	162	63	388	51	120	308	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	466	90	80	907	162	63	388	51	120	308	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	466	90	80	907	162	63	388	51	120	308	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.24	1.48	0.28	0.14	1.58	0.28	1.00	0.88	0.12	1.00	1.46	0.54
Final Sat.:	433	2654	513	251	2842	508	1750	1591	209	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.04	0.24	0.24	0.07	0.11	0.11
Crit Moves:		****			****			****				
Green Time:	27.6	27.6	27.6	50.1	50.1	50.1	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.80	0.80	0.22	0.37	0.37
Delay/Veh:	51.7	51.7	51.7	36.1	36.1	36.1	31.3	47.7	47.7	32.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	51.7	36.1	36.1	36.1	31.3	47.7	47.7	32.5	34.1	34.1
LOS by Move:	D-	D-	D-	D+	D+	D+	C	D	D	C-	C-	C-
HCM2kAvgQ:	13	13	13	19	19	19	2	16	16	3	6	6

Note: Queue reported is the number of cars per lane.

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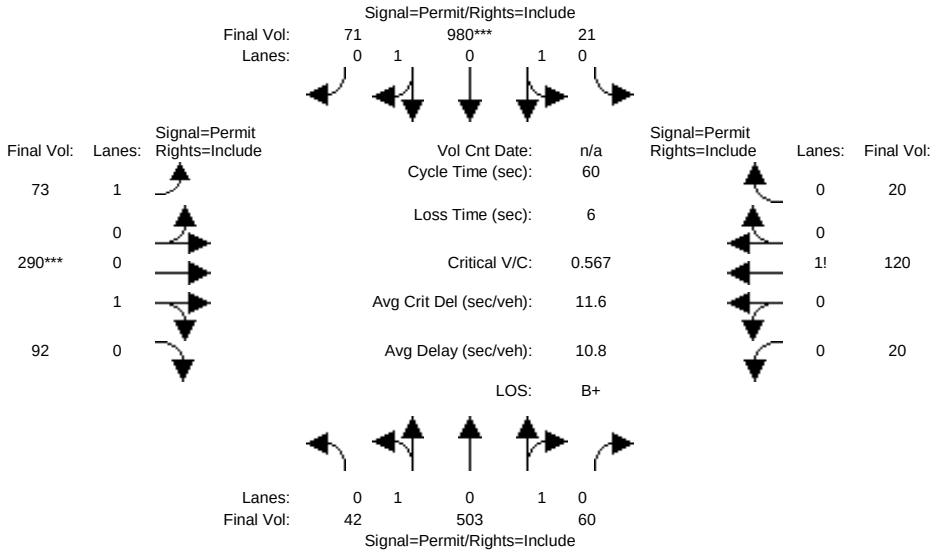
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	2	3	0	1	0	1	3	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	503	60	21	980	71	73	290	92	20	120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	503	60	21	980	71	73	290	92	20	120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	503	60	21	980	71	73	290	92	20	120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	503	60	21	980	71	73	290	92	20	120	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.66	0.20	0.04	1.83	0.13	1.00	0.76	0.24	0.12	0.75	0.13
Final Sat.:	250	2993	357	71	3291	238	1750	1366	434	219	1313	219
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.04	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.32	0.32	0.32	0.57	0.57	0.57	0.11	0.57	0.57	0.24	0.24	0.24
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.3	16.0	16.0	13.1	13.1	13.1
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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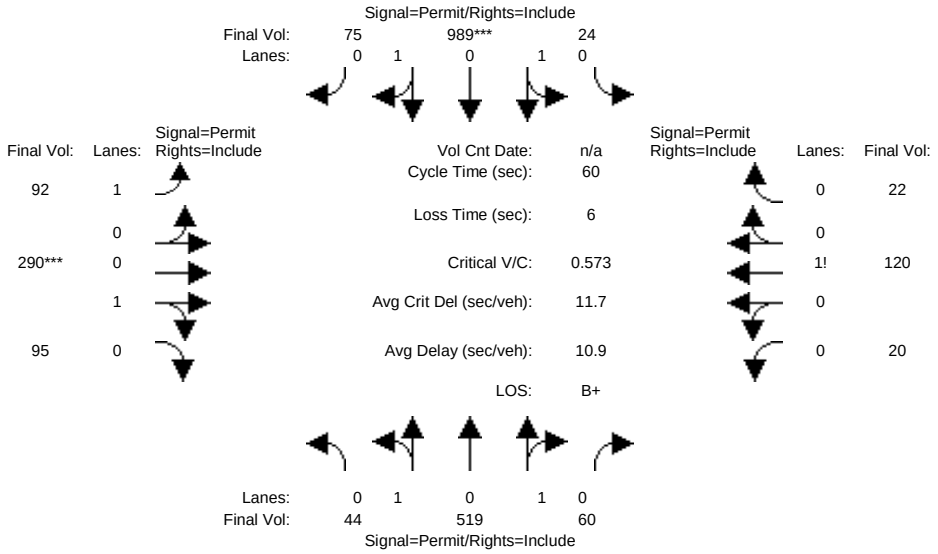
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #65: Middlefield Road / Hamilton Avenue



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	500	60	20	980	70	70	290	90	20	120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	500	60	20	980	70	70	290	90	20	120	20
Added Vol:	4	19	0	4	9	5	22	0	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	519	60	24	989	75	92	290	95	20	120	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	519	60	24	989	75	92	290	95	20	120	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	519	60	24	989	75	92	290	95	20	120	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	519	60	24	989	75	92	290	95	20	120	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.67	0.19	0.04	1.82	0.14	1.00	0.75	0.25	0.12	0.74	0.14
Final Sat.:	254	2999	347	79	3272	248	1750	1356	444	216	1296	238
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.05	0.21	0.21	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	31.6	31.6	31.6	31.6	31.6	31.6	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.33	0.33	0.33	0.57	0.57	0.57	0.14	0.57	0.57	0.25	0.25	0.25
Delay/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.5	16.2	16.2	13.2	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	10.0	10.0	10.0	12.5	16.2	16.2	13.2	13.2	13.2
LOS by Move:	A	A	A	B+	B+	B+	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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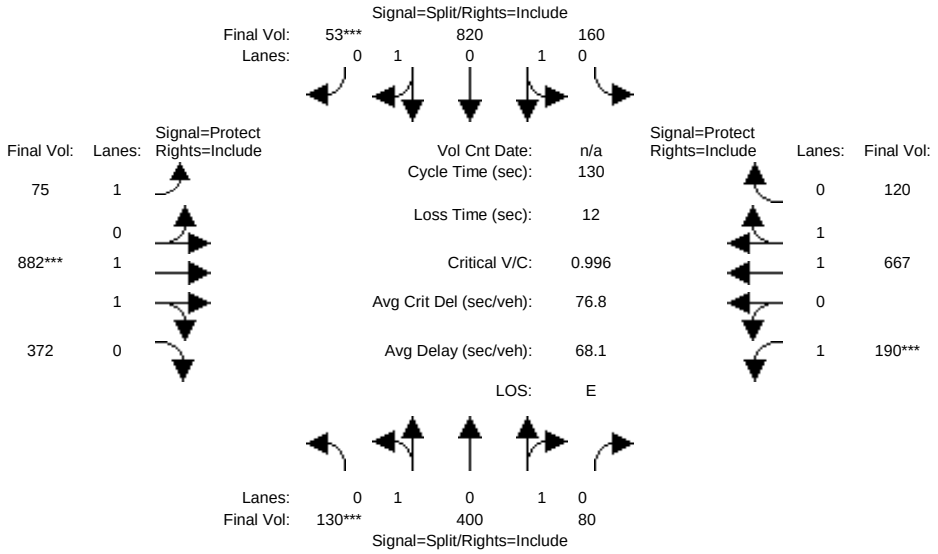
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	0	0	0	0	0	3	5	12	2	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	400	80	160	820	53	75	882	372	190	667	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	400	80	160	820	53	75	882	372	190	667	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	400	80	160	820	53	75	882	372	190	667	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	400	80	160	820	53	75	882	372	190	667	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	1.31	0.26	0.31	1.59	0.10	1.00	1.39	0.61	1.00	1.69	0.31
Final Sat.:	767	2361	472	558	2858	185	1750	2602	1097	1750	3135	564
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.04	0.34	0.34	0.11	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	22.1	22.1	22.1	37.5	37.5	37.5	11.8	44.3	44.3	14.2	46.6	46.6
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.59	0.59
Delay/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	89.2	89.2	73.1	73.1	73.1	58.3	67.1	67.1	121.8	34.7	34.7
LOS by Move:	F	F	F	E	E	E	E+	E	E	F	C-	C-
HCM2kAvgQ:	13	13	13	25	25	25	3	30	30	10	13	13

Note: Queue reported is the number of cars per lane.

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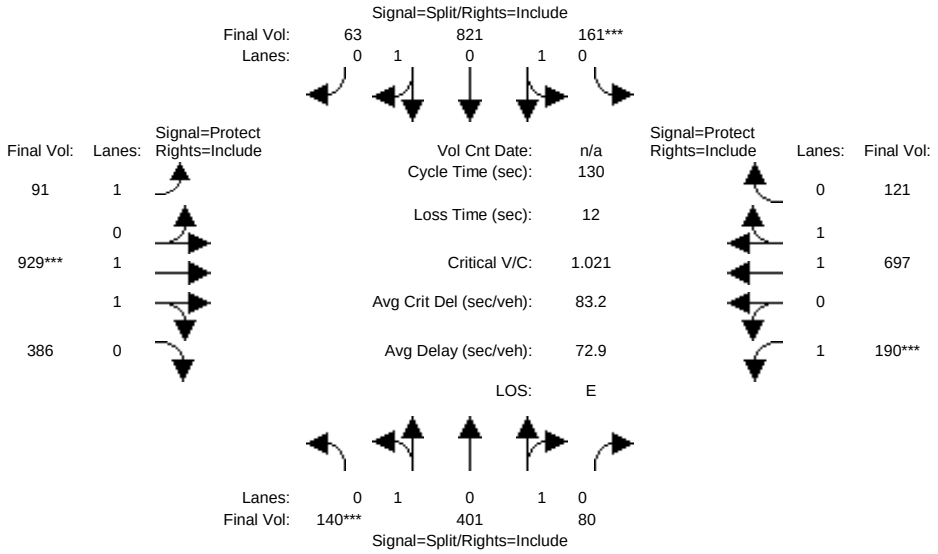
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #66: Middlefield Road / Embarcadero Road



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	400	80	160	820	50	70	870	370	190	660	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	400	80	160	820	50	70	870	370	190	660	120
Added Vol:	10	1	0	1	1	13	21	59	16	0	37	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	401	80	161	821	63	91	929	386	190	697	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	401	80	161	821	63	91	929	386	190	697	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	401	80	161	821	63	91	929	386	190	697	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	401	80	161	821	63	91	929	386	190	697	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.45	1.29	0.26	0.31	1.57	0.12	1.00	1.40	0.60	1.00	1.70	0.30
Final Sat.:	812	2325	464	555	2828	217	1750	2613	1086	1750	3152	547
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.05	0.36	0.36	0.11	0.22	0.22
Crit Moves:	****			****				****		****		
Green Time:	22.0	22.0	22.0	37.0	37.0	37.0	11.6	45.3	45.3	13.8	47.5	47.5
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.58	1.02	1.02	1.02	0.60	0.60
Delay/Veh:	96.0	96.0	96.0	80.1	80.1	80.1	62.5	72.9	72.9	129.7	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.0	96.0	96.0	80.1	80.1	80.1	62.5	72.9	72.9	129.7	34.4	34.4
LOS by Move:	F	F	F	F	F	F	E	E	E	F	C-	C-
HCM2kAvgQ:	14	14	14	26	26	26	4	32	32	11	13	13

Note: Queue reported is the number of cars per lane.

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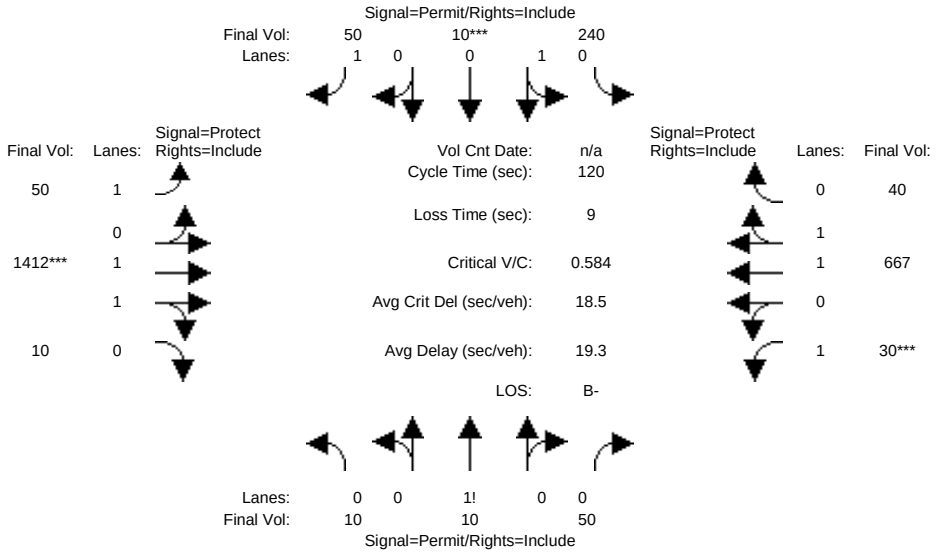
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1412	10	30	667	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1412	10	30	667	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1412	10	30	667	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1412	10	30	667	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	250	250	1250	1728	72	1750	1750	3674	26	1750	3491	209
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.38	0.38	0.02	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	27.6	27.6	27.6	27.6	27.6	27.6	19.5	76.4	76.4	7.0	63.9	63.9
Volume/Cap:	0.17	0.17	0.17	0.60	0.60	0.12	0.18	0.60	0.60	0.29	0.36	0.36
Delay/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	37.3	43.8	43.8	36.8	43.6	13.3	13.3	55.7	16.3	16.3
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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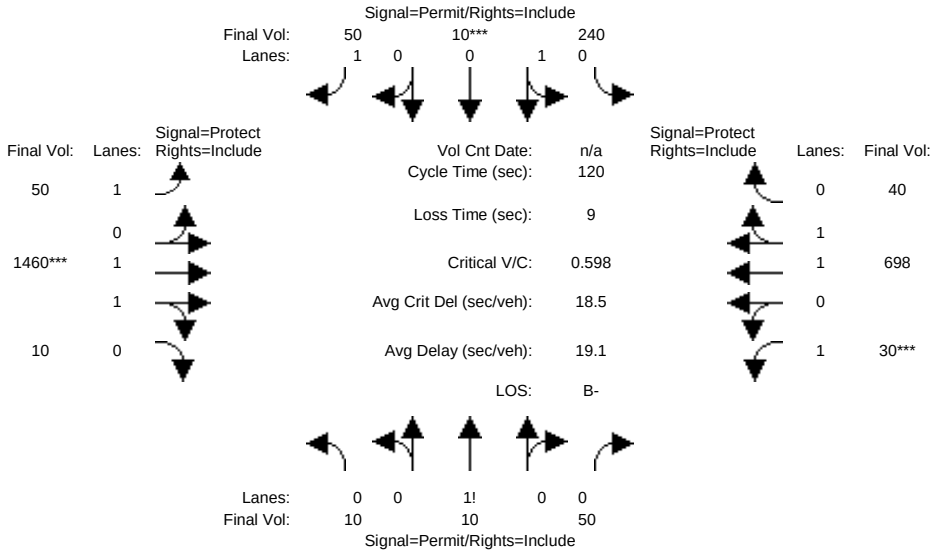
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #67: Saint Francis Drive / Embarcadero Road



Street Name:	Saint Francis Drive						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	10	50	240	10	50	50	1400	10	30	660	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	50	240	10	50	50	1400	10	30	660	40
Added Vol:	0	0	0	0	0	0	0	60	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	50	240	10	50	50	1460	10	30	698	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	50	240	10	50	50	1460	10	30	698	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	50	240	10	50	50	1460	10	30	698	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	50	240	10	50	50	1460	10	30	698	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.14	0.14	0.72	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.89	0.11
Final Sat.:	250	250	1250	1728	72	1750	1750	3675	25	1750	3499	201
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.03	0.40	0.40	0.02	0.20	0.20
Crit Moves:					****			****		****		
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	19.0	77.1	77.1	7.0	65.0	65.0
Volume/Cap:	0.18	0.18	0.18	0.62	0.62	0.13	0.18	0.62	0.62	0.29	0.37	0.37
Delay/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.1	13.2	13.2	55.7	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	44.8	44.8	37.3	44.1	13.2	13.2	55.7	15.8	15.8
LOS by Move:	D+	D+	D+	D	D	D+	D	B	B	E+	B	B
HCM2kAvgQ:	2	2	2	9	9	2	2	15	15	1	8	8

Note: Queue reported is the number of cars per lane.

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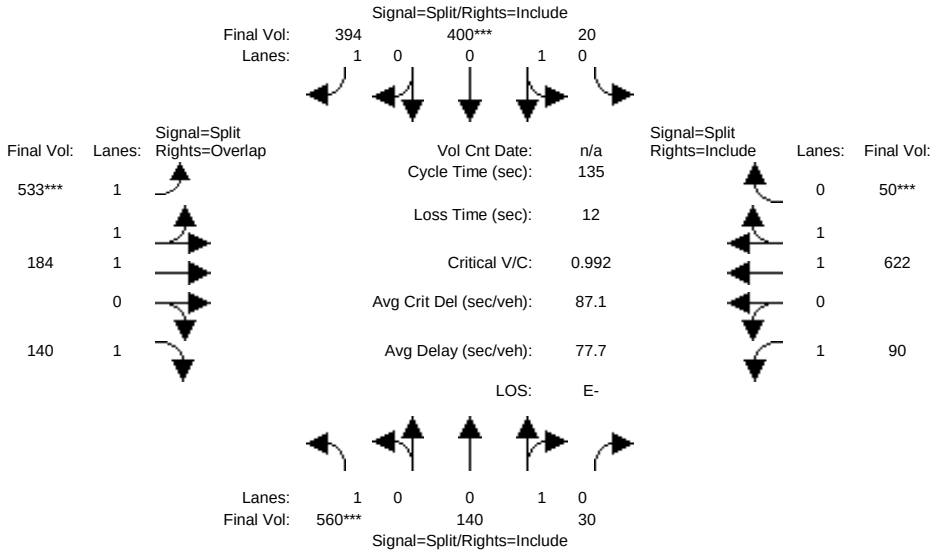
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	4	3	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	394	533	184	140	90	622	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	394	533	184	140	90	622	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	394	533	184	140	90	622	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	394	533	184	140	90	622	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3424	275
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****					****
Green Time:	43.5	43.5	43.5	31.7	31.7	31.7	23.0	23.0	66.5	24.7	24.7	24.7
Volume/Cap:	0.99	0.29	0.29	0.99	0.99	0.96	0.99	0.57	0.16	0.28	0.99	0.99
Delay/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	34.5	34.5	93.1	93.1	84.4	87.4	52.0	19.0	48.0	87.6	87.6
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	22	18	8	3	4	19	19

Note: Queue reported is the number of cars per lane.

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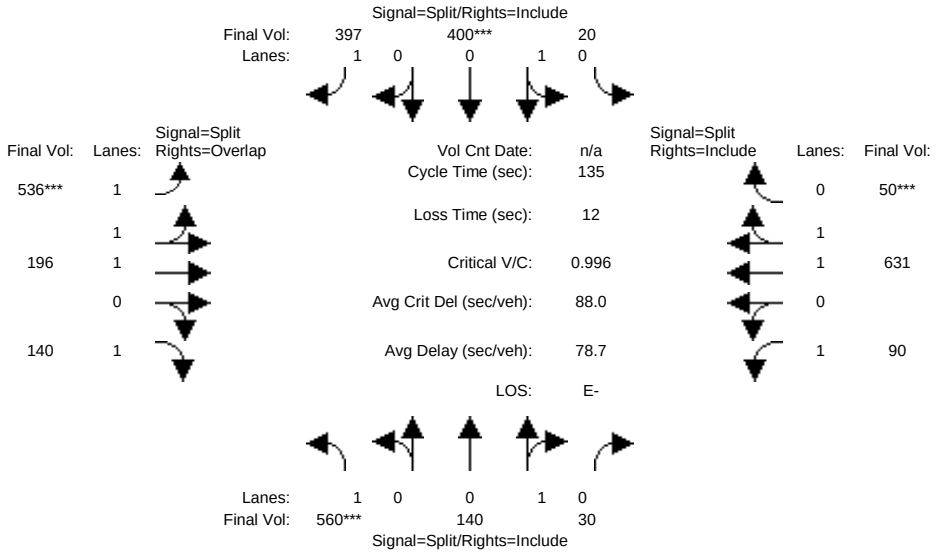
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #68: East Bayshore Road / Embarcadero Road



Street Name:	East Bayshore Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	560	140	30	20	400	390	530	180	140	90	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	140	30	20	400	390	530	180	140	90	620	50
Added Vol:	0	0	0	0	0	7	6	16	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	140	30	20	400	397	536	196	140	90	631	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	140	30	20	400	397	536	196	140	90	631	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	140	30	20	400	397	536	196	140	90	631	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	140	30	20	400	397	536	196	140	90	631	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	0.05	0.95	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1482	318	86	1714	1750	3150	1900	1750	1750	3428	272
Capacity Analysis Module:												
Vol/Sat:	0.32	0.09	0.09	0.23	0.23	0.23	0.17	0.10	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****					****
Green Time:	43.4	43.4	43.4	31.6	31.6	31.6	23.1	23.1	66.4	24.9	24.9	24.9
Volume/Cap:	1.00	0.29	0.29	1.00	1.00	0.97	1.00	0.60	0.16	0.28	1.00	1.00
Delay/Veh:	82.6	34.6	34.6	94.4	94.4	87.3	88.1	52.6	19.0	47.8	88.4	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	34.6	34.6	94.4	94.4	87.3	88.1	52.6	19.0	47.8	88.4	88.4
LOS by Move:	F	C-	C-	F	F	F	F	D-	B-	D	F	F
HCM2kAvgQ:	31	5	5	24	24	23	18	8	3	4	20	20

Note: Queue reported is the number of cars per lane.

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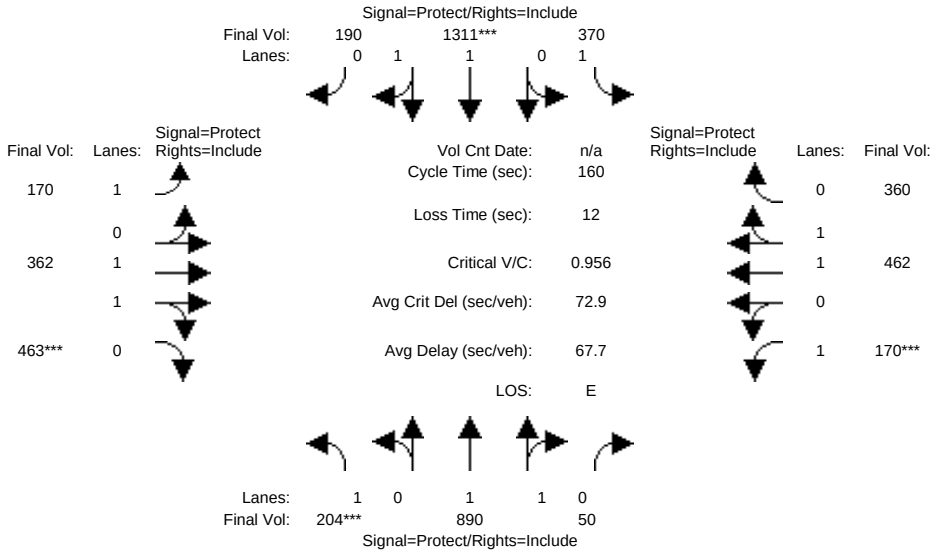
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	4	0	0	0	1	0	0	2	3	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	890	50	370	1311	190	170	362	463	170	462	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	890	50	370	1311	190	170	362	463	170	462	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	890	50	370	1311	190	170	362	463	170	462	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	890	50	370	1311	190	170	362	463	170	462	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3503	197	1750	3231	468	1750	1900	1750	1750	2078	1620
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.21	0.41	0.41	0.10	0.19	0.26	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	19.5	47.7	47.7	39.7	67.9	67.9	18.4	44.3	44.3	16.3	42.1	42.1
Volume/Cap:	0.96	0.85	0.85	0.85	0.96	0.96	0.84	0.69	0.96	0.96	0.84	0.84
Delay/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.7	59.3	59.3	72.2	58.2	58.2	95.8	53.4	77.5	125.9	62.7	62.7
LOS by Move:	F	E+	E+	E	E+	E+	F	D-	E-	F	E	E
HCM2kAvgQ:	14	24	24	21	41	41	8	15	23	10	20	20

Note: Queue reported is the number of cars per lane.

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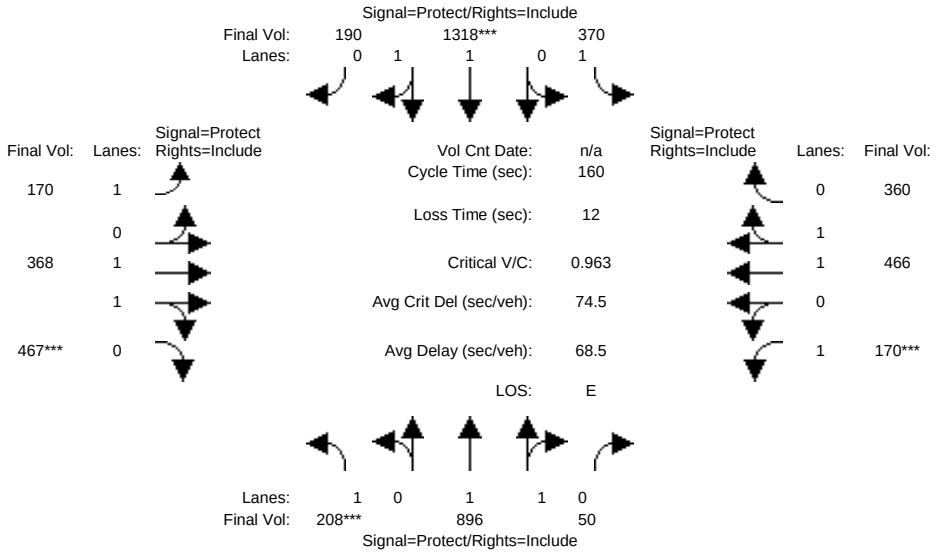
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #69: Middlefield Road / Charleston Road



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	890	50	370	1310	190	170	360	460	170	460	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	890	50	370	1310	190	170	360	460	170	460	360
Added Vol:	8	6	0	0	8	0	0	8	7	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	896	50	370	1318	190	170	368	467	170	466	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	896	50	370	1318	190	170	368	467	170	466	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	896	50	370	1318	190	170	368	467	170	466	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	896	50	370	1318	190	170	368	467	170	466	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3504	196	1750	3233	466	1750	1900	1750	1750	2086	1612
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.21	0.41	0.41	0.10	0.19	0.27	0.10	0.22	0.22
Crit Moves:	****				****				****	****		
Green Time:	19.8	47.9	47.9	39.6	67.7	67.7	18.3	44.4	44.4	16.1	42.2	42.2
Volume/Cap:	0.96	0.85	0.85	0.85	0.96	0.96	0.85	0.70	0.96	0.96	0.85	0.85
Delay/Veh:	120.2	59.4	59.4	72.6	59.7	59.7	96.5	53.7	78.9	128.2	62.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.2	59.4	59.4	72.6	59.7	59.7	96.5	53.7	78.9	128.2	62.9	62.9
LOS by Move:	F	E+	E+	E	E+	E+	F	D-	E-	F	E	E
HCM2kAvgQ:	15	24	24	21	42	42	8	15	23	10	20	20

Note: Queue reported is the number of cars per lane.

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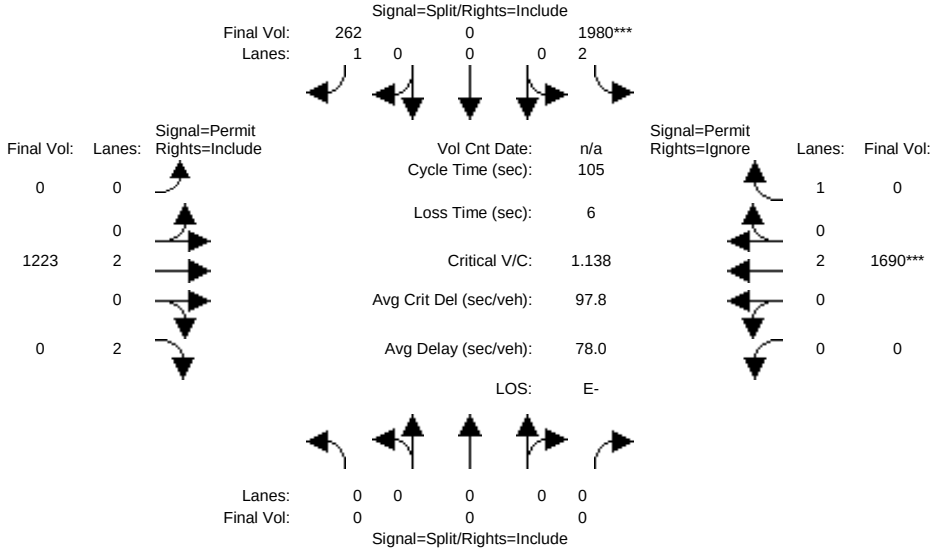
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	2	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	262	0	1223	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	262	0	1223	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	262	0	1223	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.32	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.27	0.00	0.82	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.5	0.0	32.6	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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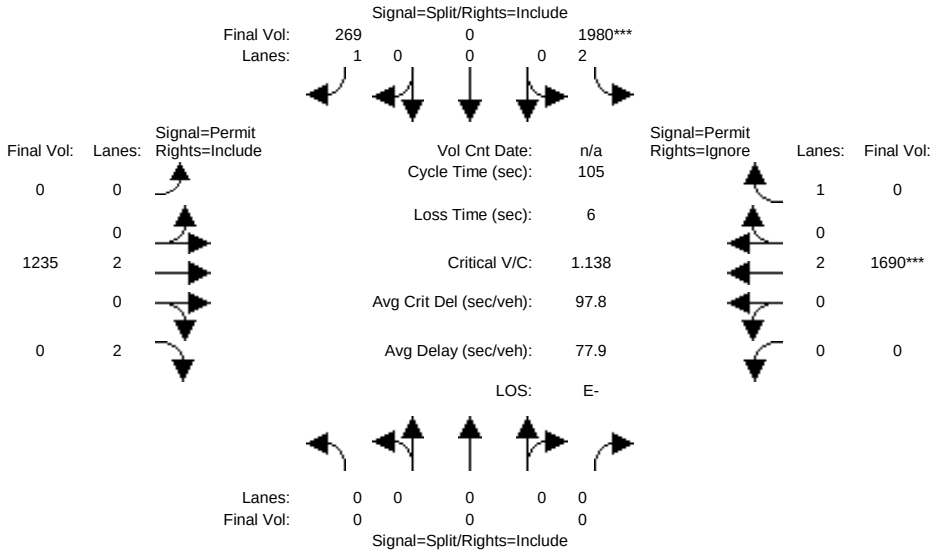
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #70: US 101 SB Ramps / Marsh Road (MP)



Street Name:	US 101 SB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1980	0	260	0	1220	0	0	1690	570
Added Vol:	0	0	0	0	0	9	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1980	0	269	0	1235	0	0	1690	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1980	0	269	0	1235	0	0	1690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1980	0	269	0	1235	0	0	1690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1980	0	269	0	1235	0	0	1690	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	2.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	3800	3150	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.63	0.00	0.15	0.00	0.33	0.00	0.00	0.44	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	0.0	41.0	0.0	0.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.28	0.00	0.83	0.00	0.00	1.14	0.00
Delay/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.4	0.0	12.6	0.0	33.0	0.0	0.0	103	0.0
LOS by Move:	A	A	A	F	A	B	A	C-	A	A	F	A
HCM2kAvgQ:	0	0	0	59	0	5	0	19	0	0	41	0

Note: Queue reported is the number of cars per lane.

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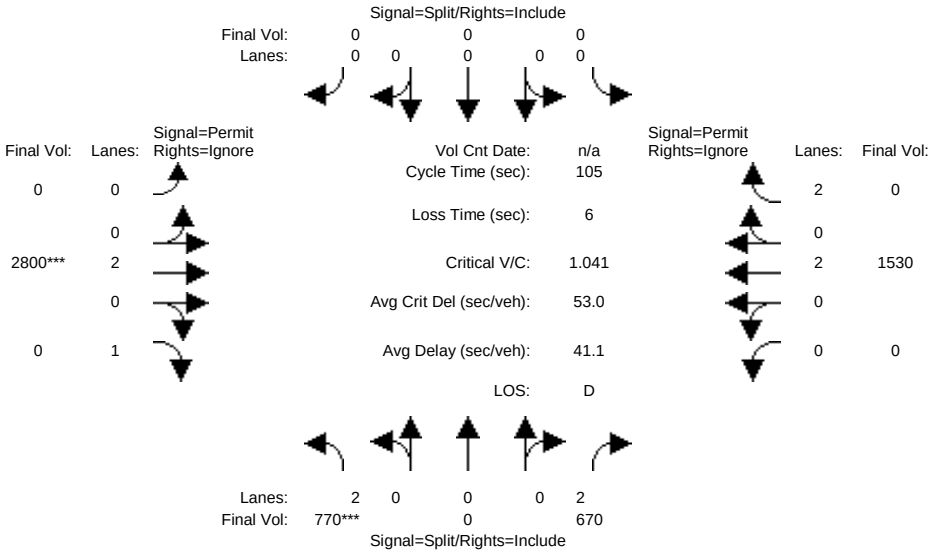
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	303	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	22	0	16	0	0	0	0	53	0	0	12	0

Note: Queue reported is the number of cars per lane.

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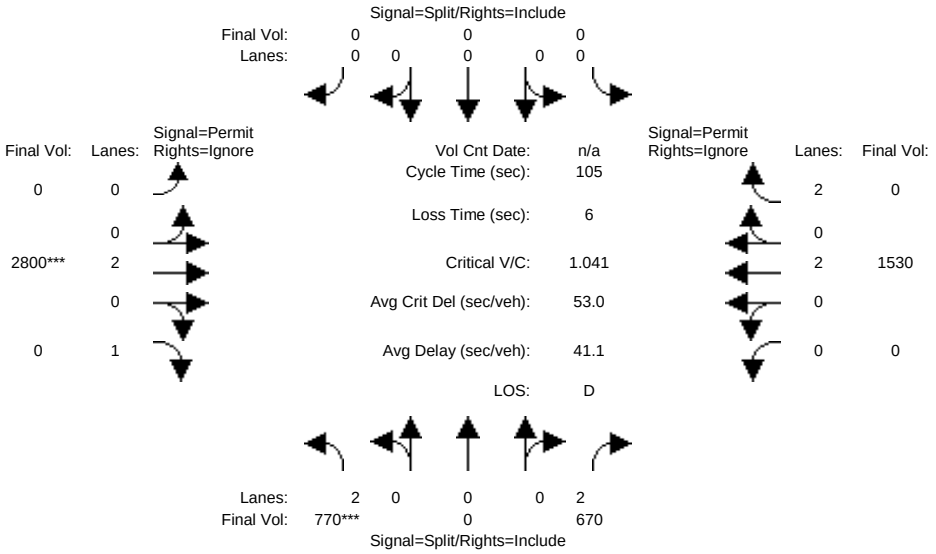
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #71: US 101 NB Ramps / Marsh Road (MP)



Street Name:	US 101 NB Ramps						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	0	670	0	0	0	0	2800	300	0	1530	1040
Added Vol:	0	0	0	0	0	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	0	670	0	0	0	0	2800	315	0	1530	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	0	670	0	0	0	0	2800	0	0	1530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	770	0	670	0	0	0	0	2800	0	0	1530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.21	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	24.7	0.0	24.7	0.0	0.0	0.0	0.0	74.3	0.0	0.0	74.3	0.0
Volume/Cap:	1.04	0.00	0.91	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.57	0.00
Delay/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	0.0	53.8	0.0	0.0	0.0	0.0	44.4	0.0	0.0	7.8	0.0
LOS by Move:	F	A	D-	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	22	0	16	0	0	0	0	53	0	0	12	0

Note: Queue reported is the number of cars per lane.

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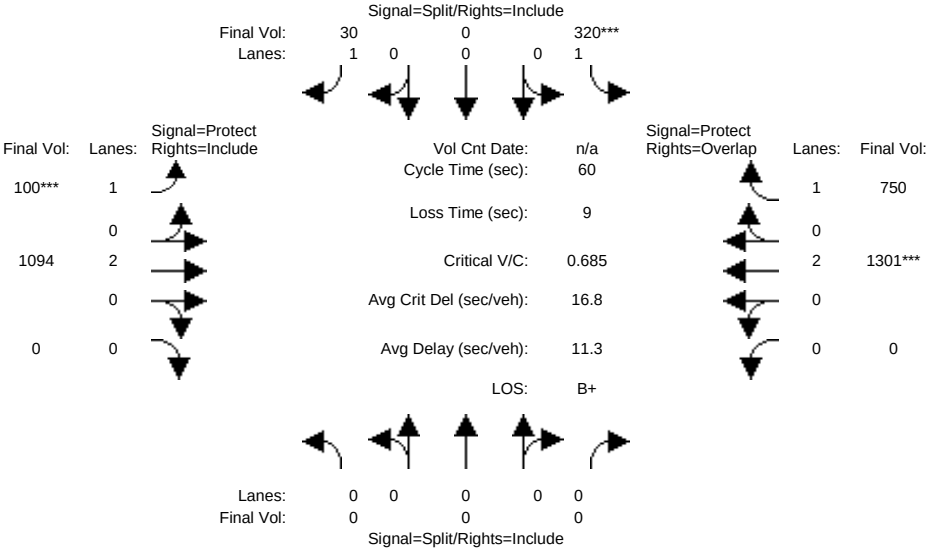
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	30	100	1094	0	0	1301	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	30	100	1094	0	0	1301	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	30	100	1094	0	0	1301	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.34	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.3	0.0	15.3	7.0	35.7	0.0	0.0	28.7	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.49	0.48	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	17.0	26.7	7.1	0.0	0.0	13.8	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	0	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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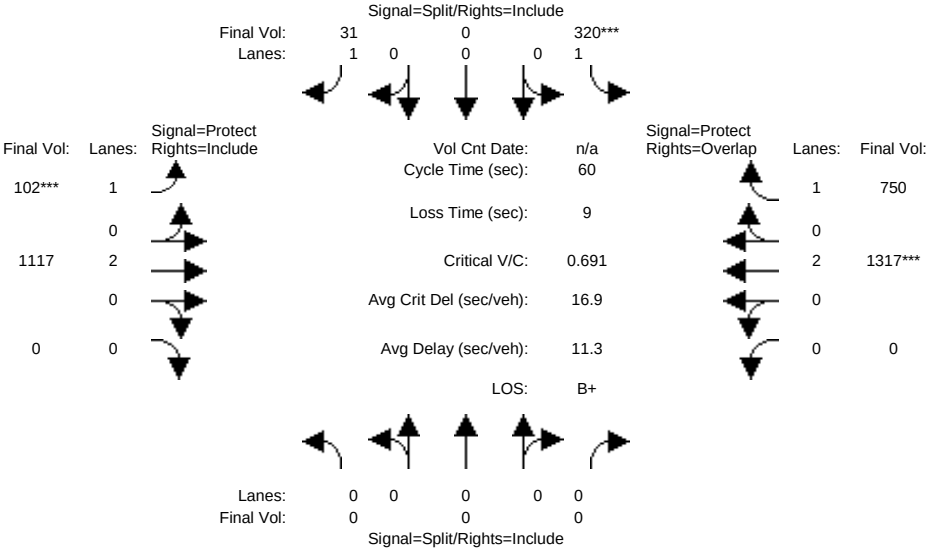
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #72: Bay Road / Willow Road (MP)



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	320	0	30	100	1090	0	0	1300	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	30	100	1090	0	0	1300	750
Added Vol:	0	0	0	0	0	1	2	27	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	31	102	1117	0	0	1317	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	31	102	1117	0	0	1317	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	31	102	1117	0	0	1317	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	31	102	1117	0	0	1317	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.06	0.29	0.00	0.00	0.35	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	7.0	35.8	0.0	0.0	28.8	44.0
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.07	0.50	0.49	0.00	0.00	0.72	0.58
Delay/Veh:	0.0	0.0	0.0	26.2	0.0	17.1	26.8	7.1	0.0	0.0	13.9	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	0.0	17.1	26.8	7.1	0.0	0.0	13.9	4.4
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	1	2	6	0	0	10	7

Note: Queue reported is the number of cars per lane.

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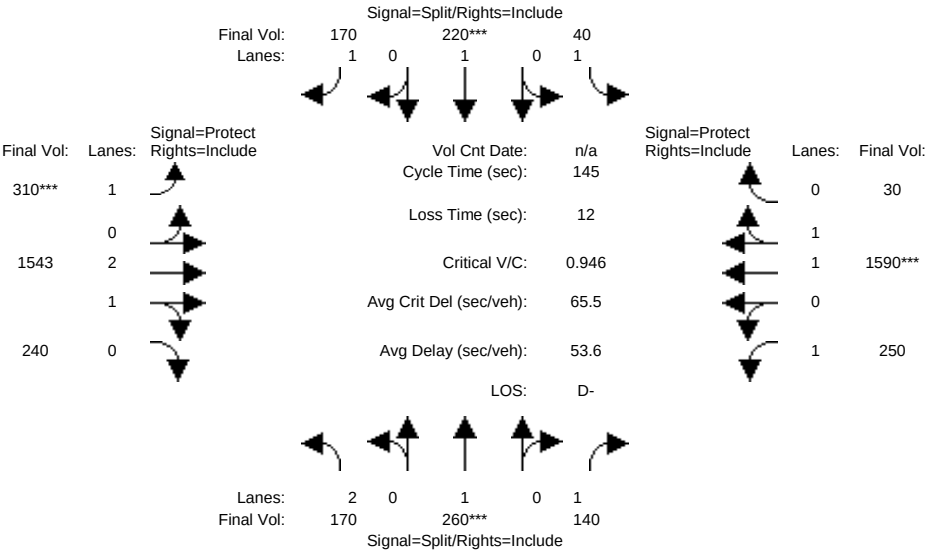
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1543	240	250	1590	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1543	240	250	1590	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1543	240	250	1590	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.58	0.42	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4845	754	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	21.0	21.0	21.0	17.7	17.7	17.7	27.2	65.1	65.1	29.2	67.1	67.1
Volume/Cap:	0.37	0.95	0.55	0.19	0.95	0.79	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	101	60.3	57.6	107	80.0	93.8	33.3	33.3	60.5	48.6	48.6
LOS by Move:	E+	F	E	E+	F	E-	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	38	38

Note: Queue reported is the number of cars per lane.

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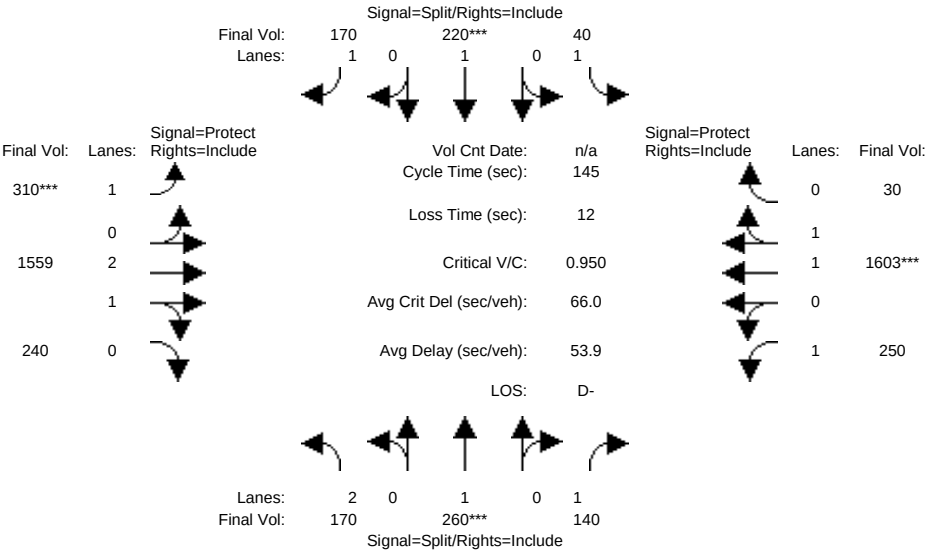
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #73: Newbridge Street / Willow Road (MP)



Street Name:	Newbridge Street						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	260	140	40	220	170	310	1540	240	250	1590	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	260	140	40	220	170	310	1540	240	250	1590	30
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	260	140	40	220	170	310	1559	240	250	1603	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	260	140	40	220	170	310	1559	240	250	1603	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	260	140	40	220	170	310	1559	240	250	1603	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	260	140	40	220	170	310	1559	240	250	1603	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.59	0.41	1.00	1.96	0.04
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	4852	747	1750	3632	68
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.02	0.12	0.10	0.18	0.32	0.32	0.14	0.44	0.44
Crit Moves:		****			****		****				****	
Green Time:	20.9	20.9	20.9	17.7	17.7	17.7	27.0	65.4	65.4	29.1	67.4	67.4
Volume/Cap:	0.37	0.95	0.56	0.19	0.95	0.80	0.95	0.71	0.71	0.71	0.95	0.95
Delay/Veh:	56.7	102	60.4	57.6	108	80.5	94.9	33.2	33.2	60.8	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	102	60.4	57.6	108	80.5	94.9	33.2	33.2	60.8	49.1	49.1
LOS by Move:	E+	F	E	E+	F	F	F	C-	C-	E	D	D
HCM2kAvgQ:	4	15	7	2	13	10	17	22	22	11	38	38

Note: Queue reported is the number of cars per lane.

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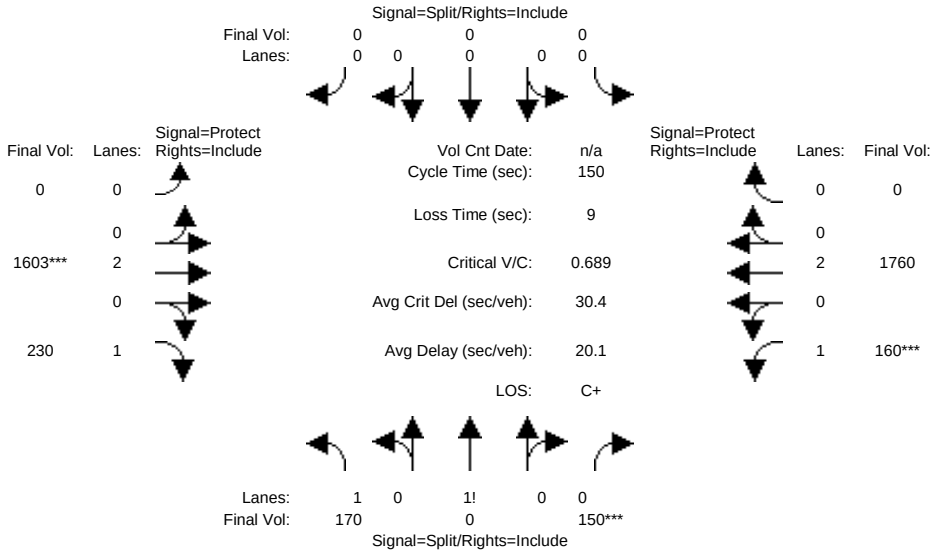
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1603	230	160	1760	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1603	230	160	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1603	230	160	1760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.13	0.09	0.46	0.00
Crit Moves:			****					****		****		
Green Time:	29.2	0.0	29.2	0.0	0.0	0.0	0.0	91.9	91.9	19.9	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.62	0.00
Delay/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	0.0	60.5	0.0	0.0	0.0	0.0	20.4	13.1	70.5	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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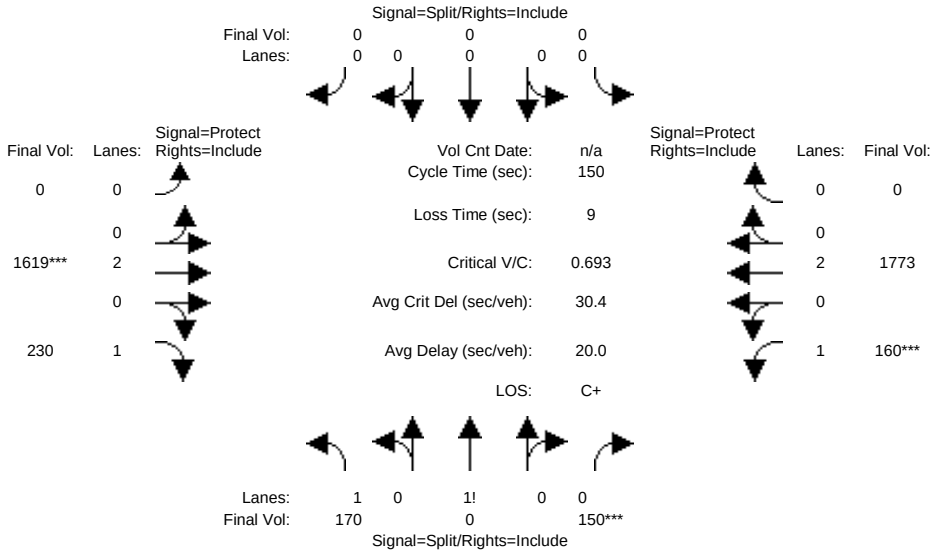
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #74: O'Brien Drive / Willow Road (MP)



Street Name:	O'Brien Drive						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	0	150	0	0	0	0	1600	230	160	1760	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	0	150	0	0	0	0	1600	230	160	1760	0
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	0	150	0	0	0	0	1619	230	160	1773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	0	150	0	0	0	0	1619	230	160	1773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	0	150	0	0	0	0	1619	230	160	1773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	0	150	0	0	0	0	1619	230	160	1773	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2383	0	1117	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.13	0.00	0.00	0.00	0.00	0.43	0.13	0.09	0.47	0.00
Crit Moves:			****					****		****		
Green Time:	29.1	0.0	29.1	0.0	0.0	0.0	0.0	92.2	92.2	19.8	112	0.0
Volume/Cap:	0.37	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.21	0.69	0.63	0.00
Delay/Veh:	52.8	0.0	60.8	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	60.8	0.0	0.0	0.0	0.0	20.3	12.9	71.0	9.5	0.0
LOS by Move:	D-	A	E	A	A	A	A	C+	B	E	A	A
HCM2kAvgQ:	5	0	12	0	0	0	0	24	5	7	18	0

Note: Queue reported is the number of cars per lane.

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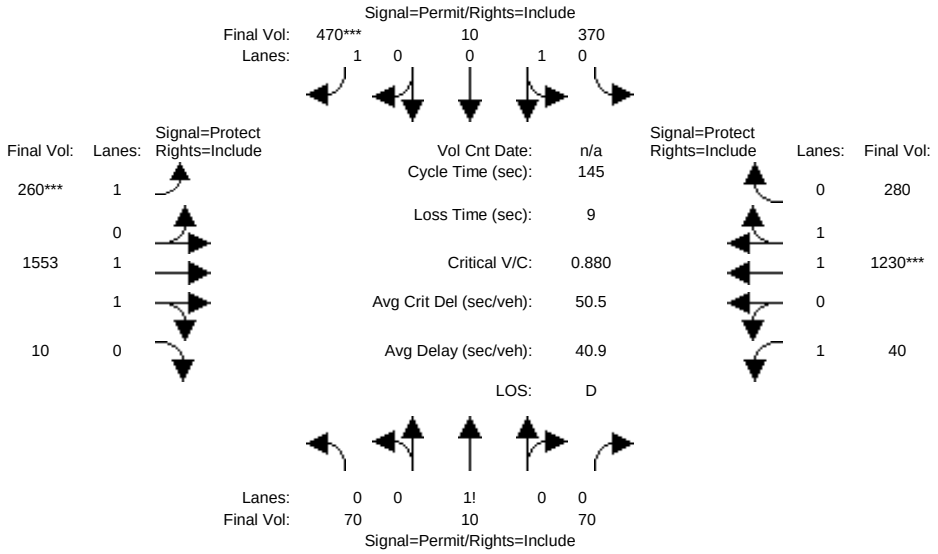
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1553	10	40	1230	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1553	10	40	1230	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1553	10	40	1230	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3676	24	1750	3013	686
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.42	0.42	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.3	44.3	44.3	44.3	44.3	44.3	24.5	82.3	82.3	9.4	67.3	67.3
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.74	0.74	0.35	0.88	0.88
Delay/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	38.6	48.1	48.1	63.4	83.6	24.9	24.9	66.8	40.8	40.8
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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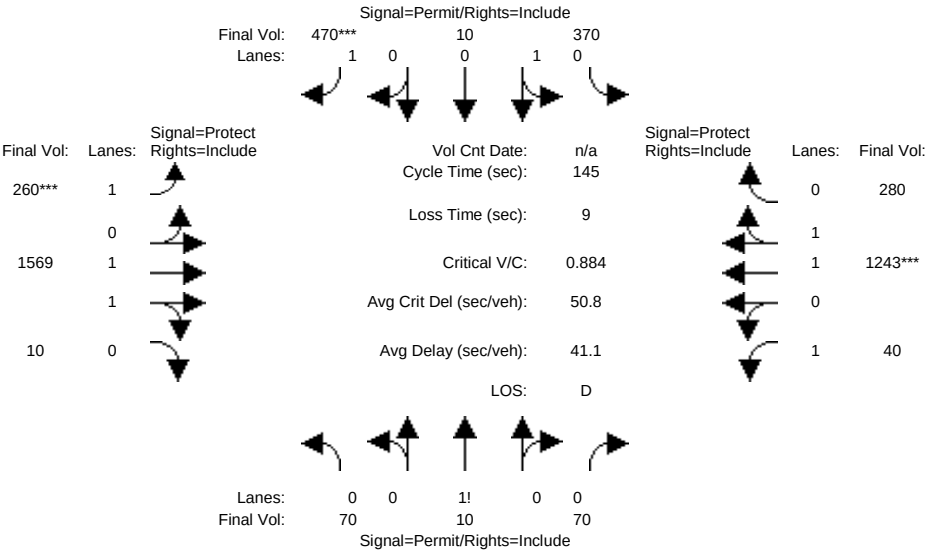
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #75: Hamilton Avenue / Willow Road (MP)



Street Name:	Hamilton Avenue						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	10	70	370	10	470	260	1550	10	40	1230	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	70	370	10	470	260	1550	10	40	1230	280
Added Vol:	0	0	0	0	0	0	0	19	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	70	370	10	470	260	1569	10	40	1243	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	70	370	10	470	260	1569	10	40	1243	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	70	370	10	470	260	1569	10	40	1243	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	70	370	10	470	260	1569	10	40	1243	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.46	0.07	0.47	0.97	0.03	1.00	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	817	117	817	1753	47	1750	1750	3677	23	1750	3019	680
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.21	0.21	0.27	0.15	0.43	0.43	0.02	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	44.1	44.1	44.1	44.1	44.1	44.1	24.4	82.6	82.6	9.3	67.6	67.6
Volume/Cap:	0.28	0.28	0.28	0.69	0.69	0.88	0.88	0.75	0.75	0.35	0.88	0.88
Delay/Veh:	38.7	38.7	38.7	48.4	48.4	64.0	84.4	25.0	25.0	66.9	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	38.7	38.7	48.4	48.4	64.0	84.4	25.0	25.0	66.9	41.0	41.0
LOS by Move:	D+	D+	D+	D	D	E	F	C	C	E	D	D
HCM2kAvgQ:	5	5	5	16	16	24	13	26	26	2	33	33

Note: Queue reported is the number of cars per lane.

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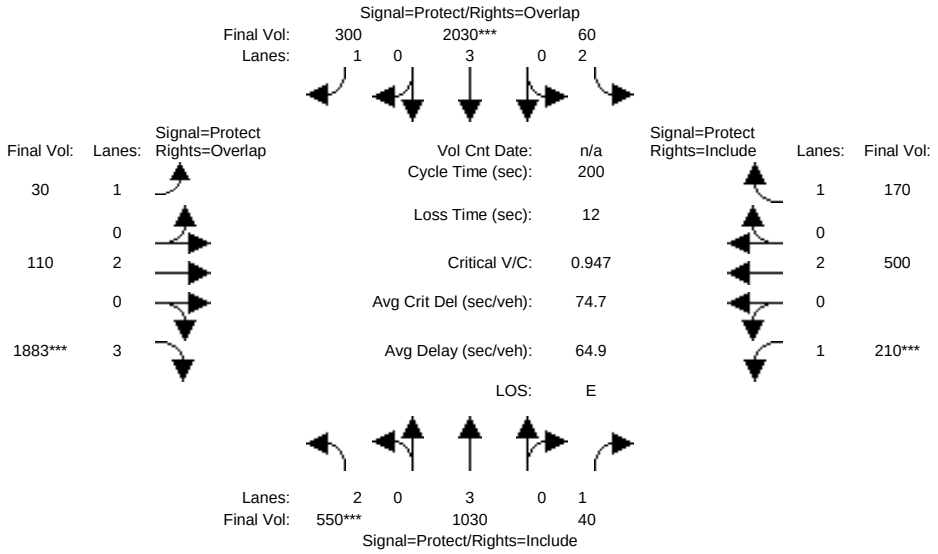
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1030	40	60	2030	300	30	110	1883	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1030	40	60	2030	300	30	110	1883	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	1030	40	60	2030	300	30	110	1883	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.41	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	36.9	93.9	93.9	18.2	75.2	91.2	15.9	50.5	87.4	25.4	59.9	59.9
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.11	0.95	0.95	0.44	0.32
Delay/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	34.4	28.8	84.6	70.1	36.0	86.9	57.6	64.3	132.2	56.8	54.7
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	D-
HCM2kAvgQ:	22	13	1	2	44	12	2	2	47	17	12	8

Note: Queue reported is the number of cars per lane.

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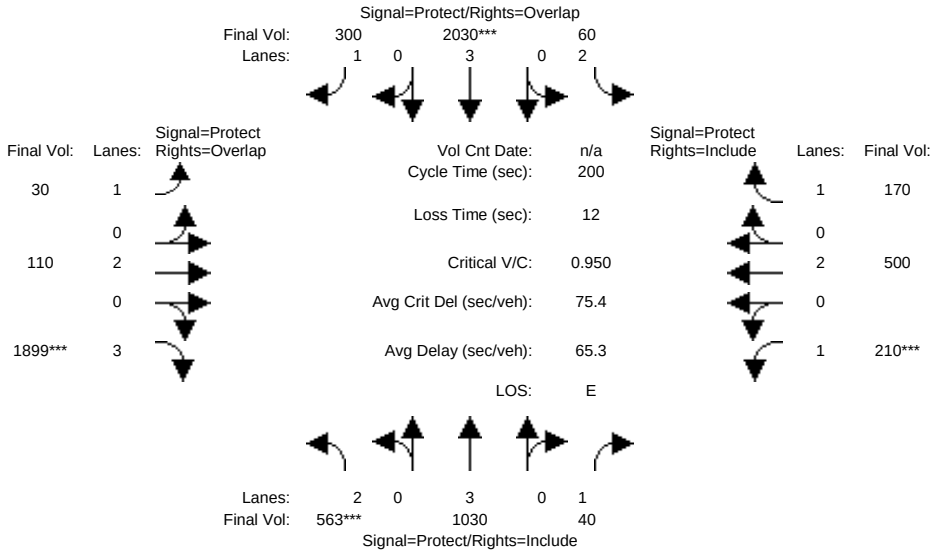
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #76: Bayfront Expressway / Willow Road (SM CMP)



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1030	40	60	2030	300	30	110	1880	210	500	170
Added Vol:	13	0	0	0	0	0	0	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	1030	40	60	2030	300	30	110	1899	210	500	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	563	1030	40	60	2030	300	30	110	1899	210	500	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	1030	40	60	2030	300	30	110	1899	210	500	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	563	1030	40	60	2030	300	30	110	1899	210	500	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.02	0.36	0.17	0.02	0.03	0.42	0.12	0.13	0.10
Crit Moves:	****				****				****	****		
Green Time:	37.6	94.3	94.3	18.3	74.9	90.8	15.9	50.2	87.8	25.3	59.6	59.6
Volume/Cap:	0.95	0.38	0.05	0.21	0.95	0.38	0.22	0.12	0.95	0.95	0.44	0.33
Delay/Veh:	105.5	34.2	28.6	84.5	70.9	36.3	87.0	57.8	64.7	133.3	57.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.5	34.2	28.6	84.5	70.9	36.3	87.0	57.8	64.7	133.3	57.0	55.0
LOS by Move:	F	C-	C	F	E	D+	F	E+	E	F	E+	D-
HCM2kAvgQ:	23	13	1	2	44	13	2	2	48	17	12	8

Note: Queue reported is the number of cars per lane.

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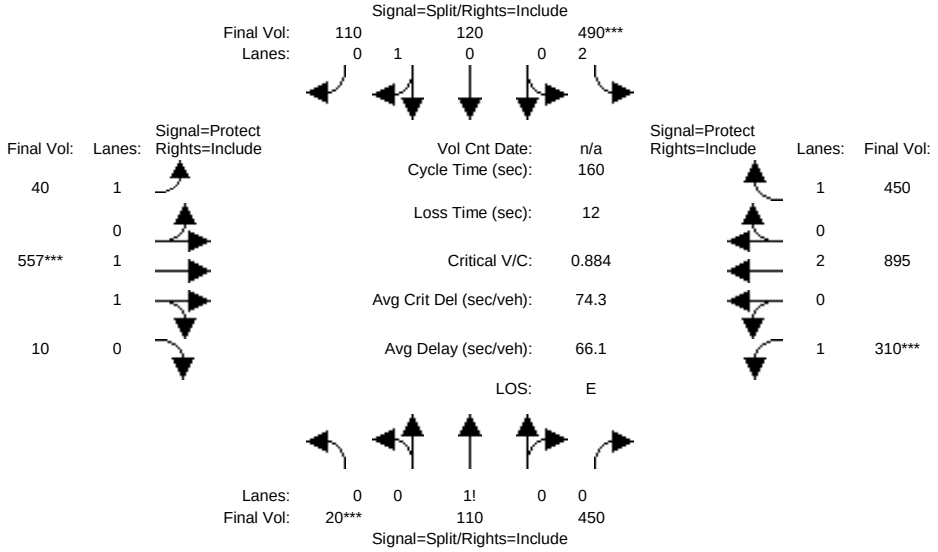
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	557	10	310	895	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	557	10	310	895	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	557	10	310	895	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	557	10	310	895	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3635	65	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.15	0.15	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	60.0	60.0	60.0	28.2	28.2	28.2	8.7	27.7	27.7	32.1	51.1	51.1
Volume/Cap:	0.88	0.88	0.88	0.88	0.73	0.73	0.42	0.88	0.88	0.88	0.74	0.80
Delay/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	60.2	60.2	79.8	70.4	70.4	76.2	78.3	78.3	84.4	50.9	58.2
LOS by Move:	E	E	E	E-	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	31	31	31	17	12	12	2	14	14	17	19	22

Note: Queue reported is the number of cars per lane.

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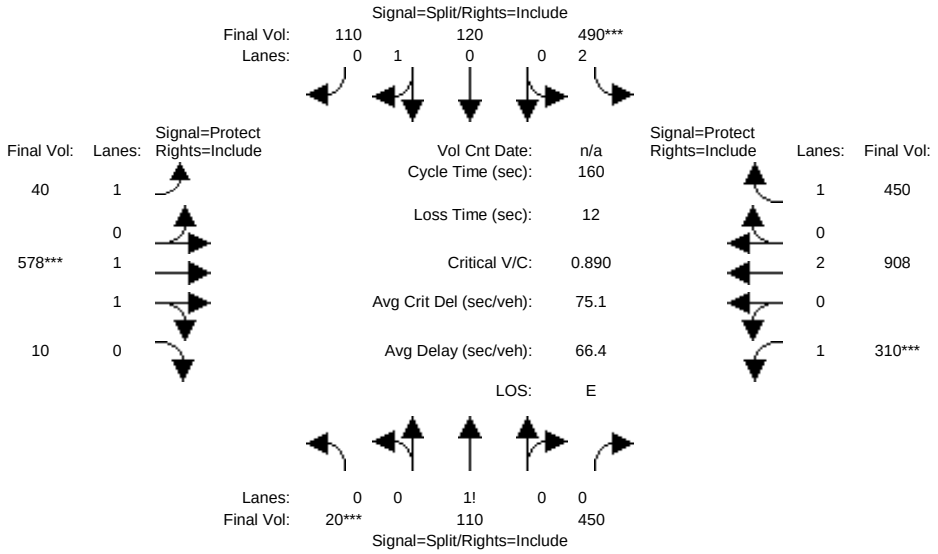
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #77: Woodland Drive / University Avenue



Street Name:	Woodland Drive						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	110	450	490	120	110	40	550	10	310	890	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	110	450	490	120	110	40	550	10	310	890	450
Added Vol:	0	0	0	0	0	0	0	28	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	110	450	490	120	110	40	578	10	310	908	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	110	450	490	120	110	40	578	10	310	908	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	110	450	490	120	110	40	578	10	310	908	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	110	450	490	120	110	40	578	10	310	908	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.03	0.19	0.78	2.00	0.52	0.48	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	60	332	1358	3150	939	861	1750	3637	63	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.13	0.13	0.02	0.16	0.16	0.18	0.24	0.26
Crit Moves:	****			****				****		****		
Green Time:	59.6	59.6	59.6	28.0	28.0	28.0	8.8	28.6	28.6	31.9	51.6	51.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.73	0.73	0.42	0.89	0.89	0.89	0.74	0.80
Delay/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	61.4	61.4	80.9	70.9	70.9	76.0	78.3	78.3	85.7	50.7	57.2
LOS by Move:	E	E	E	F	E	E	E-	E-	E-	F	D	E+
HCM2kAvgQ:	32	32	32	17	12	12	2	15	15	17	20	22

Note: Queue reported is the number of cars per lane.

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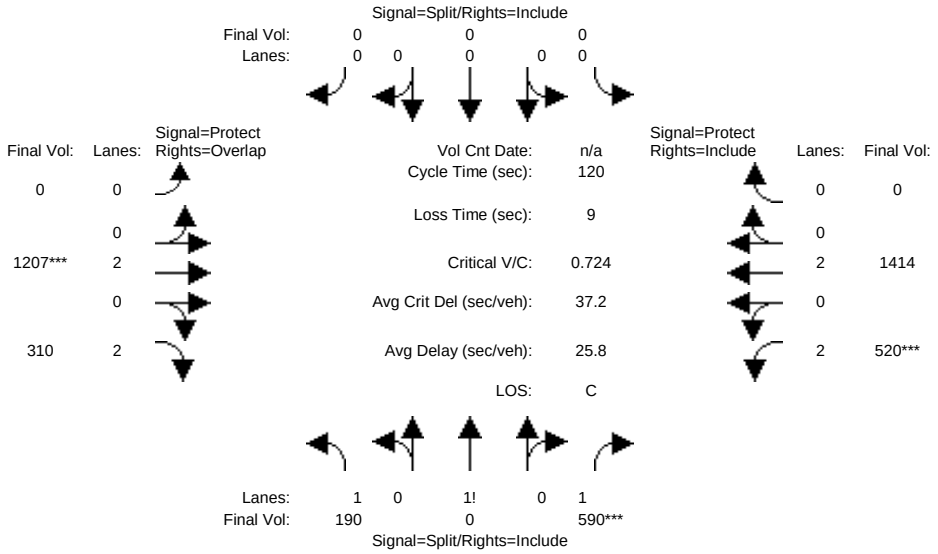
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	590	0	0	0	0	1207	310	520	1414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	590	0	0	0	0	1207	310	520	1414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	590	0	0	0	0	1207	310	520	1414	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2185	0	3152	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	52.6	83.6	27.4	80.0	0.0
Volume/Cap:	0.34	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.14	0.72	0.56	0.00
Delay/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	43.1	0.0	0.0	0.0	0.0	29.3	6.1	46.5	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	17	2	10	13	0

Note: Queue reported is the number of cars per lane.

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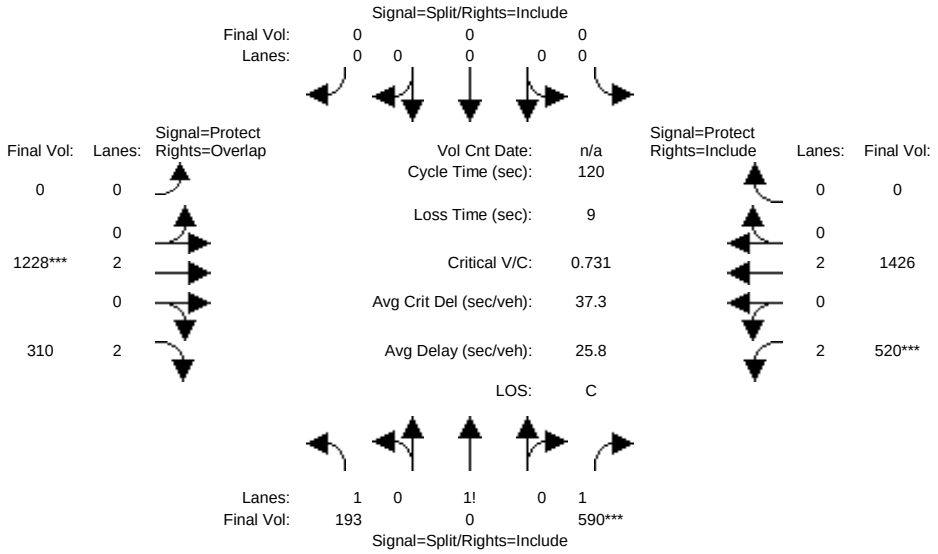
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #78: US 101 SB Ramps / University Avenue



Street Name:	US 101 SB Ramps						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	590	0	0	0	0	1200	310	520	1410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	590	0	0	0	0	1200	310	520	1410	0
Added Vol:	3	0	0	0	0	0	0	28	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	0	590	0	0	0	0	1228	310	520	1426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	0	590	0	0	0	0	1228	310	520	1426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	0	590	0	0	0	0	1228	310	520	1426	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	0	590	0	0	0	0	1228	310	520	1426	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	1.25	0.00	1.75	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	0.00
Final Sat.:	2191	0	3147	0	0	0	0	3800	3150	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.10	0.17	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	53.1	83.9	27.1	80.2	0.0
Volume/Cap:	0.34	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.14	0.73	0.56	0.00
Delay/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	43.4	0.0	0.0	0.0	0.0	29.2	6.1	46.9	10.9	0.0
LOS by Move:	D+	A	D	A	A	A	A	C	A	D	B+	A
HCM2kAvgQ:	5	0	13	0	0	0	0	18	2	10	13	0

Note: Queue reported is the number of cars per lane.

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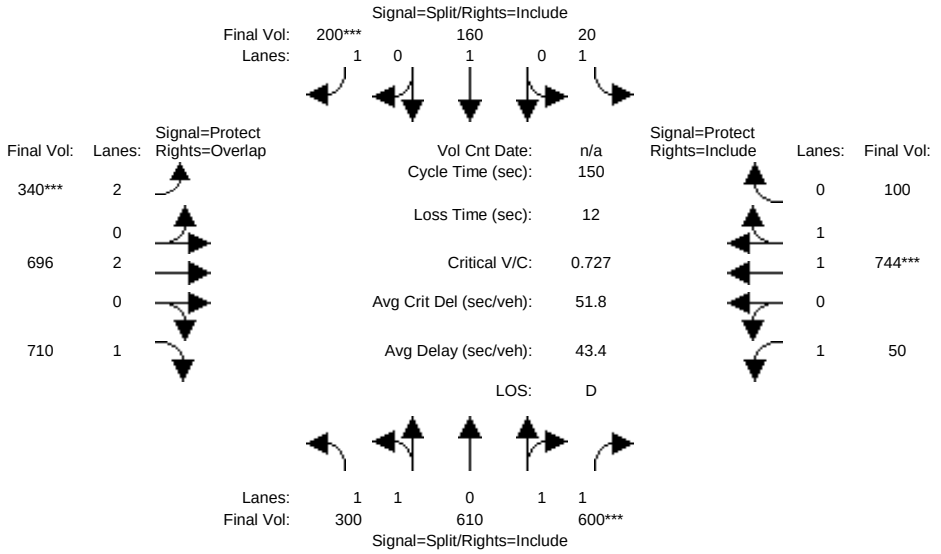
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	696	710	50	744	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	696	710	50	744	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	696	710	50	744	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	696	710	50	744	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3261	438
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.18	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	45.0	45.0	45.0	23.6	23.6	23.6	22.3	57.8	102.9	11.5	47.1	47.1
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.47	0.59	0.37	0.73	0.73
Delay/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	48.3	48.3	54.0	60.1	69.5	66.6	34.9	13.2	67.5	48.1	48.1
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	11	18	2	17	17

Note: Queue reported is the number of cars per lane.

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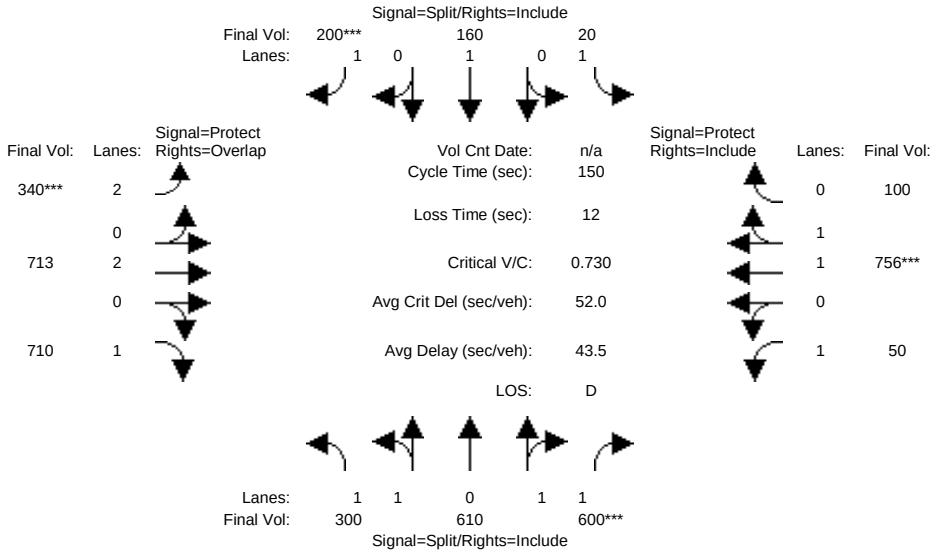
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #79: Donohoe Street / University Avenue



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	610	600	20	160	200	340	690	710	50	740	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	610	600	20	160	200	340	690	710	50	740	100
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	610	600	20	160	200	340	713	710	50	756	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	610	600	20	160	200	340	713	710	50	756	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	610	600	20	160	200	340	713	710	50	756	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	610	600	20	160	200	340	713	710	50	756	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.47	1.53	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	2796	2750	1750	1900	1750	3150	3800	1750	1750	3267	432
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.01	0.08	0.11	0.11	0.19	0.41	0.03	0.23	0.23
Crit Moves:			****			****	****				****	
Green Time:	44.8	44.8	44.8	23.5	23.5	23.5	22.2	58.1	102.9	11.6	47.5	47.5
Volume/Cap:	0.57	0.73	0.73	0.07	0.54	0.73	0.73	0.48	0.59	0.37	0.73	0.73
Delay/Veh:	44.8	48.5	48.5	54.1	60.2	69.8	66.9	34.9	13.2	67.5	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	48.5	48.5	54.1	60.2	69.8	66.9	34.9	13.2	67.5	47.9	47.9
LOS by Move:	D	D	D	D-	E	E	E	C-	B	E	D	D
HCM2kAvgQ:	12	17	17	1	7	11	9	12	18	2	18	18

Note: Queue reported is the number of cars per lane.

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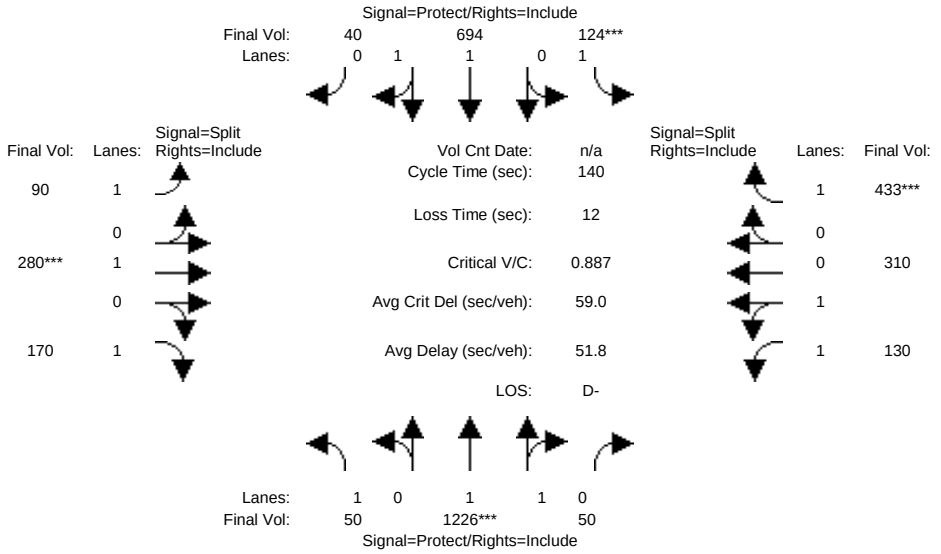
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	6	0	4	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1226	50	124	694	40	90	280	170	130	310	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1226	50	124	694	40	90	280	170	130	310	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1226	50	124	694	40	90	280	170	130	310	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1226	50	124	694	40	90	280	170	130	310	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3498	202	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.2	54.5	54.5	11.2	52.4	52.4	23.3	23.3	23.3	39.1	39.1	39.1
Volume/Cap:	0.30	0.89	0.89	0.89	0.53	0.53	0.31	0.89	0.58	0.27	0.58	0.89
Delay/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	46.9	46.9	107.9	34.6	34.6	51.9	81.7	56.9	39.4	44.7	65.9
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	27	27	7	12	12	4	15	8	5	12	22

Note: Queue reported is the number of cars per lane.

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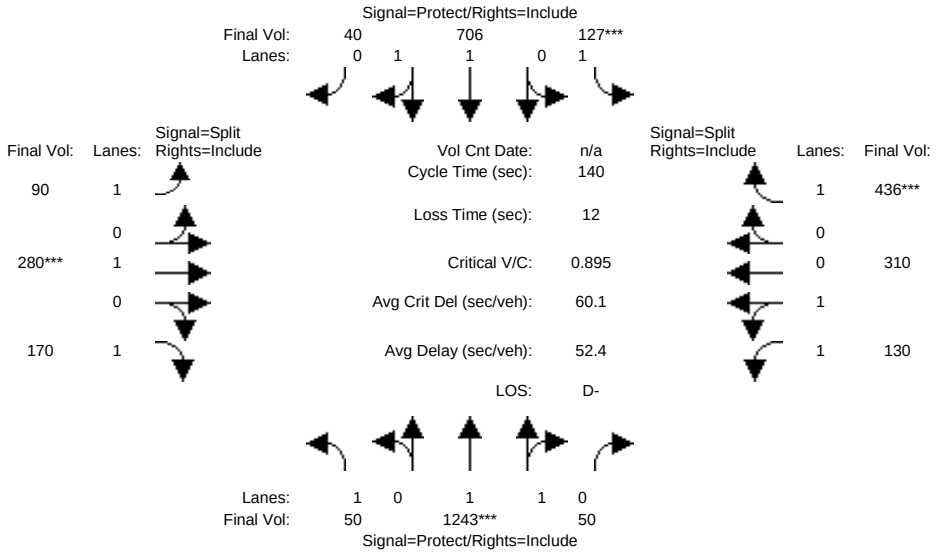
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #80: University Avenue / Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1220	50	120	690	40	90	280	170	130	310	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1220	50	120	690	40	90	280	170	130	310	430
Added Vol:	0	23	0	7	16	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1243	50	127	706	40	90	280	170	130	310	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1243	50	127	706	40	90	280	170	130	310	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1243	50	127	706	40	90	280	170	130	310	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1243	50	127	706	40	90	280	170	130	310	436
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3557	143	1750	3501	198	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.07	0.20	0.20	0.05	0.15	0.10	0.07	0.16	0.25
Crit Moves:		****		****				****				****
Green Time:	13.1	54.6	54.6	11.3	52.9	52.9	23.0	23.0	23.0	39.0	39.0	39.0
Volume/Cap:	0.31	0.90	0.90	0.90	0.53	0.53	0.31	0.90	0.59	0.27	0.59	0.90
Delay/Veh:	60.2	47.6	47.6	109.5	34.4	34.4	52.1	83.6	57.3	39.5	44.8	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	47.6	47.6	109.5	34.4	34.4	52.1	83.6	57.3	39.5	44.8	67.4
LOS by Move:	E	D	D	F	C-	C-	D-	F	E+	D	D	E
HCM2kAvgQ:	2	28	28	7	12	12	4	15	8	5	12	23

Note: Queue reported is the number of cars per lane.

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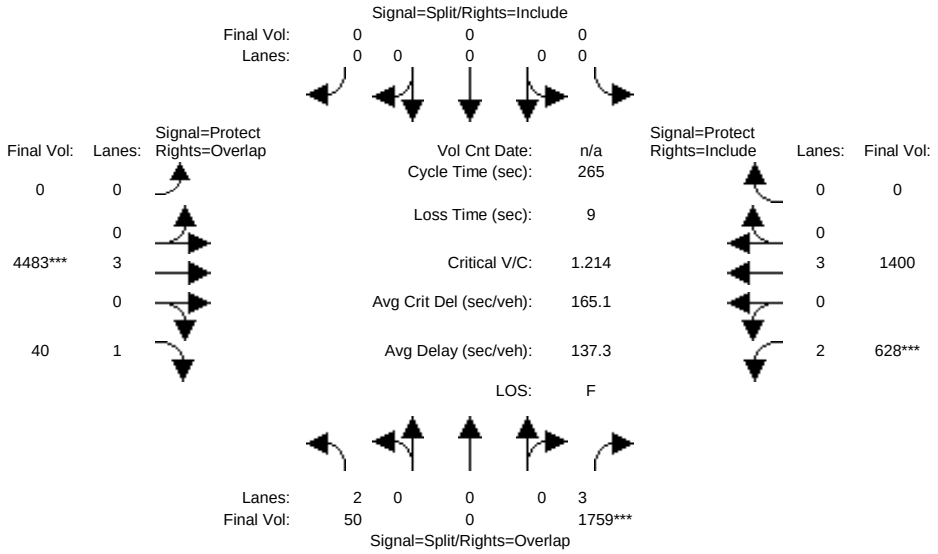
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	9	0	0	0	0	3	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1759	0	0	0	0	4483	40	628	1400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1759	0	0	0	0	4483	40	628	1400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1759	0	0	0	0	4483	40	628	1400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.8	0.0	84.4	0.0	0.0	0.0	0.0	172	212.5	43.5	215	0.0
Volume/Cap:	0.10	0.00	1.21	0.00	0.00	0.00	0.00	1.21	0.03	1.21	0.30	0.00
Delay/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.4	0.0	193.3	0.0	0.0	0.0	0.0	146	5.3	224.0	6.3	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	74	0	0	0	0	150	1	40	9	0

Note: Queue reported is the number of cars per lane.

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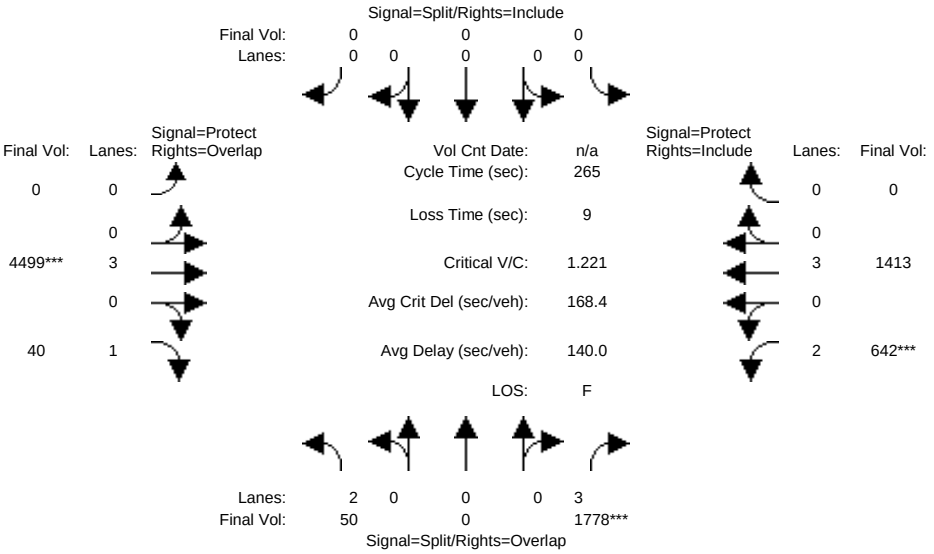
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #81: University Ave / Bayfront Expy (SM CMP)



Street Name:	University Avenue						Bayfront Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	1750	0	0	0	0	4480	40	620	1400	0
Added Vol:	0	0	28	0	0	0	0	19	0	22	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	1778	0	0	0	0	4499	40	642	1413	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	1778	0	0	0	0	4499	40	642	1413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	1778	0	0	0	0	4499	40	642	1413	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	1778	0	0	0	0	4499	40	642	1413	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.80	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	3.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	4551	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.39	0.00	0.00	0.00	0.00	0.79	0.02	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green Time:	40.5	0.0	84.8	0.0	0.0	0.0	0.0	171	211.8	44.2	215	0.0
Volume/Cap:	0.10	0.00	1.22	0.00	0.00	0.00	0.00	1.22	0.03	1.22	0.30	0.00
Delay/Veh:	96.7	0.0	196.2	0.0	0.0	0.0	0.0	149	5.5	226.3	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.7	0.0	196.2	0.0	0.0	0.0	0.0	149	5.5	226.3	6.2	0.0
LOS by Move:	F	A	F	A	A	A	A	F	A	F	A	A
HCM2kAvgQ:	2	0	75	0	0	0	0	151	1	41	9	0

Note: Queue reported is the number of cars per lane.

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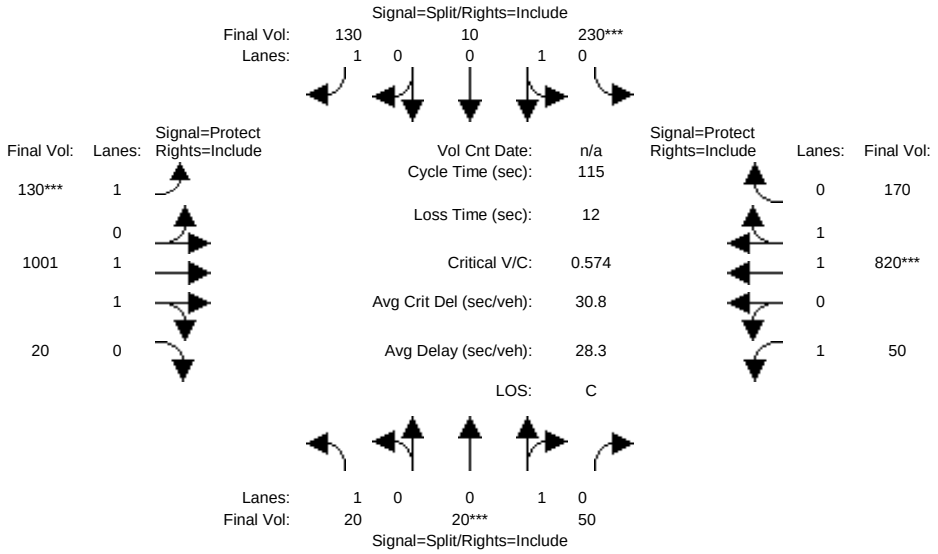
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	31	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1001	20	50	820	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1001	20	50	820	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1001	20	50	820	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1001	20	50	820	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.65	0.35
Final Sat.:	1750	514	1286	1725	75	1750	1750	3627	72	1750	3064	635
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.28	0.28	0.03	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	26.1	26.1	26.1	14.5	54.8	54.8	12.1	52.4	52.4
Volume/Cap:	0.13	0.45	0.45	0.59	0.59	0.33	0.59	0.58	0.58	0.27	0.59	0.59
Delay/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	41.9	41.9	37.6	51.5	22.2	22.2	48.2	23.8	23.8
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	12	12	2	13	13

Note: Queue reported is the number of cars per lane.

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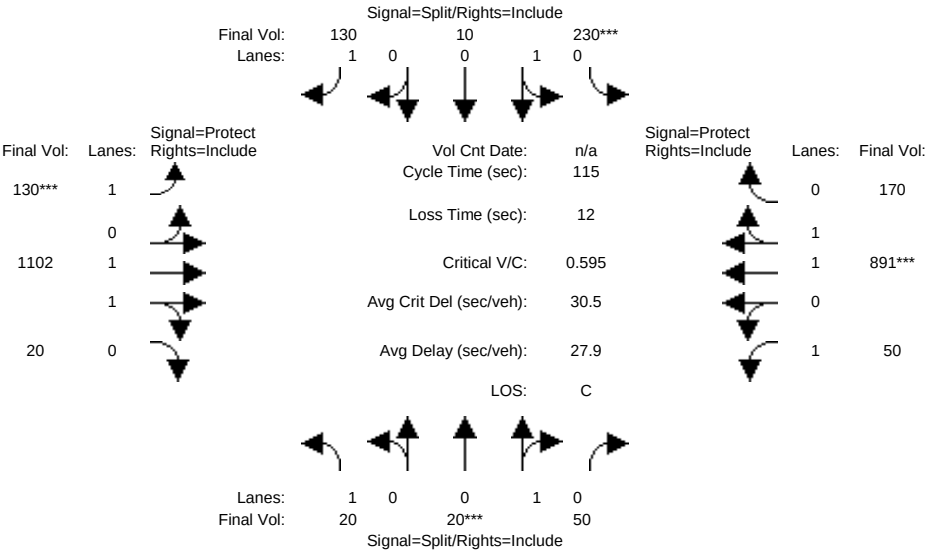
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #82: Town & Country Driveway / Embarcadero Road



Street Name:	Town & Country Driveway						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	20	50	230	10	130	130	970	20	50	800	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	50	230	10	130	130	970	20	50	800	170
Added Vol:	0	0	0	0	0	0	0	132	0	0	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	50	230	10	130	130	1102	20	50	891	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	20	50	230	10	130	130	1102	20	50	891	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	50	230	10	130	130	1102	20	50	891	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	20	50	230	10	130	130	1102	20	50	891	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.29	0.71	0.96	0.04	1.00	1.00	1.96	0.04	1.00	1.67	0.33
Final Sat.:	1750	514	1286	1725	75	1750	1750	3634	66	1750	3107	593
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.13	0.13	0.07	0.07	0.30	0.30	0.03	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	25.1	25.1	25.1	14.0	56.6	56.6	11.4	53.9	53.9
Volume/Cap:	0.13	0.45	0.45	0.61	0.61	0.34	0.61	0.62	0.62	0.29	0.61	0.61
Delay/Veh:	48.9	51.9	51.9	43.4	43.4	38.5	53.1	22.0	22.0	49.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	51.9	51.9	43.4	43.4	38.5	53.1	22.0	22.0	49.0	23.4	23.4
LOS by Move:	D	D-	D-	D	D	D+	D-	C+	C+	D	C	C
HCM2kAvgQ:	1	3	3	9	9	4	4	14	14	2	14	14

Note: Queue reported is the number of cars per lane.

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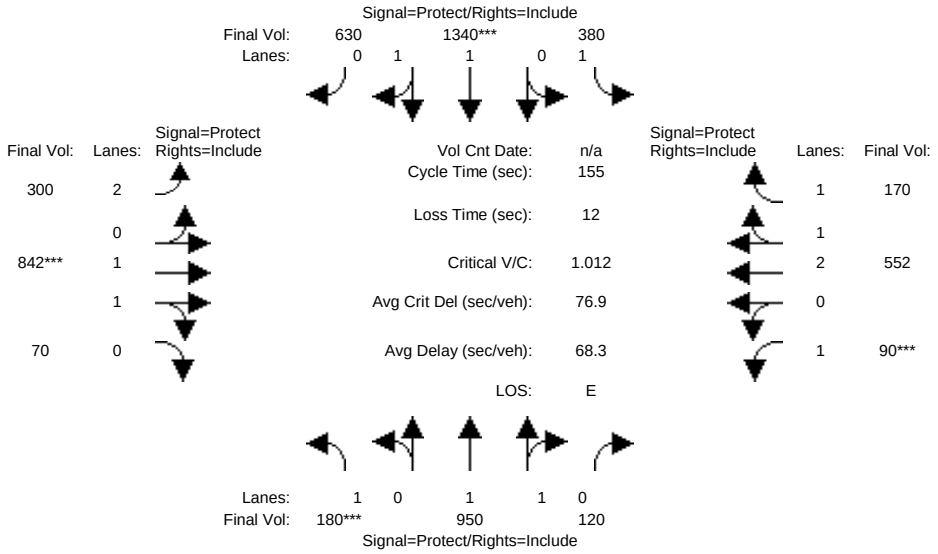
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	842	70	90	552	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	842	70	90	552	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	842	70	90	552	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	842	70	90	552	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3416	284	1750	5662	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.8	55.6	55.6	41.7	81.6	81.6	22.6	37.8	37.8	7.9	23.1	23.1
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.63
Delay/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	48.6	48.6	62.7	60.0	60.0	65.9	91.5	91.5	172.2	63.6	63.2
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	25	25	8	9	9

Note: Queue reported is the number of cars per lane.

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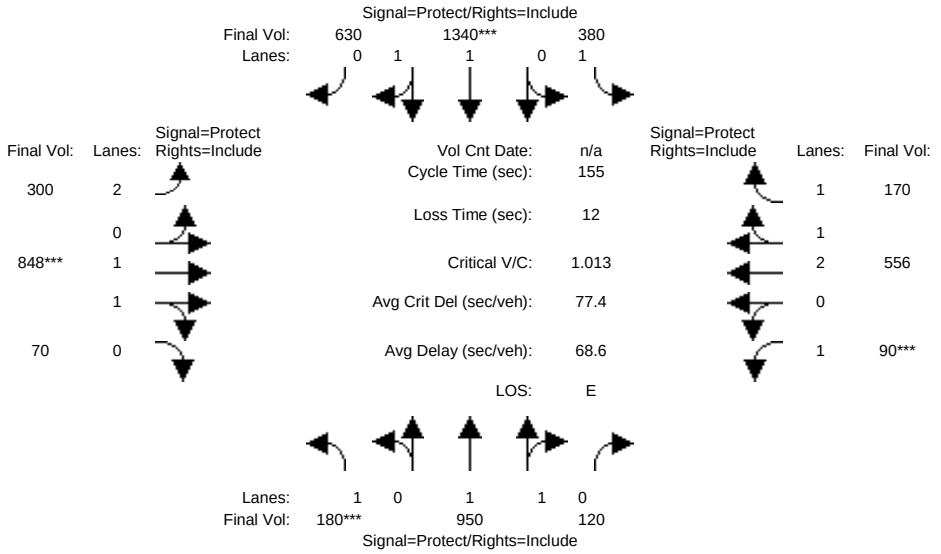
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #83: San Antonio Avenue / Charleston Road (SC CMP)



Street Name:	San Antonio Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	950	120	380	1340	630	300	840	70	90	550	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	950	120	380	1340	630	300	840	70	90	550	170
Added Vol:	0	0	0	0	0	0	0	8	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	950	120	380	1340	630	300	848	70	90	556	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	950	120	380	1340	630	300	848	70	90	556	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	950	120	380	1340	630	300	848	70	90	556	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	950	120	380	1340	630	300	848	70	90	556	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.34	0.66	2.00	1.84	0.16	1.00	3.00	1.00
Final Sat.:	1750	3285	415	1750	2516	1183	3150	3418	282	1750	5661	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.22	0.53	0.53	0.10	0.25	0.25	0.05	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	15.7	55.5	55.5	41.7	81.5	81.5	22.6	37.9	37.9	7.9	23.3	23.3
Volume/Cap:	1.01	0.81	0.81	0.81	1.01	1.01	0.65	1.01	1.01	1.01	0.65	0.63
Delay/Veh:	140.7	48.7	48.7	62.9	60.6	60.6	65.9	91.8	91.8	172.8	63.5	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.7	48.7	48.7	62.9	60.6	60.6	65.9	91.8	91.8	172.8	63.5	62.9
LOS by Move:	F	D	D	E	E	E	E	F	F	F	E	E
HCM2kAvgQ:	14	25	25	20	56	56	8	26	26	8	9	9

Note: Queue reported is the number of cars per lane.

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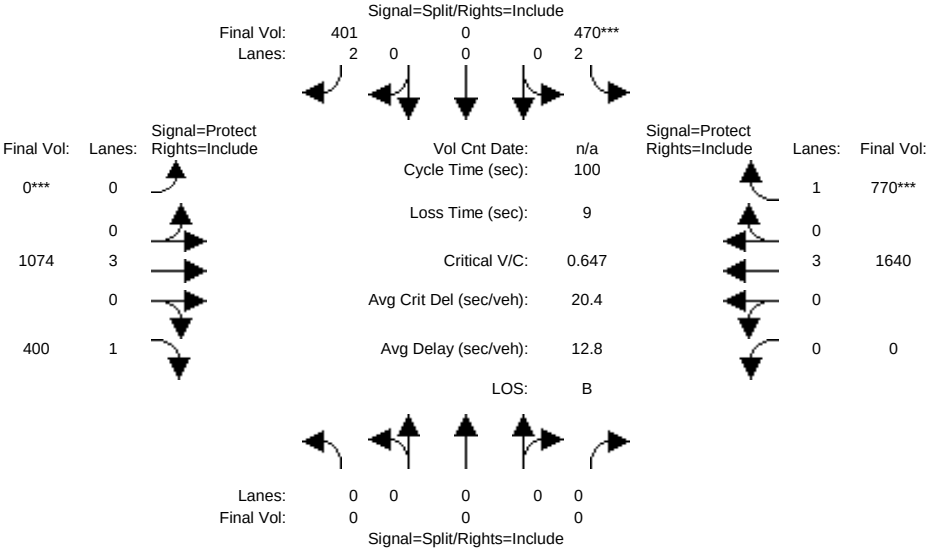
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	1	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	401	0	1074	400	0	1640	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	401	0	1074	400	0	1640	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	401	0	1074	400	0	1640	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.55	0.00	0.28	0.34	0.00	0.42	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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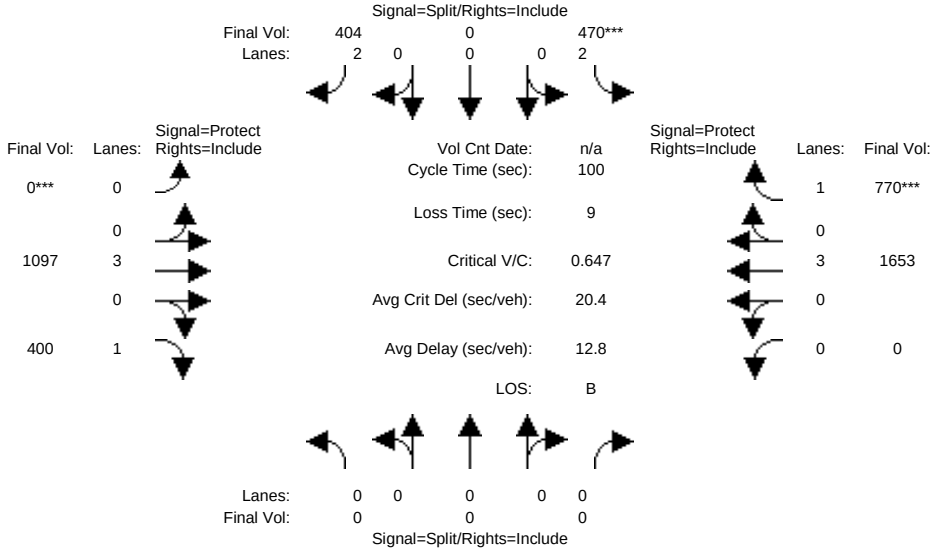
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #84: US 101 Ramps SB / Willow Rd (MP)



Street Name:	US 101 SB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	470	0	400	0	1070	400	0	1640	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	400	0	1070	400	0	1640	770
Added Vol:	0	0	0	0	0	4	0	27	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	470	0	404	0	1097	400	0	1653	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	404	0	1097	400	0	1653	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	404	0	1097	400	0	1653	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	404	0	1097	400	0	1653	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.13	0.00	0.19	0.23	0.00	0.29	0.44
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	23.0	0.0	23.0	0.0	68.0	68.0	0.0	68.0	68.0
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.56	0.00	0.28	0.34	0.00	0.43	0.65
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	34.9	0.0	6.4	6.8	0.0	7.3	10.4
LOS by Move:	A	A	A	D+	A	C-	A	A	A	A	A	B+
HCM2kAvgQ:	0	0	0	9	0	7	0	4	5	0	7	14

Note: Queue reported is the number of cars per lane.

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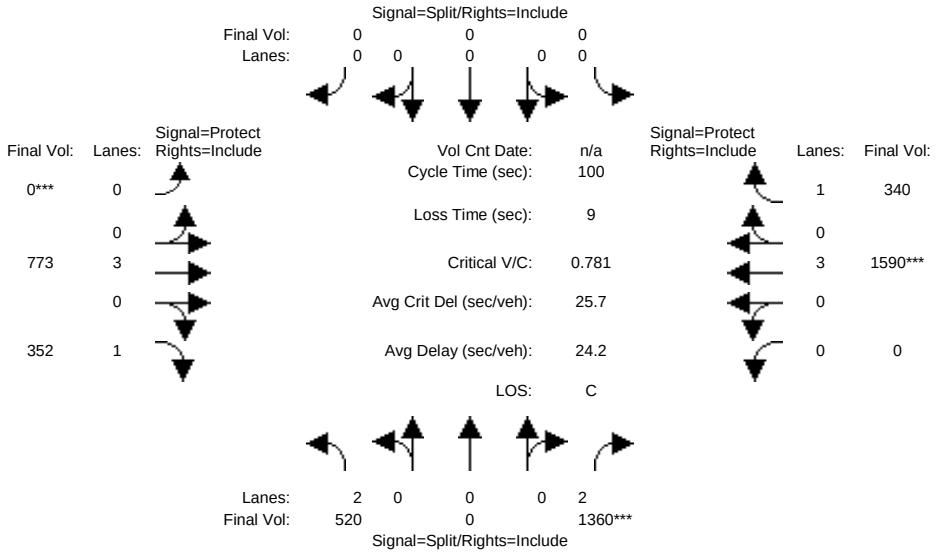
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	3	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	773	352	0	1590	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	773	352	0	1590	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	773	352	0	1590	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	55.3	0.0	55.3	0.0	0.0	0.0	0.0	35.7	35.7	0.0	35.7	35.7
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.38	0.56	0.00	0.78	0.54
Delay/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	19.9	0.0	0.0	0.0	0.0	24.0	27.0	0.0	30.7	26.6
LOS by Move:	B	A	B-	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	21	0	0	0	0	6	9	0	14	8

Note: Queue reported is the number of cars per lane.

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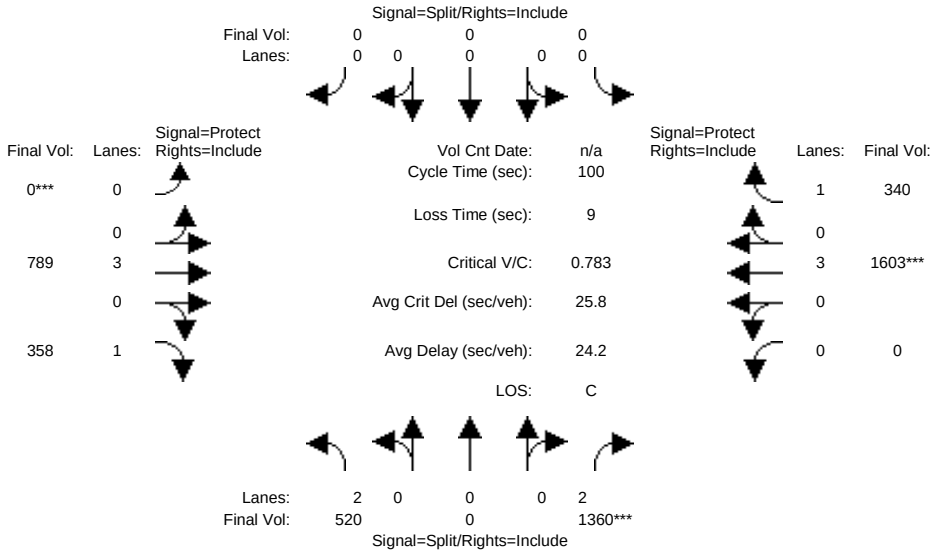
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #85: US 101 NB Ramps / Willow Rd (MP)



Street Name:	US 101 NB Ramps						Willow Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	0	1360	0	0	0	0	770	350	0	1590	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	0	1360	0	0	0	0	770	350	0	1590	340
Added Vol:	0	0	0	0	0	0	0	19	8	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	0	1360	0	0	0	0	789	358	0	1603	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	0	1360	0	0	0	0	789	358	0	1603	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	0	1360	0	0	0	0	789	358	0	1603	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	0	1360	0	0	0	0	789	358	0	1603	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.43	0.00	0.00	0.00	0.00	0.14	0.20	0.00	0.28	0.19
Crit Moves:			****				****				****	
Green Time:	55.1	0.0	55.1	0.0	0.0	0.0	0.0	35.9	35.9	0.0	35.9	35.9
Volume/Cap:	0.30	0.00	0.78	0.00	0.00	0.00	0.00	0.39	0.57	0.00	0.78	0.54
Delay/Veh:	12.2	0.0	20.1	0.0	0.0	0.0	0.0	24.0	27.1	0.0	30.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	20.1	0.0	0.0	0.0	0.0	24.0	27.1	0.0	30.6	26.5
LOS by Move:	B	A	C+	A	A	A	A	C	C	A	C	C
HCM2kAvgQ:	5	0	21	0	0	0	0	6	9	0	14	8

Note: Queue reported is the number of cars per lane.

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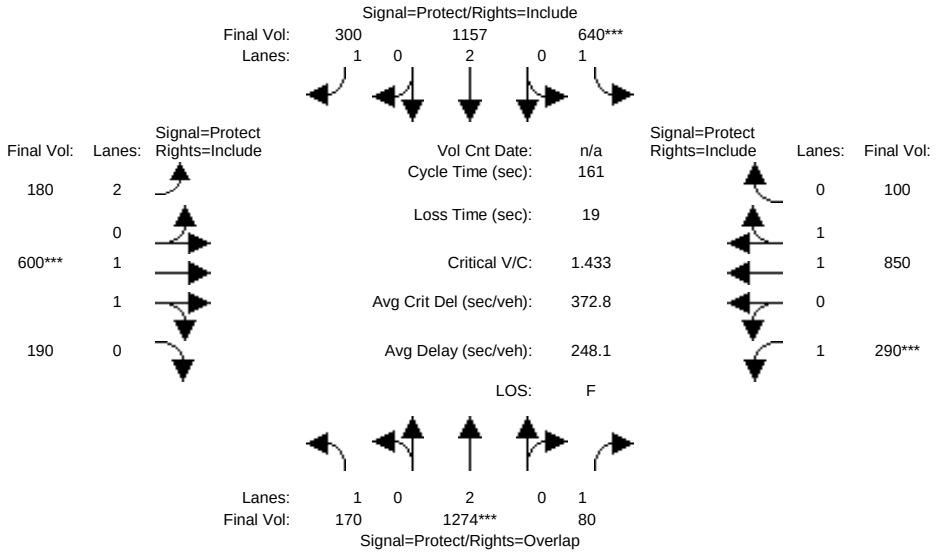
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1274	80	640	1157	300	180	600	190	290	850	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1274	80	640	1157	300	180	600	190	290	850	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1274	80	640	1157	300	180	600	190	290	850	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2814	331
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.05	0.43	0.36	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.10	0.12	3.44	1.02	0.57	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	114	26.7	1186	86.4	45.9	63.1	58.7	58.7	570.8	195	195.4
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	41	4	94	30	14	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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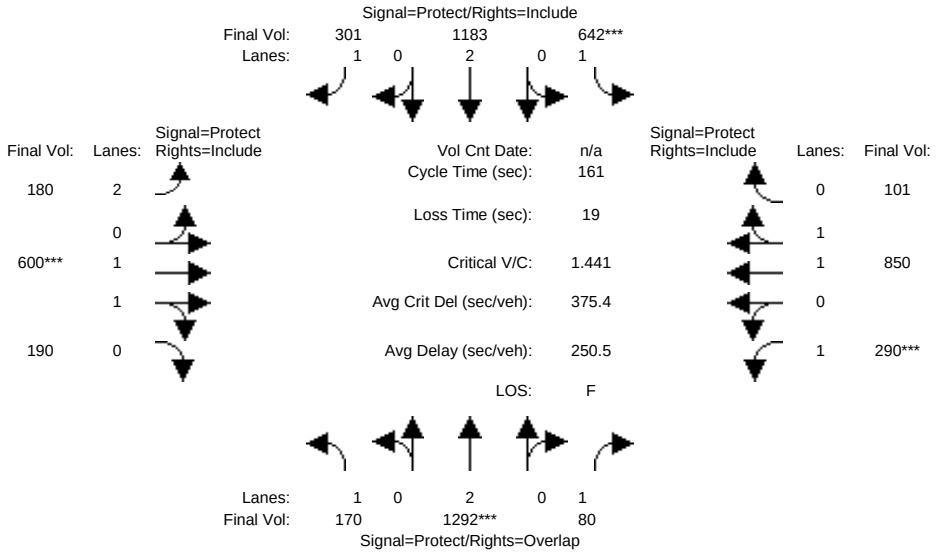
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #86: Central Expy / Rengstorff Ave (SC CMP)



Street Name:	Central Expressway						Rengstorff Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	60	60	21	59	59	28	52	52	16	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1270	80	640	1150	300	180	600	190	290	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1270	80	640	1150	300	180	600	190	290	850	100
Added Vol:	0	22	0	2	33	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1292	80	642	1183	301	180	600	190	290	850	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1292	80	642	1183	301	180	600	190	290	850	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1292	80	642	1183	301	180	600	190	290	850	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1292	80	642	1183	301	180	600	190	290	850	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.83	0.81
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49	1.00	1.78	0.22
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2388	756	1488	2811	334
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.05	0.43	0.37	0.20	0.07	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****				****		****		
Green Time:	21.1	57.5	72.8	20.1	56.5	56.5	26.8	49.8	49.8	15.3	38.3	38.3
Volume/Cap:	0.87	1.12	0.12	3.45	1.04	0.58	0.40	0.81	0.81	2.05	1.27	1.27
Delay/Veh:	103.9	120	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	120	26.7	1191	93.1	45.9	63.1	58.7	58.7	570.8	196	196.0
LOS by Move:	F	F	C	F	F	D	E	E+	E+	F	F	F
HCM2kAvgQ:	10	43	4	94	32	15	6	22	22	37	39	39

Note: Queue reported is the number of cars per lane.

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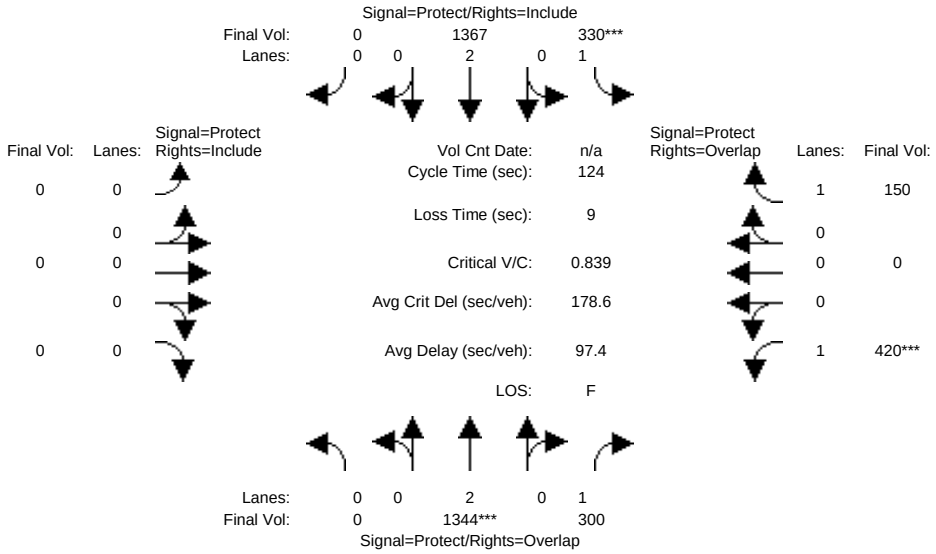
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1344	300	330	1367	0	0	0	0	420	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1344	300	330	1367	0	0	0	0	420	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1344	300	330	1367	0	0	0	0	420	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.17	0.19	0.36	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.11	0.45	0.00	0.00	0.00	0.00	1.79	0.00	0.38
Delay/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.0	0.1	579.6	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	3	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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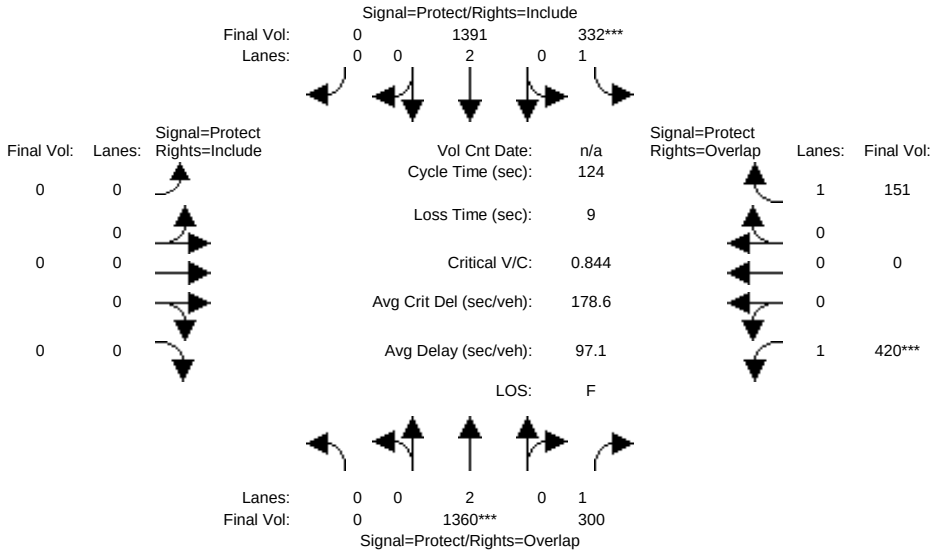
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #87: Central Expy / Shoreline Blvd (N) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	95	95	11	107	0	0	0	0	18	0	18
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1340	300	330	1360	0	0	0	0	420	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1340	300	330	1360	0	0	0	0	420	0	150
Added Vol:	0	20	0	2	31	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1360	300	332	1391	0	0	0	0	420	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	300	332	1391	0	0	0	0	420	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	300	332	1391	0	0	0	0	420	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1360	300	332	1391	0	0	0	0	420	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.17	0.19	0.37	0.00	0.00	0.00	0.00	0.24	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	87.9	104.6	11.1	99.0	0.0	0.0	0.0	0.0	16.7	0.0	27.8
Volume/Cap:	0.00	0.50	0.20	2.12	0.46	0.00	0.00	0.00	0.00	1.79	0.00	0.39
Delay/Veh:	0.0	2.1	0.1	585.2	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	0.1	585.2	0.1	0.0	0.0	0.0	0.0	428.6	0.0	44.8
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	D
HCM2kAvgQ:	0	4	0	37	0	0	0	0	0	44	0	6

Note: Queue reported is the number of cars per lane.

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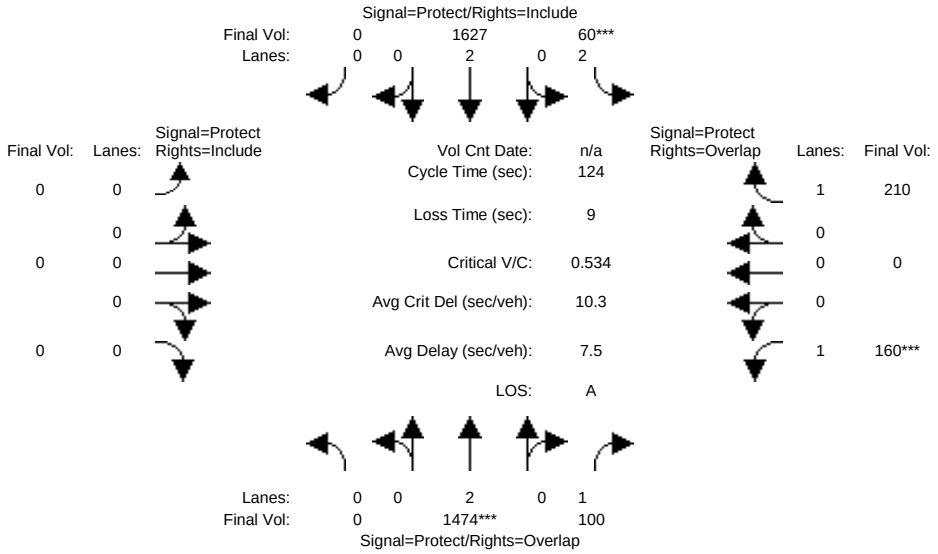
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	4	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1474	100	60	1627	0	0	0	0	160	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1474	100	60	1627	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1474	100	60	1627	0	0	0	0	160	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.56	0.07	0.23	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	58.0	0.2	0.0	0.0	0.0	0.0	53.9	0.0	44.1
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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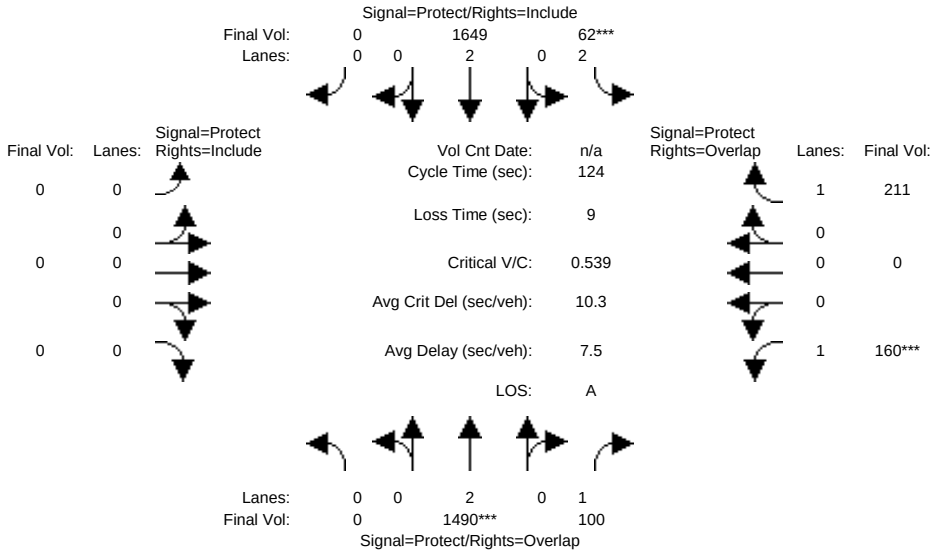
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #88: Central Expy / Shoreline Blvd (S) (SC CMP)



Street Name:	Central Expressway						Shoreline Boulevard (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	92	92	11	102	0	0	0	0	22	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1470	100	60	1620	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1470	100	60	1620	0	0	0	0	160	0	210
Added Vol:	0	20	0	2	29	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1490	100	62	1649	0	0	0	0	160	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1490	100	62	1649	0	0	0	0	160	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1490	100	62	1649	0	0	0	0	160	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1490	100	62	1649	0	0	0	0	160	0	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.06	0.02	0.43	0.00	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	85.1	105.5	10.2	95.3	0.0	0.0	0.0	0.0	20.4	0.0	30.5
Volume/Cap:	0.00	0.57	0.07	0.24	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.49
Delay/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	58.1	0.3	0.0	0.0	0.0	0.0	53.9	0.0	44.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	D-	A	D
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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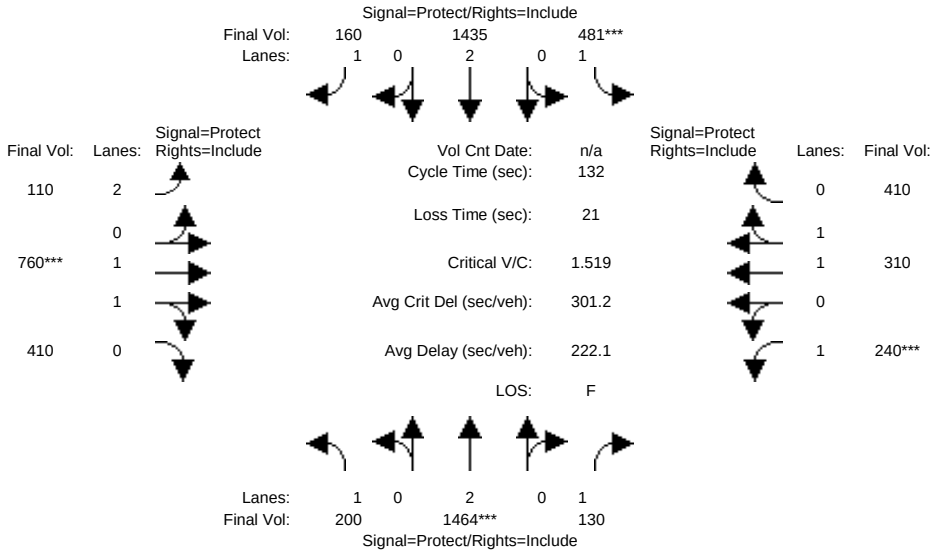
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	4	0	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1464	130	481	1435	160	110	760	410	240	310	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1464	130	481	1435	160	110	760	410	240	310	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1464	130	481	1435	160	110	760	410	240	310	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.09	0.32	0.44	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.2	50.0	50.0	15.5	50.3	50.3	20.1	39.7	39.7	8.6	28.2	28.2
Volume/Cap:	1.17	1.20	0.23	2.75	1.17	0.28	0.27	1.24	1.24	2.47	0.90	1.29
Delay/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.7	144	32.5	870.2	131	33.1	57.7	170	169.7	762.1	71.4	203.2
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	51	6	64	46	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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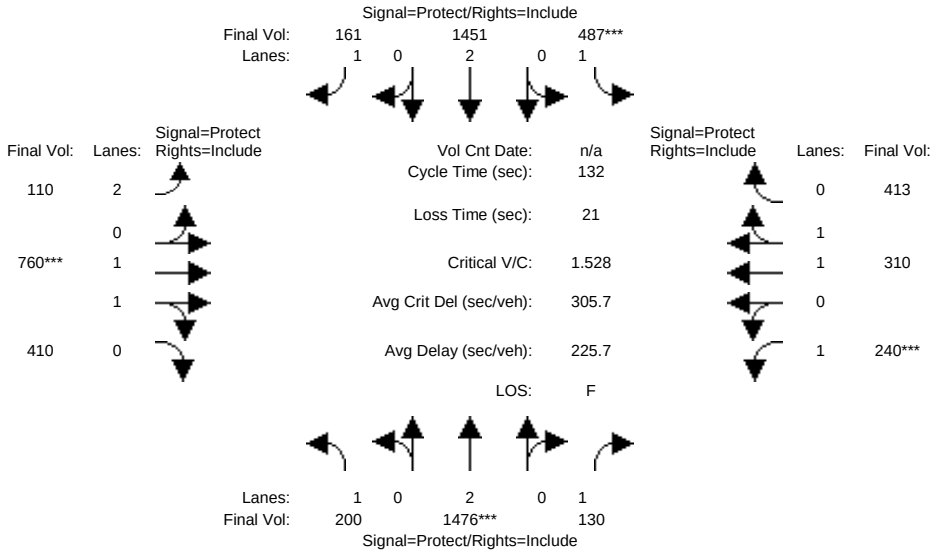
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	58	58	18	59	59	30	46	46	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	1460	130	480	1430	160	110	760	410	240	310	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1460	130	480	1430	160	110	760	410	240	310	410
Added Vol:	0	16	0	7	21	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1476	130	487	1451	161	110	760	410	240	310	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1476	130	487	1451	161	110	760	410	240	310	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1476	130	487	1451	161	110	760	410	240	310	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1476	130	487	1451	161	110	760	410	240	310	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.78	0.85	0.78	0.70	0.84	0.81	0.78	0.85	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.28	0.72	1.00	1.00	1.00
Final Sat.:	1488	3230	1488	1488	3230	1488	2677	2042	1102	1488	1615	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.09	0.33	0.45	0.11	0.04	0.37	0.37	0.16	0.19	0.28
Crit Moves:		****		****				****		****		
Green Time:	15.1	50.0	50.0	15.5	50.5	50.5	20.0	39.7	39.7	8.6	28.3	28.3
Volume/Cap:	1.18	1.21	0.23	2.78	1.18	0.28	0.27	1.24	1.24	2.47	0.89	1.29
Delay/Veh:	191.6	148	32.5	885.5	135	33.0	57.8	170	169.7	762.1	70.9	205.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	191.6	148	32.5	885.5	135	33.0	57.8	170	169.7	762.1	70.9	205.4
LOS by Move:	F	F	C-	F	F	C-	E+	F	F	F	E	F
HCM2kAvgQ:	17	52	6	65	47	7	3	44	44	32	17	35

Note: Queue reported is the number of cars per lane.

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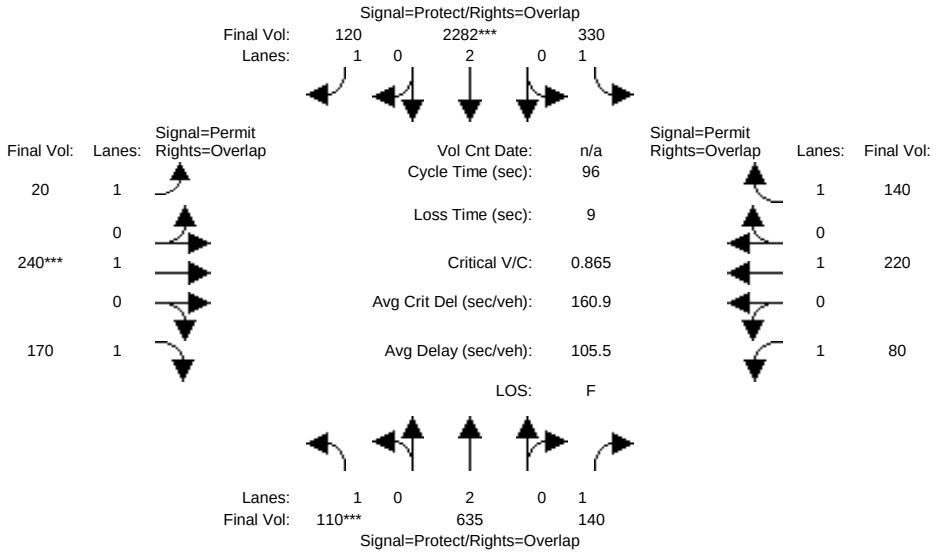
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	635	140	330	2282	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	635	140	330	2282	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	635	140	330	2282	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	635	140	330	2282	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.08	0.19	0.60	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.46	0.22	0.78	1.33	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.4	22.9	46.3	181	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	7	3	10	69	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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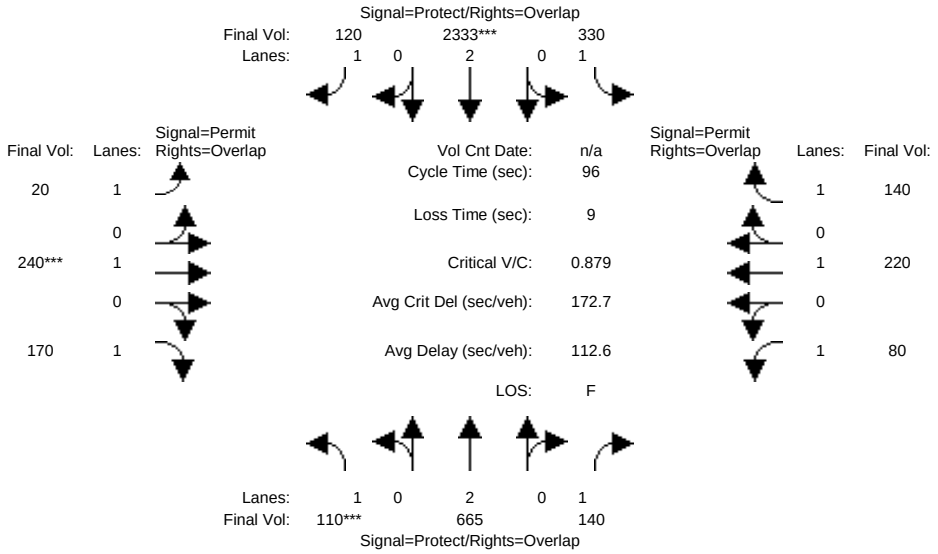
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #90: Foothill Expy / Edith Ave (SCC)



Street Name:	Foothill Expy						Edith Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	38	38	25	47	47	32	32	32	32	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	630	140	330	2270	120	20	240	170	80	220	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	630	140	330	2270	120	20	240	170	80	220	140
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	665	140	330	2333	120	20	240	170	80	220	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	665	140	330	2333	120	20	240	170	80	220	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	665	140	330	2333	120	20	240	170	80	220	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	665	140	330	2333	120	20	240	170	80	220	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.08	0.19	0.61	0.07	0.01	0.13	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****				
Green Time:	14.8	35.1	35.1	23.1	43.4	43.4	29.5	29.5	44.3	29.5	29.5	52.6
Volume/Cap:	0.41	0.48	0.22	0.78	1.36	0.15	0.04	0.41	0.21	0.15	0.38	0.15
Delay/Veh:	40.7	25.6	22.9	46.3	194	16.9	25.2	29.0	16.8	26.2	28.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	25.6	22.9	46.3	194	16.9	25.2	29.0	16.8	26.2	28.6	11.6
LOS by Move:	D	C	C+	D	F	B	C	C	B	C	C	B+
HCM2kAvgQ:	3	8	3	10	72	2	0	6	3	2	6	2

Note: Queue reported is the number of cars per lane.

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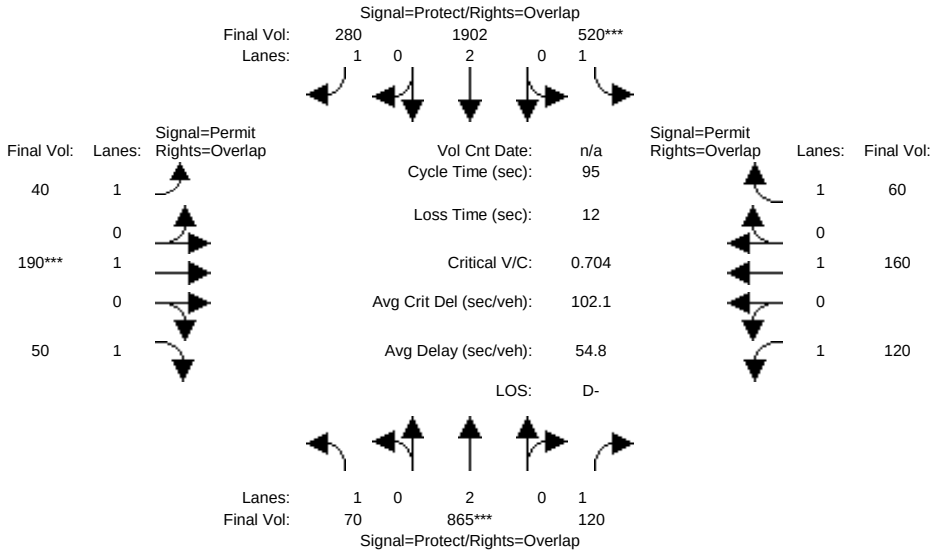
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	5	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	865	120	520	1902	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	865	120	520	1902	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	865	120	520	1902	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	865	120	520	1902	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.30	0.50	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.54	0.16	1.45	0.92	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.6	19.4	257.9	30.0	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	10	3	39	27	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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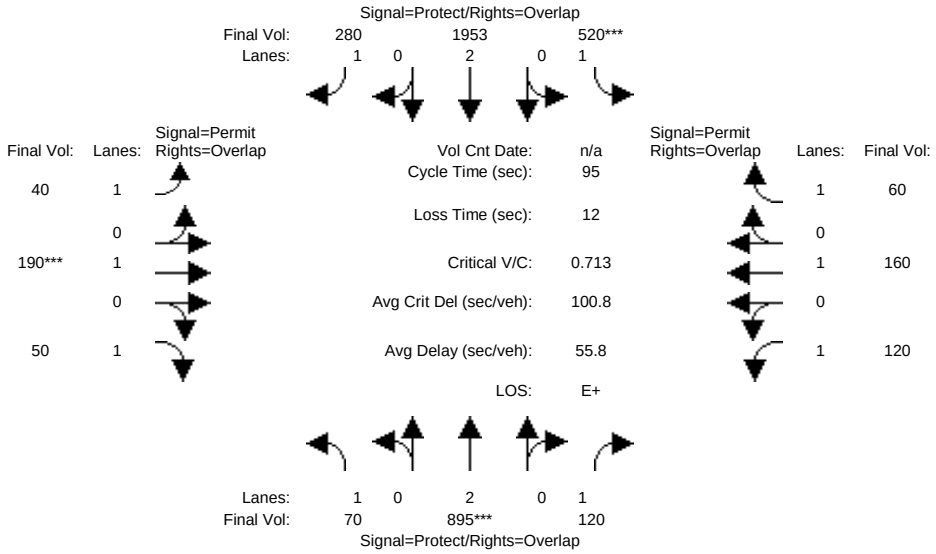
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #91: Foothill Expy / Main St (SC CMP)



Street Name:	Foothill Expy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	45	45	22	58	58	28	28	28	28	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	860	120	520	1890	280	40	190	50	120	160	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	860	120	520	1890	280	40	190	50	120	160	60
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	895	120	520	1953	280	40	190	50	120	160	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	895	120	520	1953	280	40	190	50	120	160	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	895	120	520	1953	280	40	190	50	120	160	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	895	120	520	1953	280	40	190	50	120	160	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.68	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1100	1900	1750	1300	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.07	0.30	0.51	0.16	0.04	0.10	0.03	0.09	0.08	0.03
Crit Moves:		****		****				****				
Green Time:	8.0	40.0	40.0	19.5	51.5	51.5	24.9	24.9	32.9	24.9	24.9	44.4
Volume/Cap:	0.48	0.56	0.16	1.45	0.95	0.30	0.14	0.38	0.08	0.35	0.32	0.07
Delay/Veh:	49.2	23.9	19.4	257.9	33.3	13.5	30.5	32.9	23.6	32.8	32.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	23.9	19.4	257.9	33.3	13.5	30.5	32.9	23.6	32.8	32.2	15.8
LOS by Move:	D	C	B-	F	C-	B	C	C-	C	C-	C-	B
HCM2kAvgQ:	2	11	3	39	28	5	1	5	1	4	4	1

Note: Queue reported is the number of cars per lane.

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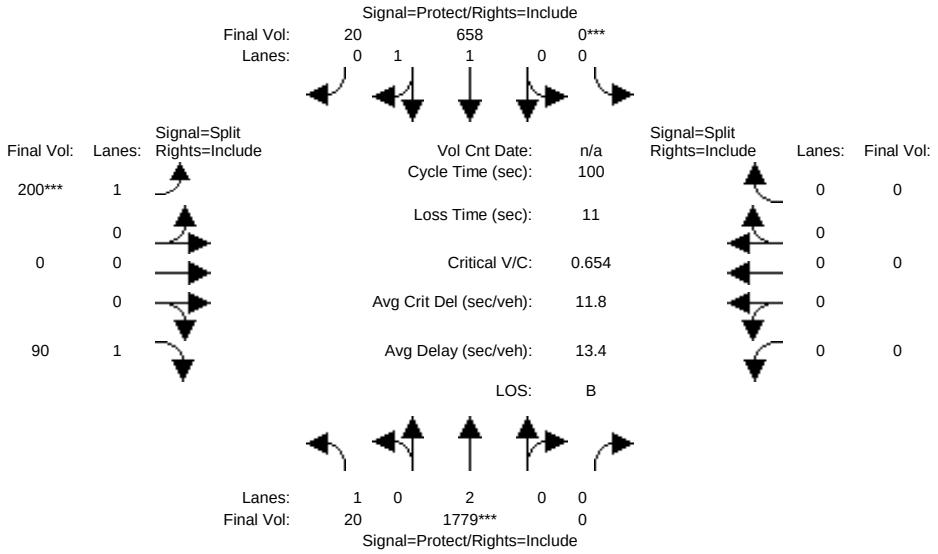
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	9	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1779	0	0	658	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1779	0	0	658	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1779	0	0	658	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1779	0	0	658	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3591	109	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.18	0.18	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	71.5	0.0	0.0	51.8	51.8	17.5	0.0	17.5	0.0	0.0	0.0
Volume/Cap:	0.06	0.65	0.00	0.00	0.35	0.35	0.65	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	8.2	0.0	0.0	14.4	14.4	43.5	0.0	36.4	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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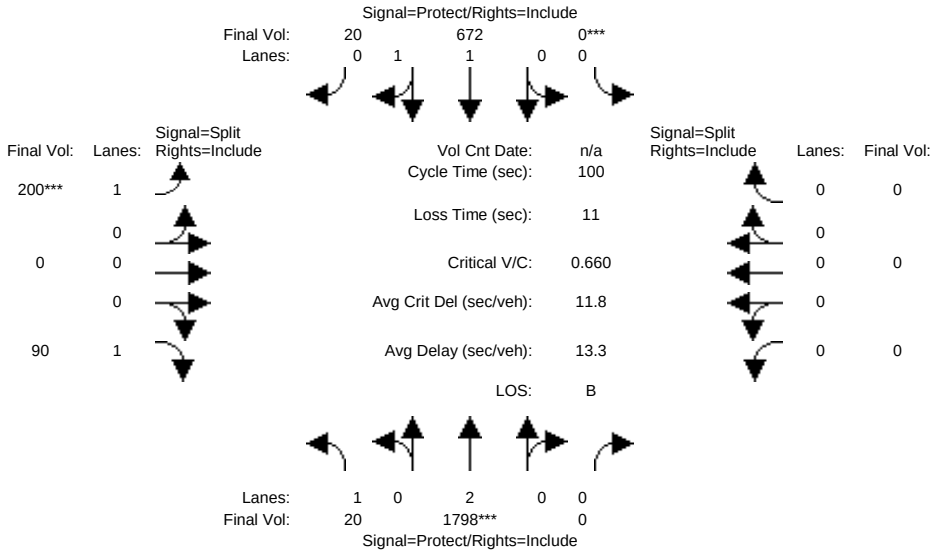
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #92: University Ave / O'Brien Dr



Street Name:	University Ave						O'Brien Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1770	0	0	650	20	200	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1770	0	0	650	20	200	0	90	0	0	0
Added Vol:	0	28	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1798	0	0	672	20	200	0	90	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1798	0	0	672	20	200	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1798	0	0	672	20	200	0	90	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1798	0	0	672	20	200	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3593	107	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.19	0.19	0.11	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.5	71.7	0.0	0.0	52.2	52.2	17.3	0.0	17.3	0.0	0.0	0.0
Volume/Cap:	0.06	0.66	0.00	0.00	0.36	0.36	0.66	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	32.8	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	8.2	0.0	0.0	14.2	14.2	43.9	0.0	36.6	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	B	B	D	A	D+	A	A	A
HCM2kAvgQ:	0	14	0	0	6	6	7	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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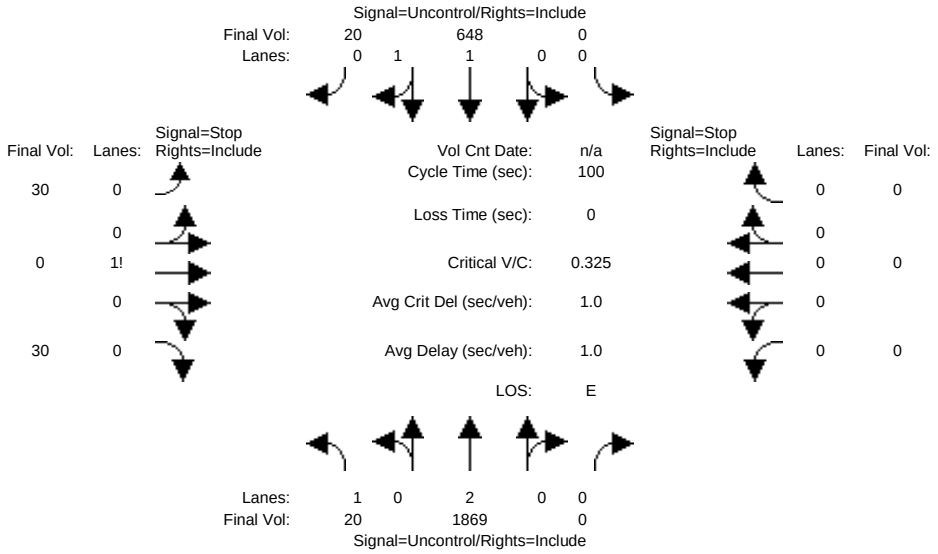
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave								Adams Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	20	1860		0	0	640		20	30		0	30	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	20	1860		0	0	640		20	30		0	30	0		0	0
Added Vol:	0	9		0	0	8		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	20	1869		0	0	648		20	30		0	30	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	20	1869		0	0	648		20	30		0	30	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	20	1869		0	0	648		20	30		0	30	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	668	xxxx	xxxxx	xxxx	xxxx	xxxxx		1633	2567		334	xxxx	xxxx	xxxxx		
Potent Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx		94	26		668	xxxx	xxxx	xxxxx		
Move Cap.:	931	xxxx	xxxxx	xxxx	xxxx	xxxxx		92	26		668	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx		0.32	0.00		0.04	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*	*		*		*		*		*		*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	162	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.6	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	39.6	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*		*		*		*	E		*		*		*
ApproachDel:	xxxxxx				xxxxxx				39.6				xxxxxx			
ApproachLOS:	*				*				E				*			

Note: Queue reported is the number of cars per lane.

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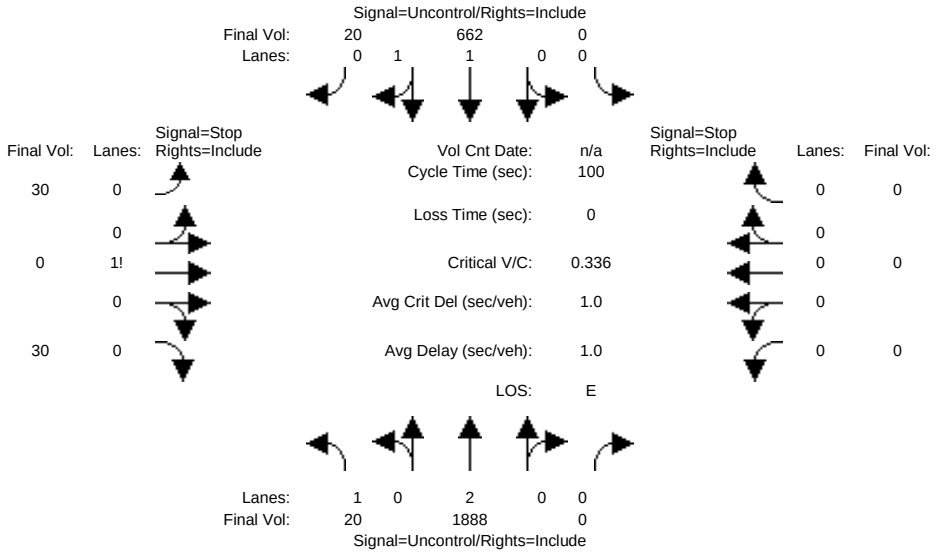
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 with Project PM

Intersection #93: University Ave / Adams Dr



Street Name:	University Ave						Adams Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	20	1860	0	0	640	20	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1860	0	0	640	20	30	0	30	0	0	0
Added Vol:	0	28	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1888	0	0	662	20	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1888	0	0	662	20	30	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1888	0	0	662	20	30	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	682	xxxx	xxxxx	xxxx	xxxx	xxxxx	1656	2600	341	xxxx	xxxx	xxxxx
Potent Cap.:	920	xxxx	xxxxx	xxxx	xxxx	xxxxx	91	25	661	xxxx	xxxx	xxxxx
Move Cap.:	920	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	25	661	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	157	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	41.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			41.4			xxxxxx		
ApproachLOS:	*			*			E			*		

Note: Queue reported is the number of cars per lane.

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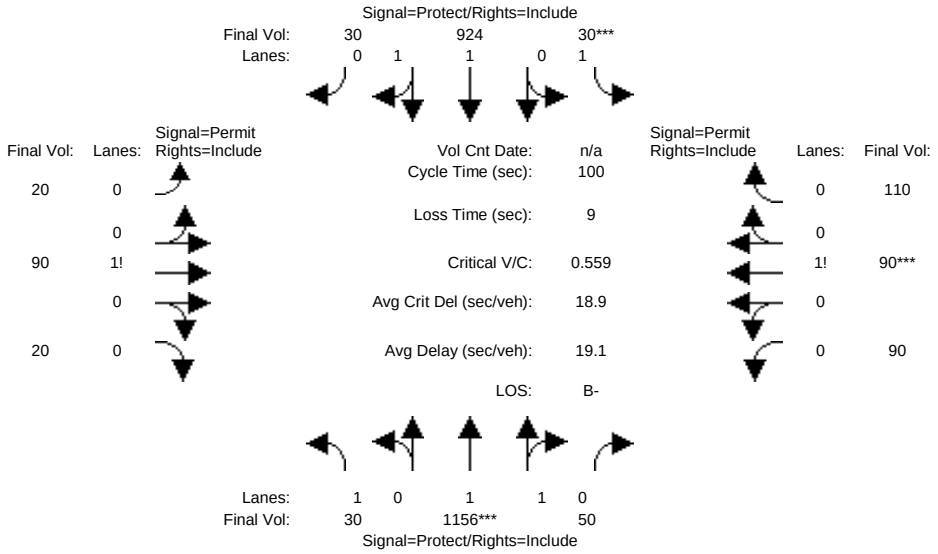
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1156	50	30	924	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1156	50	30	924	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1156	50	30	924	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1156	50	30	924	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3546	153	1750	3584	116	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	13.4	55.7	55.7	7.0	49.3	49.3	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.13	0.59	0.59	0.24	0.52	0.52	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	15.0	15.0	45.0	17.6	17.6	28.0	28.0	28.0	32.6	32.6	32.6
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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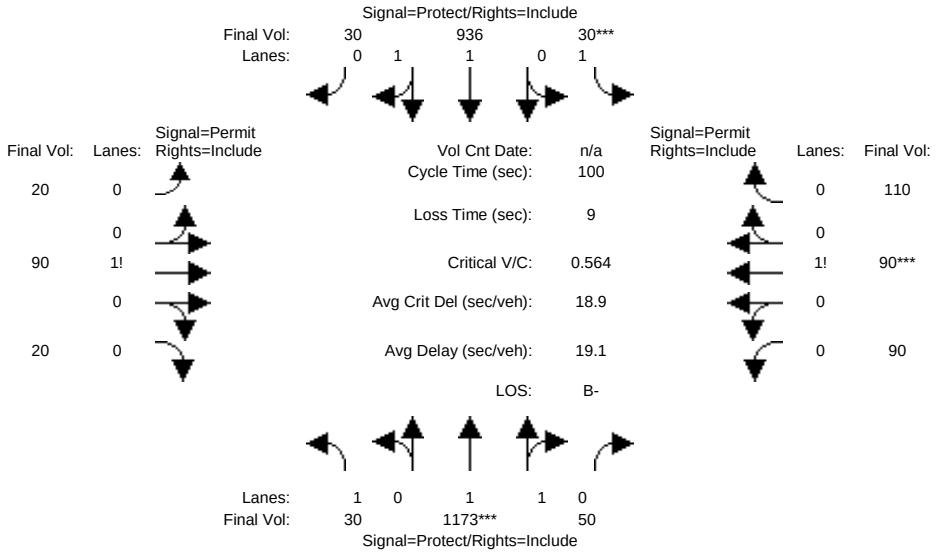
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #94: University Ave / Runnymede St



Street Name:	University Ave						Runnymede St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1150	50	30	920	30	20	90	20	90	90	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1150	50	30	920	30	20	90	20	90	90	110
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1173	50	30	936	30	20	90	20	90	90	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1173	50	30	936	30	20	90	20	90	90	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1173	50	30	936	30	20	90	20	90	90	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1173	50	30	936	30	20	90	20	90	90	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	0.15	0.70	0.15	0.31	0.31	0.38
Final Sat.:	1750	3549	151	1750	3585	115	269	1212	269	543	543	664
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	13.3	56.0	56.0	7.0	49.6	49.6	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.13	0.59	0.59	0.24	0.53	0.53	0.26	0.26	0.26	0.59	0.59	0.59
Delay/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	14.9	14.9	45.0	17.4	17.4	28.3	28.3	28.3	32.9	32.9	32.9
LOS by Move:	D+	B	B	D	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	12	12	1	10	10	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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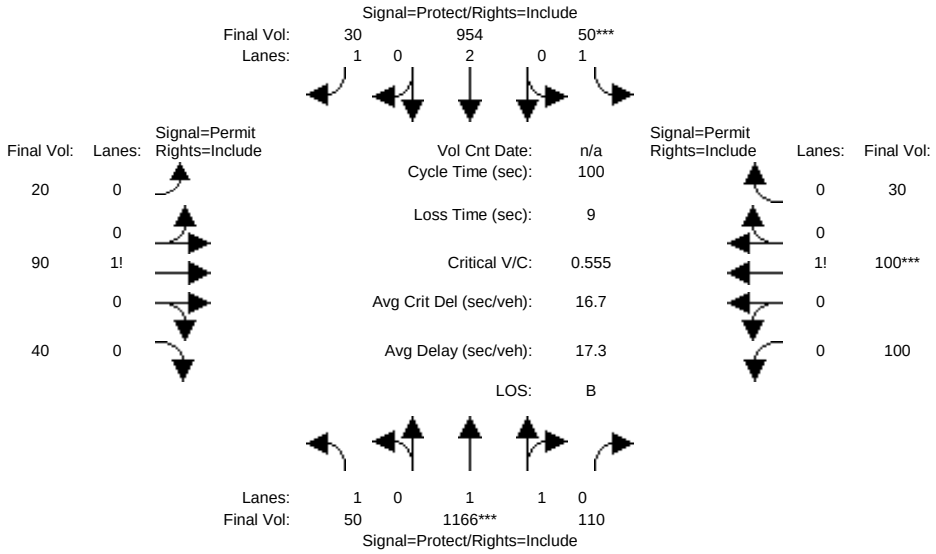
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1166	110	50	954	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1166	110	50	954	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1166	110	50	954	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1166	110	50	954	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3381	319	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.8	60.8	60.8	7.0	53.0	53.0	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.19	0.57	0.57	0.41	0.47	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	12.1	12.1	46.7	14.9	11.2	32.8	32.8	32.8	35.9	35.9	35.9
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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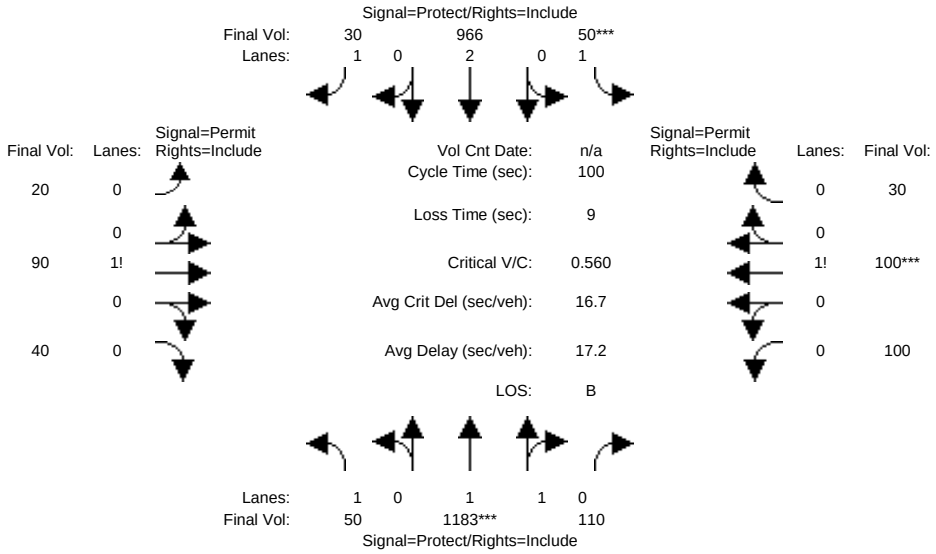
Stanford GUP EIR
SJ15-1585 (Page Mill Road Sensitivity)
Cumulative PM / Cumlative PM + Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 with Project PM

Intersection #95: University Ave / Bell St



Street Name:	University Ave						Bell St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1160	110	50	950	30	20	90	40	100	100	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1160	110	50	950	30	20	90	40	100	100	30
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1183	110	50	966	30	20	90	40	100	100	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1183	110	50	966	30	20	90	40	100	100	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1183	110	50	966	30	20	90	40	100	100	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1183	110	50	966	30	20	90	40	100	100	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	0.13	0.60	0.27	0.44	0.43	0.13
Final Sat.:	1750	3385	315	1750	3800	1750	233	1050	467	761	761	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.03	0.25	0.02	0.09	0.09	0.09	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	14.7	61.0	61.0	7.0	53.4	53.4	23.0	23.0	23.0	23.0	23.0	23.0
Volume/Cap:	0.19	0.57	0.57	0.41	0.48	0.03	0.37	0.37	0.37	0.57	0.57	0.57
Delay/Veh:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	12.0	12.0	46.7	14.8	11.1	33.0	33.0	33.0	36.2	36.2	36.2
LOS by Move:	D+	B	B	D	B	B+	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	12	12	2	9	0	4	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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Attachment B

Mitigated Intersection
LOS Calculation Sheets

Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		2035 MIT AM				2035 MIT PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#2	Sand Hill Rd / I-280 NB Off-Ramp (MP)	E	68.1	0.961	72.0	B	15.7	0.490	12.3
#17	Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)	F	147.8	1.216	146.4	F	162.5	1.027	301.7
#19	Hanover St / Page Mill Rd (SC CMP)	E	73.7	0.632	77.5	D	50.3	0.617	51.9
#20	El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)	E	69.7	0.949	77.7	F	82.4	1.022	100.5
#30	Foothill Expressway / Arastradero Road (SCC)	D	41.9	0.583	32.7	E	70.7	0.481	82.5
#31	Foothill Expressway / San Antonio Road (SC CMP)	D	43.2	0.955	58.5	D	46.4	0.985	67.2
#32	Foothill Expressway / El Monte Avenue (SC CMP)	E	75.0	0.870	85.1	F	113.9	1.056	166.6
#33	Foothill Expressway / Springer Road-Magdalena Avenue (SCC)	F	122.9	1.133	180.8	F	147.7	0.891	220.6
#37	El Camino Real / Encinal Avenue (MP)	D+	35.5	0.892	50.6	E	67.2	1.003	90.5
#38	El Camino Real ./ Valpariso Avenue (MP)	D-	52.5	0.918	65.2	D-	52.3	0.828	58.6
#41	El Camino Real / Ravenswood Avenue (MP)	D	47.6	0.882	53.3	E	63.7	0.943	68.9
#48	El Camino Real / Embarcadero - Galvez St (SC CMP)	D-	53.0	0.825	58.1	E	71.7	1.018	82.4
#56	Alma Street / Hamilton Avenue	B+	10.0	0.762	11.4	D	39.3	1.080	76.8
#58	Alma Street / Charleston Road	F	120.5	1.126	130.1	F	123.2	1.160	148.3
#59	Middlefield Road / Marsh Road	D	41.7	0.969	54.2	E	68.6	1.043	93.9
#89	Central Expy / Moffett Blvd (SC CMP)	F	85.2	1.127	131.0	F	94.0	1.218	145.2

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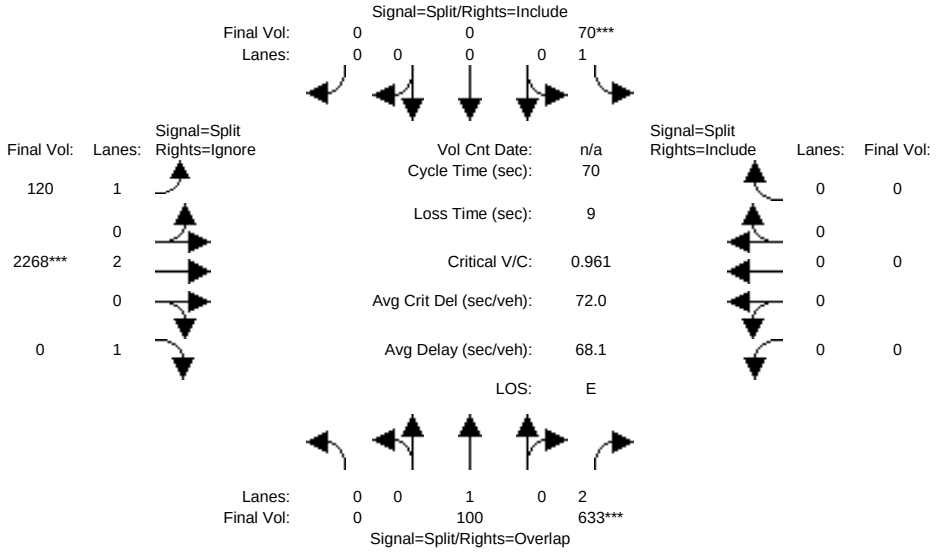
Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp						Sand Hill Rd (Eastbound)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	100	630	70	0	0	120	2110	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	630	70	0	0	120	2110	60	0	0	0
Added Vol:	0	0	3	0	0	0	0	158	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	633	70	0	0	120	2268	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	100	633	70	0	0	120	2268	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	633	70	0	0	120	2268	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	100	633	70	0	0	120	2268	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	0.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	3150	1750	0	0	1750	3800	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.20	0.04	0.00	0.00	0.07	0.60	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	12.8	12.8	10.0	0.0	0.0	38.2	38.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	1.10	0.28	0.00	0.00	0.13	1.10	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.1	94.6	27.4	0.0	0.0	7.8	67.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.1	94.6	27.4	0.0	0.0	7.8	67.1	0.0	0.0	0.0	0.0
LOS by Move:	A	C	F	C	A	A	A	E	A	A	A	A
HCM2kAvgQ:	0	2	17	1	0	0	1	42	0	0	0	0

Note: Queue reported is the number of cars per lane.

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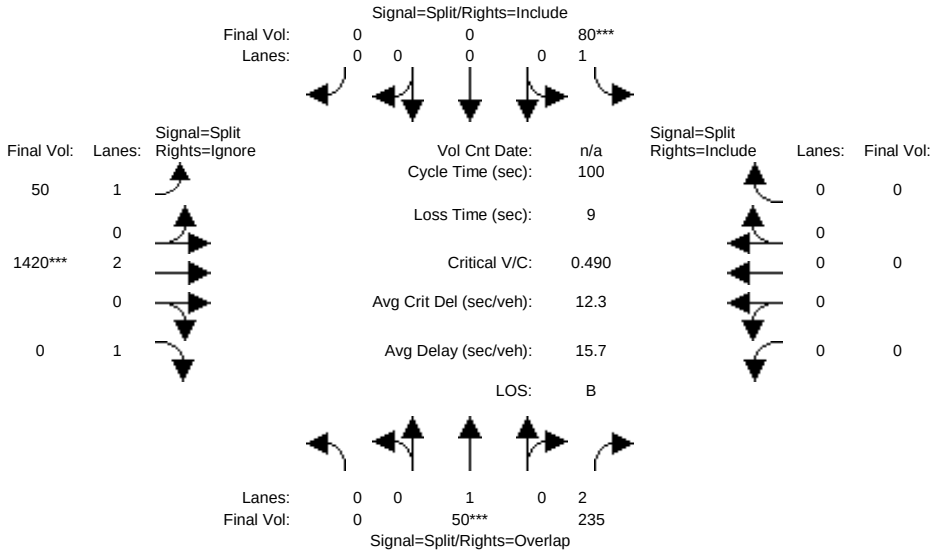
Intersection #2: Sand Hill Rd / I-280 NB Off-Ramp (MP)



Street Name:	I-280 NB Off-Ramp				Sand Hill Rd (Eastbound)			
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	0 10 10	10 0 0	10 10 10	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Volume Module:				
Base Vol:	0 50 230	80 0 0	50 1350 80	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 50 230	80 0 0	50 1350 80	0 0 0
Added Vol:	0 0 5	0 0 0	0 70 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 50 235	80 0 0	50 1420 80	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	0 50 235	80 0 0	50 1420 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 50 235	80 0 0	50 1420 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	0 50 235	80 0 0	50 1420 0	0 0 0
Saturation Flow Module:				
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 1.00 0.83	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92
Lanes:	0.00 1.00 2.00	1.00 0.00 0.00	1.00 2.00 1.00	0.00 0.00 0.00
Final Sat.:	0 1900 3150	1750 0 0	1750 3800 1750	0 0 0
Capacity Analysis Module:				
Vol/Sat:	0.00 0.03 0.07	0.05 0.00 0.00	0.03 0.37 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	
Green Time:	0.0 15.2 15.2	10.0 0.0 0.0	65.8 65.8 0.0	0.0 0.0 0.0
Volume/Cap:	0.00 0.17 0.49	0.46 0.00 0.00	0.04 0.57 0.00	0.00 0.00 0.00
Delay/Veh:	0.0 37.2 39.6	44.3 0.0 0.0	6.0 9.7 0.0	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 37.2 39.6	44.3 0.0 0.0	6.0 9.7 0.0	0.0 0.0 0.0
LOS by Move:	A D+ D	D A A	A A A	A A A
HCM2kAvgQ:	0 1 5	2 0 0	1 12 0	0 0 0

Note: Queue reported is the number of cars per lane.

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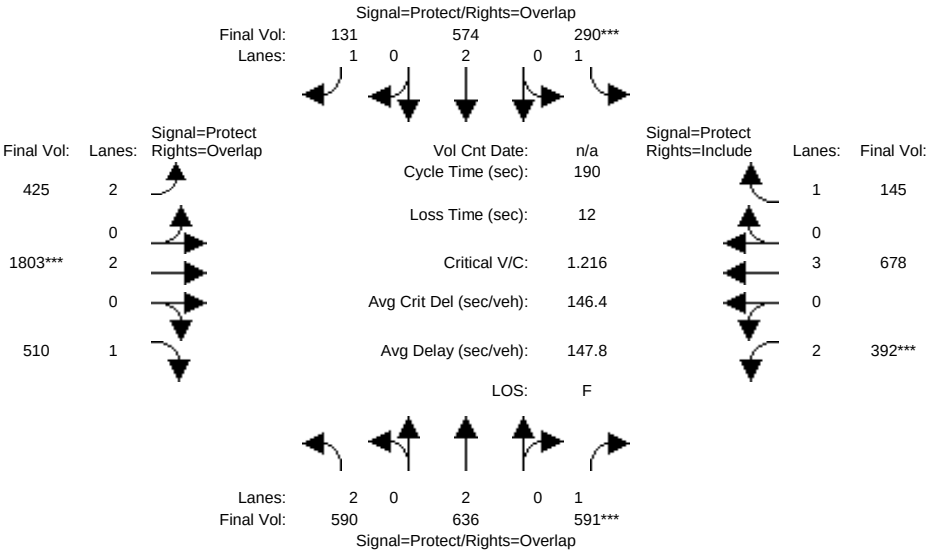
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	37	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	550	590	270	530	90	360	1740	510	390	650	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	550	590	270	530	90	360	1740	510	390	650	120
Added Vol:	0	86	1	20	44	41	65	63	0	2	28	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	636	591	290	574	131	425	1803	510	392	678	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	636	591	290	574	131	425	1803	510	392	678	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	636	591	290	574	131	425	1803	510	392	678	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	590	636	591	290	574	131	425	1803	510	392	678	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.33	0.30	0.07	0.13	0.47	0.29	0.12	0.12	0.08
Crit Moves:			****	****				****		****		
Green Time:	23.8	32.0	50.8	37.8	38.3	73.7	35.4	97.8	121.6	18.8	81.3	81.3
Volume/Cap:	1.50	0.99	1.26	1.67	1.50	0.19	0.72	0.92	0.46	1.26	0.28	0.19
Delay/Veh:	325.4	118	208.7	405.1	318	41.0	81.9	64.7	27.7	236.7	56.3	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	325.4	118	208.7	405.1	318	41.0	81.9	64.7	27.7	236.7	56.3	54.2
LOS by Move:	F	F	F	F	F	D	F	E	C	F	E+	D-
HCM2kAvgQ:	35	19	53	34	29	7	14	52	23	21	12	8

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
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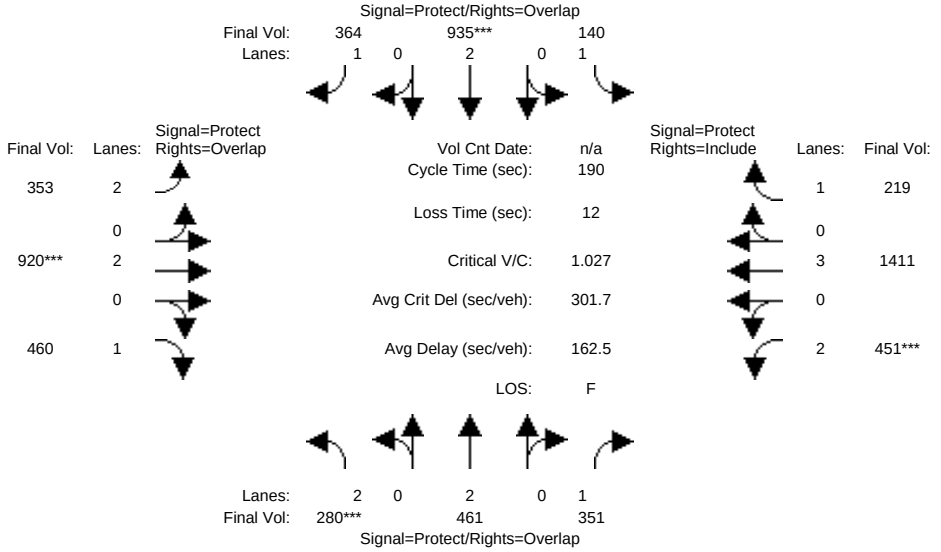
Intersection #17: Junipero Serra Blvd-Foothill Expy / Page Mill Rd (SC CMP)



Street Name:	Junipero Serra Boulevard - Foothi						Page Mill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	34	34	31	46	46	38	104	104	20	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	400	350	100	850	280	280	890	460	450	1360	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	400	350	100	850	280	280	890	460	450	1360	180
Added Vol:	0	61	1	40	85	84	73	30	0	1	51	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	461	351	140	935	364	353	920	460	451	1411	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	461	351	140	935	364	353	920	460	451	1411	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	461	351	140	935	364	353	920	460	451	1411	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	461	351	140	935	364	353	920	460	451	1411	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.20	0.16	0.49	0.21	0.11	0.24	0.26	0.14	0.25	0.13
Crit Moves:	****				****			****		****		
Green Time:	18.8	32.0	50.8	30.1	43.3	79.3	36.0	97.8	116.6	18.8	80.6	80.6
Volume/Cap:	0.90	0.72	0.75	1.01	2.16	0.50	0.59	0.47	0.43	1.45	0.58	0.29
Delay/Veh:	116.8	83.5	74.5	164.1	608	43.8	76.5	39.7	29.3	315.6	66.7	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	83.5	74.5	164.1	608	43.8	76.5	39.7	29.3	315.6	66.7	57.3
LOS by Move:	F	F	E	F	F	D	E-	D	C	F	E	E+
HCM2kAvgQ:	11	13	21	10	58	21	12	21	21	27	26	12

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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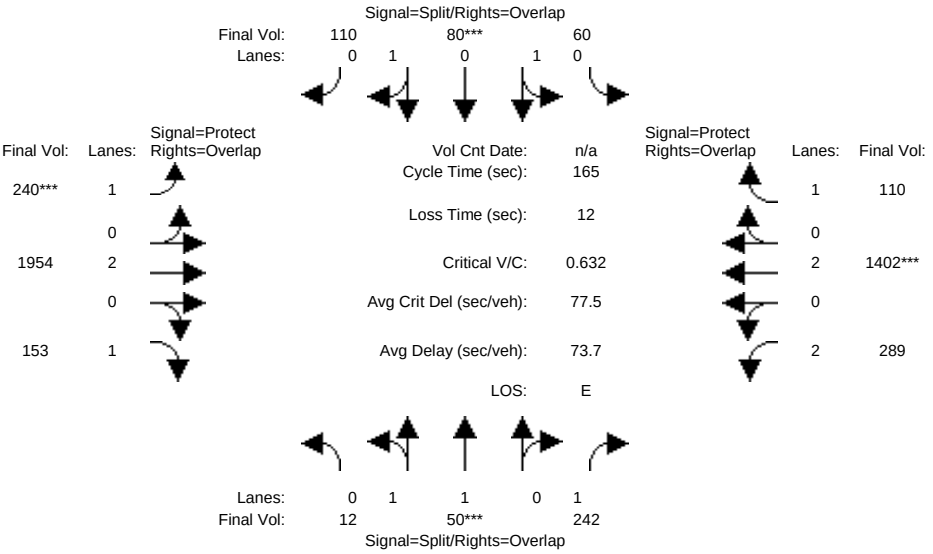
2035 MIT AM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	50	230	60	80	110	240	1880	150	270	1350	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	230	60	80	110	240	1880	150	270	1350	110
Added Vol:	2	0	12	0	0	0	0	74	3	19	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	50	242	60	80	110	240	1954	153	289	1402	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	50	242	60	80	110	240	1954	153	289	1402	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	50	242	60	80	110	240	1954	153	289	1402	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	50	242	60	80	110	240	1954	153	289	1402	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.40	1.60	1.00	0.48	0.64	0.88	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	716	2983	1750	864	1152	1584	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.07	0.07	0.07	0.14	0.51	0.09	0.09	0.37	0.06
Crit Moves:		****			****		****				****	
Green Time:	22.3	22.3	43.9	25.8	25.8	42.1	16.3	85.0	107.4	21.5	90.2	116.0
Volume/Cap:	0.12	0.12	0.52	0.44	0.44	0.27	1.39	1.00	0.13	0.70	0.67	0.09
Delay/Veh:	73.1	73.1	61.1	74.0	74.0	57.4	291.7	78.3	19.4	85.3	41.6	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	73.1	61.1	74.0	74.0	57.4	291.7	78.3	19.4	85.3	41.6	15.1
LOS by Move:	E	E	E	E	E	E+	F	E-	B-	F	D	B
HCM2kAvgQ:	2	2	13	7	7	6	24	61	5	9	32	4

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

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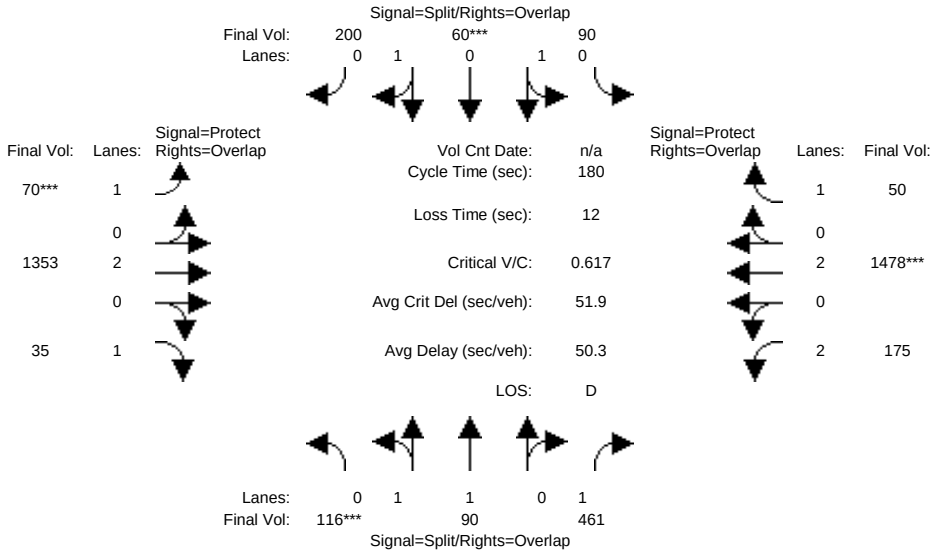
2035 MIT PM

Intersection #19: Hanover St / Page Mill Rd (SC CMP)



Street Name:	Hanover St						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	30	30	30	19	98	98	25	105	105
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	90	430	90	60	200	70	1300	30	150	1410	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	90	430	90	60	200	70	1300	30	150	1410	50
Added Vol:	6	0	31	0	0	0	0	53	5	25	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	90	461	90	60	200	70	1353	35	175	1478	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	90	461	90	60	200	70	1353	35	175	1478	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	90	461	90	60	200	70	1353	35	175	1478	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	90	461	90	60	200	70	1353	35	175	1478	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1080	720	1800	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.26	0.08	0.08	0.11	0.04	0.36	0.02	0.06	0.39	0.03
Crit Moves:	****				****		****				****	
Green Time:	38.9	38.9	62.5	28.1	28.1	45.9	17.8	92.6	131.5	23.6	98.4	126.6
Volume/Cap:	0.31	0.22	0.76	0.53	0.53	0.44	0.40	0.69	0.03	0.42	0.71	0.04
Delay/Veh:	63.5	62.1	61.1	75.4	75.4	60.3	82.7	45.3	12.6	77.4	43.2	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	62.1	61.1	75.4	75.4	60.3	82.7	45.3	12.6	77.4	43.2	14.5
LOS by Move:	E	E	E	E-	E-	E	F	D	B	E-	D	B
HCM2kAvgQ:	6	4	26	9	9	10	4	33	1	5	35	2

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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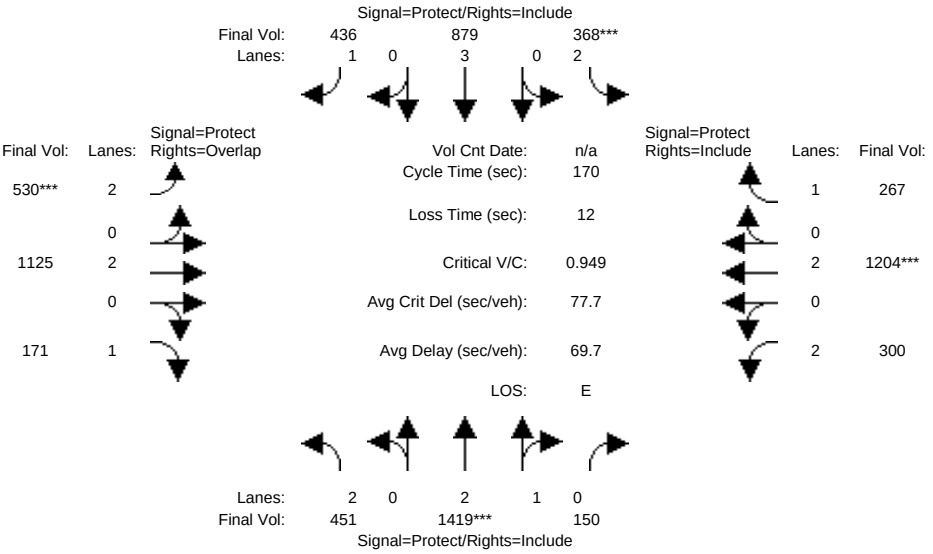
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1330	150	350	830	380	450	1120	170	300	1190	240
Added Vol:	1	89	0	18	49	56	80	5	1	0	14	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	1419	150	368	879	436	530	1125	171	300	1204	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	1419	150	368	879	436	530	1125	171	300	1204	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1419	150	368	879	436	530	1125	171	300	1204	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	1419	150	368	879	436	530	1125	171	300	1204	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5064	535	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.12	0.15	0.25	0.17	0.30	0.10	0.10	0.32	0.15
Crit Moves:		****			****			****			****	
Green Time:	26.0	50.2	50.2	20.9	45.2	45.2	30.1	65.7	91.7	21.1	56.7	56.7
Volume/Cap:	0.94	0.95	0.95	0.95	0.58	0.94	0.95	0.77	0.18	0.77	0.95	0.46
Delay/Veh:	97.5	70.8	70.8	106.8	54.8	87.9	95.1	47.9	20.1	80.8	70.0	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.5	70.8	70.8	106.8	54.8	87.9	95.1	47.9	20.1	80.8	70.0	45.1
LOS by Move:	F	E	E	F	D-	F	F	D	C+	F	E	D
HCM2kAvgQ:	18	31	31	13	13	26	16	23	4	9	34	11

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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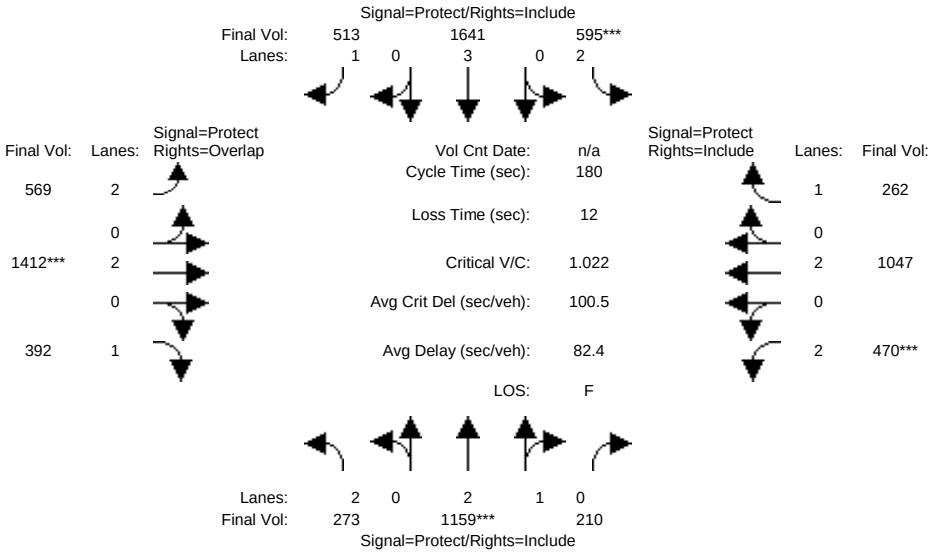
Intersection #20: El Camino Real / Page Mill Rd-Oregon Expy (SC CMP)



Street Name:	El Camino Real						Page Mill Road - Oregon Expresswa					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1090	210	560	1550	430	500	1400	390	470	1040	230
Added Vol:	3	69	0	35	91	83	69	12	2	0	7	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1159	210	595	1641	513	569	1412	392	470	1047	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.52	0.48	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	4740	859	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.19	0.29	0.29	0.18	0.37	0.22	0.15	0.28	0.15
Crit Moves:		****		****				****		****		
Green Time:	17.4	43.1	43.1	33.3	58.9	58.9	36.3	65.4	82.8	26.3	55.4	55.4
Volume/Cap:	0.90	1.02	1.02	1.02	0.88	0.90	0.90	1.02	0.49	1.02	0.90	0.49
Delay/Veh:	107.3	98.9	98.9	116.5	62.4	74.3	85.3	87.3	34.3	124.6	68.7	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	98.9	98.9	116.5	62.4	74.3	85.3	87.3	34.3	124.6	68.7	51.4
LOS by Move:	F	F	F	F	E	E	F	F	C-	F	E	D-
HCM2kAvgQ:	12	32	32	22	29	30	19	43	15	19	29	12

Note: Queue reported is the number of cars per lane.

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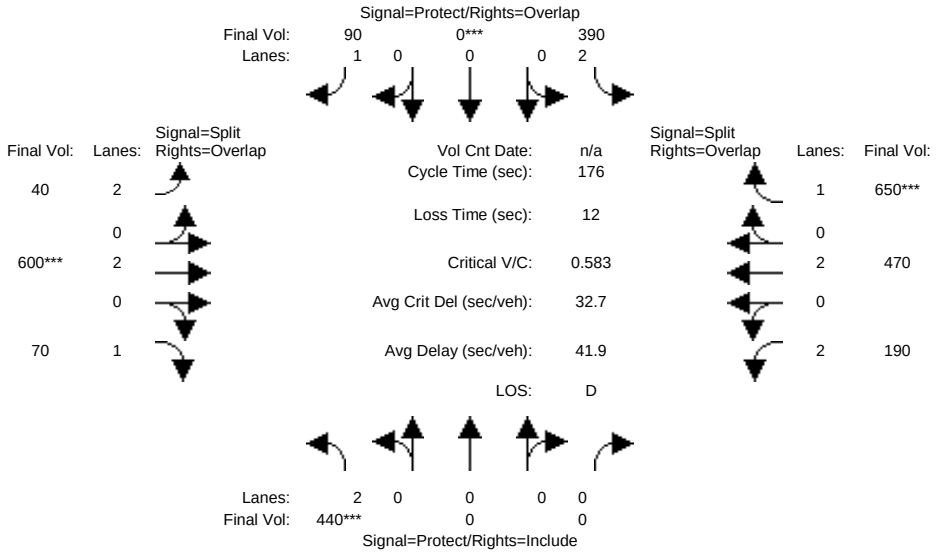
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	41	0	70	22	0	51	46	46	46	38	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	1960	0	390	440	90	40	600	70	190	470	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1960	0	390	440	90	40	600	70	190	470	650
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	2035	0	390	468	90	40	600	70	190	470	650
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	0	0	390	0	90	40	600	70	190	470	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	0	390	0	90	40	600	70	190	470	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	0	390	0	90	40	600	70	190	470	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3550	0	0	3559	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.11	0.00	0.05	0.01	0.16	0.04	0.06	0.12	0.37
Crit Moves:	****				****			****				****
Green Time:	41.0	0.0	0.0	41.0	0.0	48.0	48.0	48.0	89.0	75.0	75.0	116.0
Volume/Cap:	0.53	0.00	0.00	0.47	0.00	0.18	0.05	0.58	0.08	0.14	0.29	0.56
Delay/Veh:	59.8	0.0	0.0	58.5	0.0	49.0	47.1	56.1	22.4	30.9	33.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	0.0	0.0	58.5	0.0	49.0	47.1	56.1	22.4	30.9	33.2	16.9
LOS by Move:	E+	A	A	E+	A	D	D	E+	C+	C	C-	B
HCM2kAvgQ:	10	0	0	9	0	4	1	14	2	3	8	19

Note: Queue reported is the number of cars per lane.

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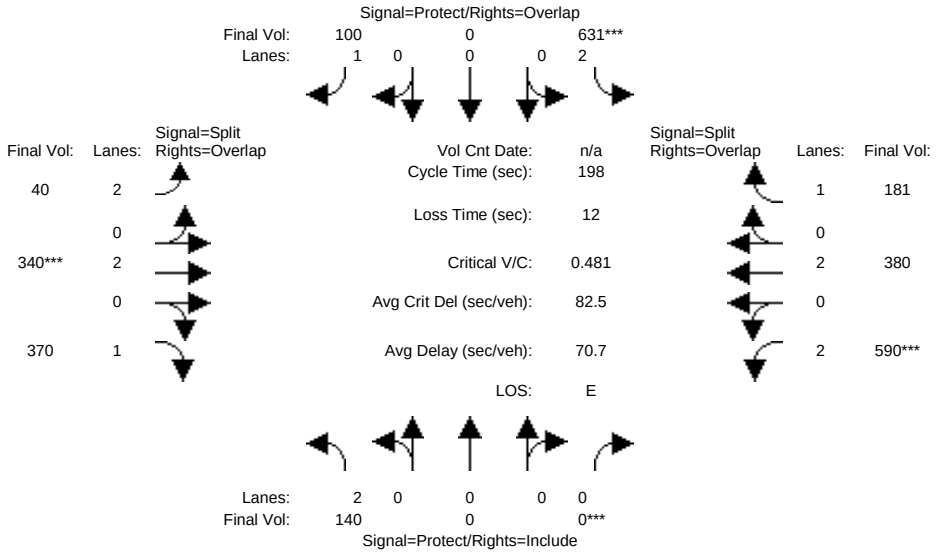
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT PM

Intersection #30: Foothill Expressway / Arastradero Road (SCC)



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	22	0	51	45	0	74	62	62	62	41	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	520	10	630	1880	100	40	340	370	590	380	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	520	10	630	1880	100	40	340	370	590	380	180
Added Vol:	0	35	0	1	63	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	555	10	631	1943	100	40	340	370	590	380	181
User Adj:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	0	631	0	100	40	340	370	590	380	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	0	631	0	100	40	340	370	590	380	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	0	0	631	0	100	40	340	370	590	380	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.94	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3500	0	0	3561	0	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.18	0.00	0.06	0.01	0.09	0.21	0.19	0.10	0.10
Crit Moves:			****	****				****		****		
Green Time:	63.8	0.0	0.0	42.2	0.0	100.4	58.2	58.2	122.0	38.5	38.5	80.7
Volume/Cap:	0.12	0.00	0.00	0.83	0.00	0.11	0.04	0.30	0.34	0.96	0.51	0.25
Delay/Veh:	50.5	0.0	0.0	86.1	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	0.0	0.0	86.1	0.0	27.1	53.3	57.9	19.9	111.8	76.7	41.5
LOS by Move:	D	A	A	F	A	C	D-	E+	B-	F	E-	D
HCM2kAvgQ:	3	0	0	19	0	3	1	8	12	23	10	8

Note: Queue reported is the number of cars per lane.

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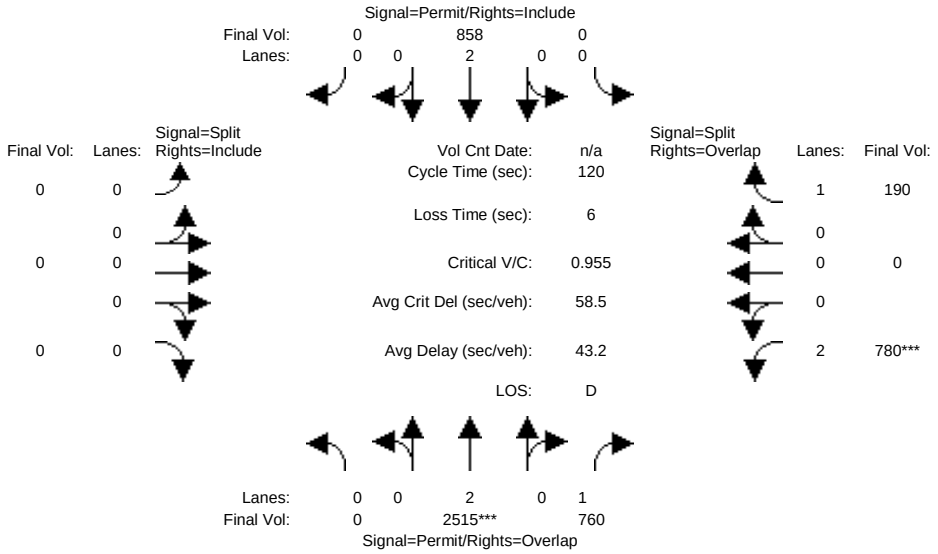
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	78	78	0	78	0	0	0	0	42	0	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2440	760	0	830	0	0	0	0	780	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2440	760	0	830	0	0	0	0	780	0	190
Added Vol:	0	75	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2515	760	0	858	0	0	0	0	780	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2515	760	0	858	0	0	0	0	780	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2515	760	0	858	0	0	0	0	780	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2515	760	0	858	0	0	0	0	780	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.79	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1505	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.00	0.11
Crit Moves:		****								****		
Green Time:	0.0	74.3	114.3	0.0	74.3	0.0	0.0	0.0	0.0	40.0	0.0	40.0
Volume/Cap:	0.00	1.07	0.53	0.00	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.33
Delay/Veh:	0.0	64.3	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	64.3	0.7	0.0	24.7	0.0	0.0	0.0	0.0	40.1	0.0	31.7
LOS by Move:	A	E	A	A	C	A	A	A	A	D	A	C
HCM2kAvgQ:	0	55	3	0	13	0	0	0	0	16	0	6

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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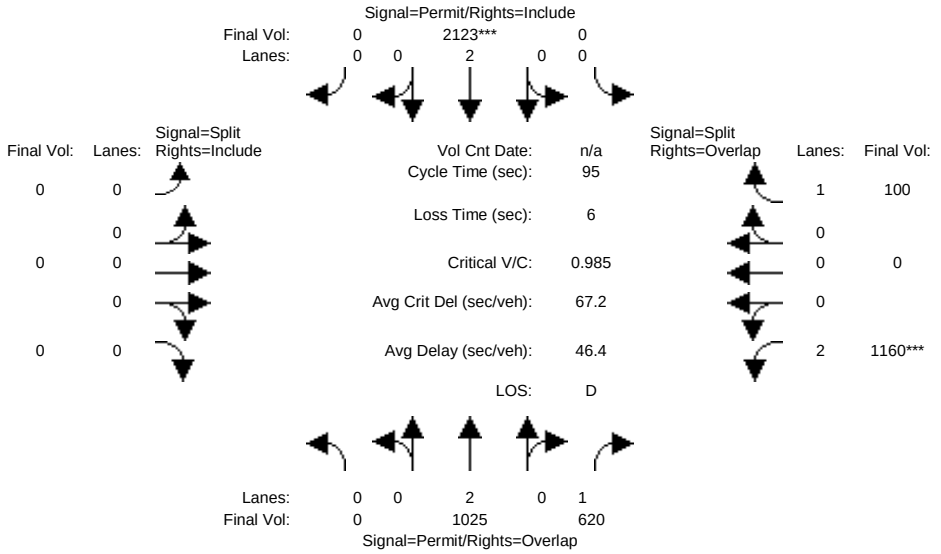
2035 MIT PM

Intersection #31: Foothill Expressway / San Antonio Road (SC CMP)



Street Name:	Foothill Expressway						San Antonio Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	63	63	0	63	0	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	990	620	0	2060	0	0	0	0	1160	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	990	620	0	2060	0	0	0	0	1160	0	100
Added Vol:	0	35	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	620	0	2123	0	0	0	0	1160	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	620	0	2123	0	0	0	0	1160	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	620	0	2123	0	0	0	0	1160	0	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	620	0	2123	0	0	0	0	1160	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.35	0.00	0.56	0.00	0.00	0.00	0.00	0.37	0.00	0.06
Crit Moves:					****					****		
Green Time:	0.0	59.3	89.4	0.0	59.3	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.43	0.38	0.00	0.90	0.00	0.00	0.00	0.00	1.16	0.00	0.18
Delay/Veh:	0.0	9.9	0.4	0.0	39.0	0.0	0.0	0.0	0.0	118.7	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.4	0.0	39.0	0.0	0.0	0.0	0.0	118.7	0.0	25.2
LOS by Move:	A	A	A	A	D	A	A	A	A	F	A	C
HCM2kAvgQ:	0	8	2	0	30	0	0	0	0	33	0	2

Note: Queue reported is the number of cars per lane.

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SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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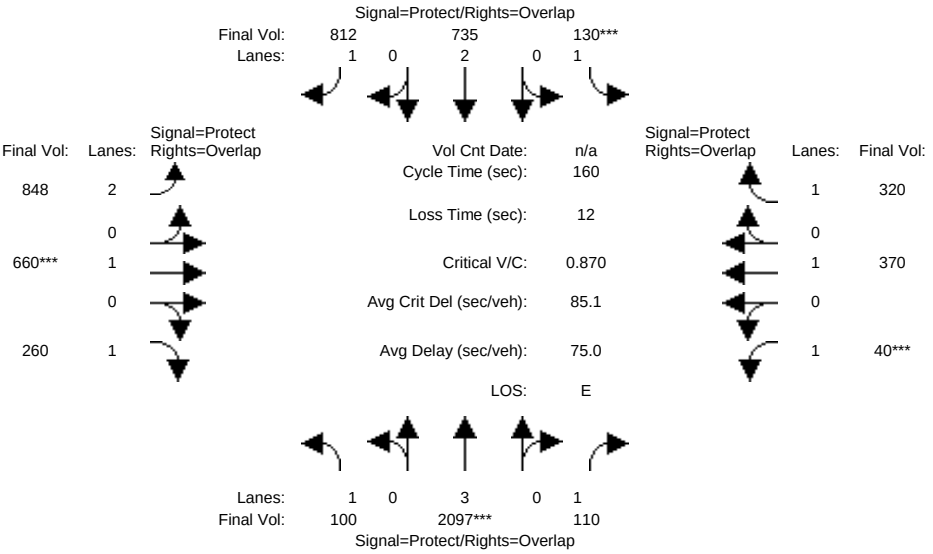
Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	63	63	18	62	62	45	74	74	14	35	35
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	2030	110	130	710	810	840	660	260	40	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	110	130	710	810	840	660	260	40	370	320
Added Vol:	0	67	0	0	25	2	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2097	110	130	735	812	848	660	260	40	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	2097	110	130	735	812	848	660	260	40	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2097	110	130	735	812	848	660	260	40	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	2097	110	130	735	812	848	660	260	40	370	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.06	0.07	0.19	0.46	0.27	0.35	0.15	0.02	0.19	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.8	55.7	68.1	15.9	54.8	99.9	45.1	65.4	82.2	12.4	32.7	48.6
Volume/Cap:	0.54	1.06	0.15	0.75	0.56	0.74	0.95	0.85	0.29	0.30	0.95	0.60
Delay/Veh:	80.2	93.0	27.7	101.3	65.9	53.0	83.7	57.3	25.3	80.1	105	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	93.0	27.7	101.3	65.9	53.0	83.7	57.3	25.3	80.1	105	55.7
LOS by Move:	F	F	C	F	E	D-	F	E+	C	F	F	E+
HCM2kAvgQ:	5	41	3	8	18	44	32	34	9	2	24	16

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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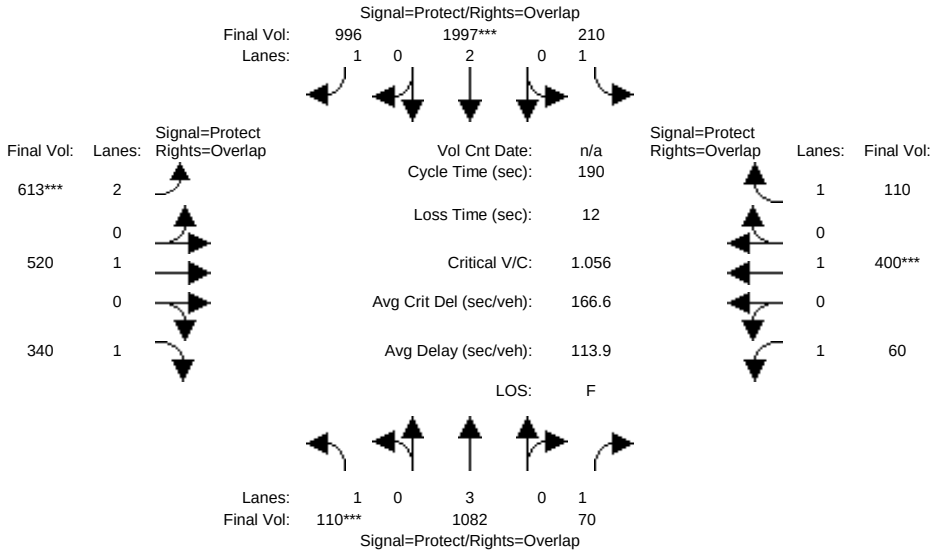
2035 MIT PM

Intersection #32: Foothill Expressway / El Monte Avenue (SC CMP)



Street Name:	Foothill Expressway						El Monte Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	20	47	47	19	86	86	37	72	72	14	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1050	70	210	1940	990	610	520	340	60	400	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1050	70	210	1940	990	610	520	340	60	400	110
Added Vol:	0	32	0	0	57	6	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1082	70	210	1997	996	613	520	340	60	400	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1082	70	210	1997	996	613	520	340	60	400	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1082	70	210	1997	996	613	520	340	60	400	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1082	70	210	1997	996	613	520	340	60	400	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.04	0.12	0.53	0.57	0.19	0.27	0.19	0.03	0.21	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.6	66.1	78.9	34.4	82.0	116.4	34.5	65.5	84.1	12.7	43.8	78.2
Volume/Cap:	0.64	0.55	0.10	0.66	1.22	0.93	1.07	0.79	0.44	0.51	0.91	0.15
Delay/Veh:	96.5	50.9	32.0	94.3	191	86.6	142.2	66.9	39.7	95.7	99.9	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	50.9	32.0	94.3	191	86.6	142.2	66.9	39.7	95.7	99.9	37.8
LOS by Move:	F	D	C	F	F	F	F	E	D	F	F	D+
HCM2kAvgQ:	7	15	2	13	81	64	30	30	15	5	27	4

Note: Queue reported is the number of cars per lane.

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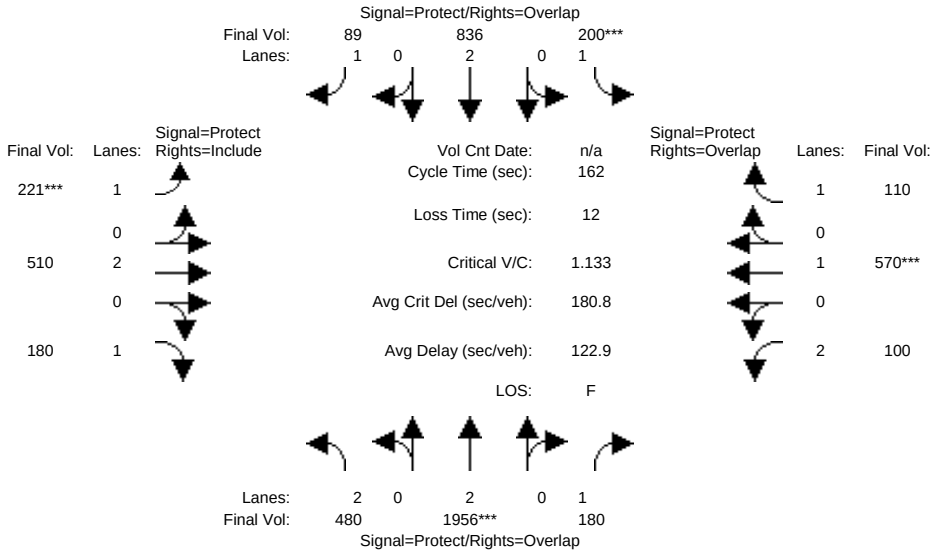
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	66	66	20	53	53	26	50	50	26	50	50
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	480	1920	180	200	820	80	190	510	180	100	570	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1920	180	200	820	80	190	510	180	100	570	110
Added Vol:	0	36	0	0	16	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1956	180	200	836	89	221	510	180	100	570	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1956	180	200	836	89	221	510	180	100	570	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1956	180	200	836	89	221	510	180	100	570	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	1956	180	200	836	89	221	510	180	100	570	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.51	0.10	0.11	0.22	0.05	0.13	0.13	0.10	0.03	0.30	0.06
Crit Moves:		****		****			****				****	
Green Time:	31.5	62.0	86.1	18.5	49.1	73.1	24.1	46.3	46.3	24.1	46.3	64.8
Volume/Cap:	0.78	1.34	0.19	1.00	0.73	0.11	0.85	0.47	0.36	0.21	1.05	0.16
Delay/Veh:	73.6	214	21.5	141.1	56.9	27.8	95.0	51.9	50.2	65.7	115	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	214	21.5	141.1	56.9	27.8	95.0	51.9	50.2	65.7	115	33.7
LOS by Move:	E	F	C+	F	E+	C	F	D-	D	E	F	C-
HCM2kAvgQ:	16	82	5	14	20	3	15	11	8	3	38	4

Note: Queue reported is the number of cars per lane.

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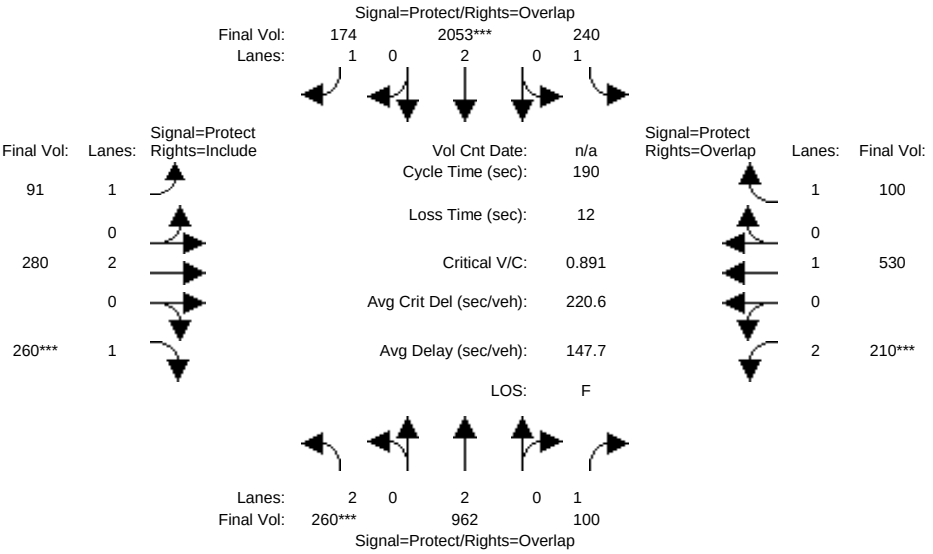
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT PM

Intersection #33: Foothill Expressway / Springer Road-Magdalena Avenue (SCC)



Street Name:	Foothill Expressway						Springer Road-Magdalena Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	26	75	75	26	74	74	19	60	60	29	70	70
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	940	100	240	2020	150	80	280	260	210	530	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	100	240	2020	150	80	280	260	210	530	100
Added Vol:	0	22	0	0	33	24	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	962	100	240	2053	174	91	280	260	210	530	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	962	100	240	2053	174	91	280	260	210	530	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	962	100	240	2053	174	91	280	260	210	530	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	962	100	240	2053	174	91	280	260	210	530	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.14	0.54	0.10	0.05	0.07	0.15	0.07	0.28	0.06
Crit Moves:	****				****				****	****		
Green Time:	24.5	70.5	97.8	24.5	70.5	88.4	17.9	56.4	56.4	27.3	65.8	90.3
Volume/Cap:	0.64	0.68	0.11	1.07	1.46	0.21	0.55	0.25	0.50	0.46	0.80	0.12
Delay/Veh:	87.0	54.8	25.3	166.4	272	32.2	91.5	54.0	59.4	80.1	67.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	54.8	25.3	166.4	272	32.2	91.5	54.0	59.4	80.1	67.0	29.6
LOS by Move:	F	D-	C	F	F	C-	F	D-	E+	F	E	C
HCM2kAvgQ:	10	25	3	17	98	6	6	6	14	7	30	4

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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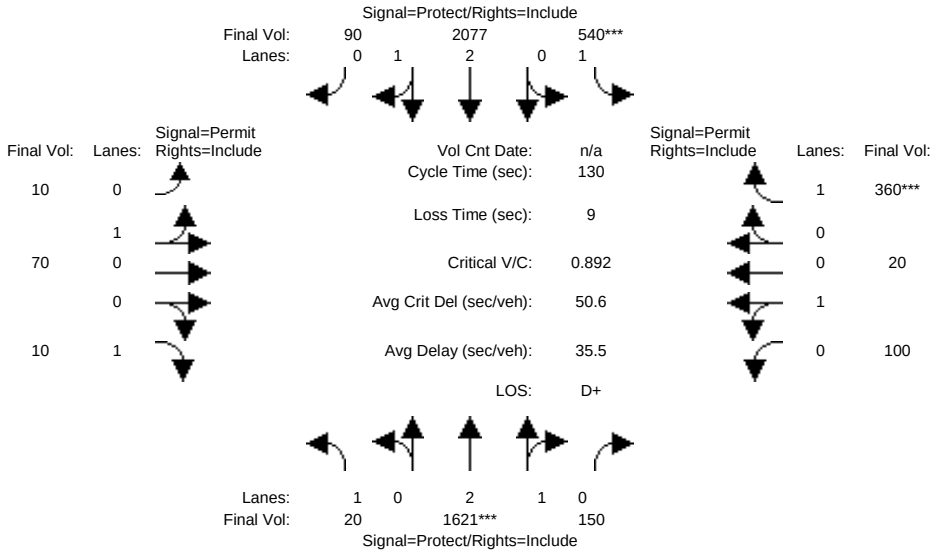
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1590	150	540	2000	90	10	70	10	100	20	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1590	150	540	2000	90	10	70	10	100	20	360
Added Vol:	0	31	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1621	150	540	2077	90	10	70	10	100	20	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1621	150	540	2077	90	10	70	10	100	20	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1621	150	540	2077	90	10	70	10	100	20	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.87	0.13	0.12	0.88	1.00	0.83	0.17	1.00
Final Sat.:	1750	5125	474	1750	5367	233	225	1575	1750	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.31	0.39	0.39	0.04	0.04	0.01	0.07	0.07	0.21
Crit Moves:		****		****								****
Green Time:	11.1	46.1	46.1	45.0	79.9	79.9	30.0	30.0	30.0	30.0	30.0	30.0
Volume/Cap:	0.13	0.89	0.89	0.89	0.63	0.63	0.19	0.19	0.02	0.29	0.29	0.89
Delay/Veh:	55.4	45.2	45.2	55.7	16.1	16.1	40.5	40.5	38.7	41.6	41.6	69.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	45.2	45.2	55.7	16.1	16.1	40.5	40.5	38.7	41.6	41.6	69.7
LOS by Move:	E+	D	D	E+	B	B	D	D	D+	D	D	E
HCM2kAvgQ:	1	24	24	25	18	18	3	3	0	4	4	18

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
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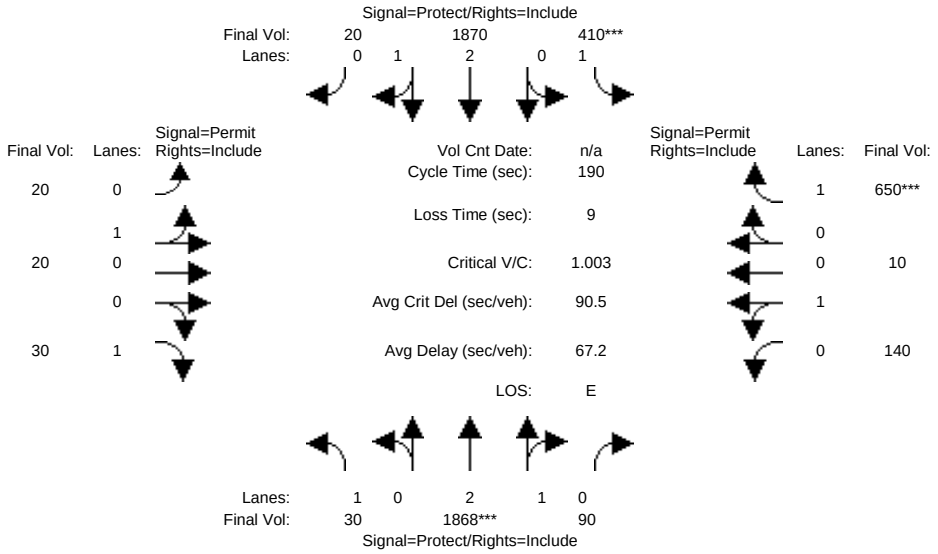
Intersection #37: El Camino Real / Encinal Avenue (MP)



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1800	90	410	1830	20	20	20	30	140	10	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1800	90	410	1830	20	20	20	30	140	10	650
Added Vol:	0	68	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1868	90	410	1870	20	20	20	30	140	10	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1868	90	410	1870	20	20	20	30	140	10	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1868	90	410	1870	20	20	20	30	140	10	650
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	2.97	0.03	0.50	0.50	1.00	0.93	0.07	1.00
Final Sat.:	1750	5342	257	1750	5541	59	900	900	1750	1680	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.23	0.34	0.34	0.02	0.02	0.02	0.08	0.08	0.37
Crit Moves:		****		****								****
Green Time:	10.9	66.2	66.2	44.4	99.7	99.7	70.4	70.4	70.4	70.4	70.4	70.4
Volume/Cap:	0.30	1.00	1.00	1.00	0.64	0.64	0.06	0.06	0.05	0.23	0.23	1.00
Delay/Veh:	87.6	82.9	82.9	118.0	32.9	32.9	38.6	38.6	38.3	41.3	41.3	95.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	82.9	82.9	118.0	32.9	32.9	38.6	38.6	38.3	41.3	41.3	95.9
LOS by Move:	F	F	F	F	C-	C-	D+	D+	D+	D	D	F
HCM2kAvgQ:	2	41	41	31	26	26	1	1	1	6	6	47

Note: Queue reported is the number of cars per lane.

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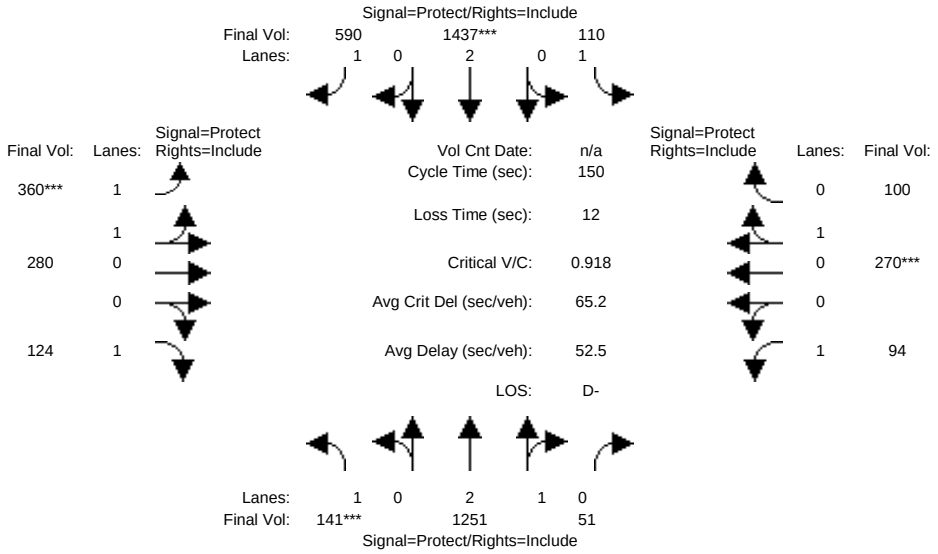
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1220	50	110	1360	590	360	280	120	90	270	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1220	50	110	1360	590	360	280	120	90	270	100
Added Vol:	1	31	1	0	77	0	0	0	4	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1251	51	110	1437	590	360	280	124	94	270	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1251	51	110	1437	590	360	280	124	94	270	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1251	51	110	1437	590	360	280	124	94	270	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.00	1.00	1.14	0.86	1.00	1.00	0.73	0.27
Final Sat.:	1750	5380	219	1750	3800	1750	1997	1553	1750	1750	1314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.06	0.38	0.34	0.18	0.18	0.07	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	13.2	59.0	59.0	16.0	61.8	61.8	29.5	48.6	48.6	14.5	33.6	33.6
Volume/Cap:	0.92	0.59	0.59	0.59	0.92	0.82	0.92	0.56	0.22	0.56	0.92	0.92
Delay/Veh:	116.9	36.4	36.4	68.9	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.9	36.4	36.4	68.9	50.7	46.5	76.2	42.4	37.1	68.8	82.5	82.5
LOS by Move:	F	D+	D+	E	D	D	E-	D	D+	E	F	F
HCM2kAvgQ:	8	15	15	5	33	26	19	13	4	5	21	21

Note: Queue reported is the number of cars per lane.

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Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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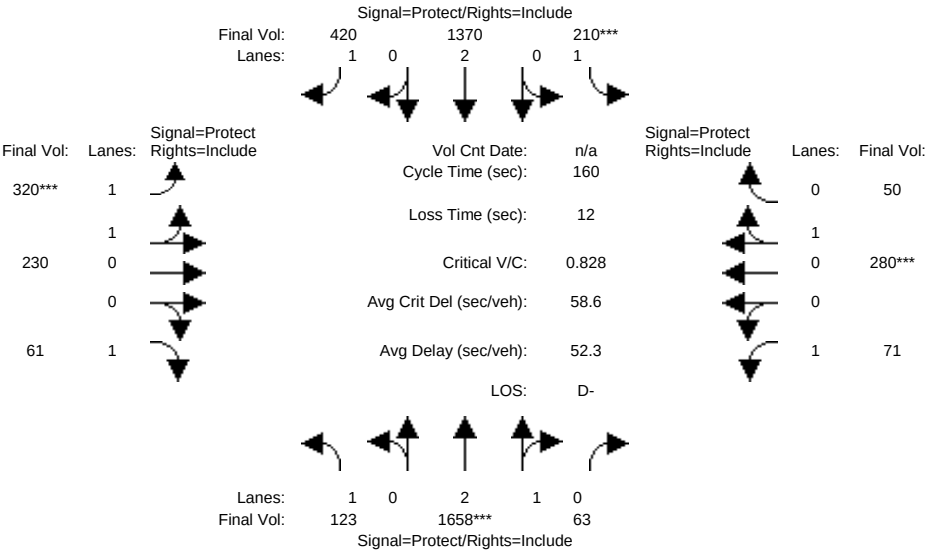
Intersection #38: El Camino Real ./ Valpariso Avenue (MP)



Street Name:	El Camino Real						Valpariso Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1590	60	210	1330	420	320	230	60	70	280	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1590	60	210	1330	420	320	230	60	70	280	50
Added Vol:	3	68	3	0	40	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1658	63	210	1370	420	320	230	61	71	280	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1658	63	210	1370	420	320	230	61	71	280	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1658	63	210	1370	420	320	230	61	71	280	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	1.18	0.82	1.00	1.00	0.85	0.15
Final Sat.:	1750	5395	205	1750	3800	1750	2065	1484	1750	1750	1527	273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.12	0.36	0.24	0.15	0.15	0.03	0.04	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	13.5	59.4	59.4	23.2	69.1	69.1	30.0	51.0	51.0	14.4	35.4	35.4
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.56	0.83	0.49	0.11	0.45	0.83	0.83
Delay/Veh:	103.9	48.6	48.6	86.1	44.2	34.9	71.0	44.3	38.6	71.1	72.8	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	48.6	48.6	86.1	44.2	34.9	71.0	44.3	38.6	71.1	72.8	72.8
LOS by Move:	F	D	D	F	D	C-	E	D	D+	E	E	E
HCM2kAvgQ:	7	26	26	11	30	16	16	11	2	4	18	18

Note: Queue reported is the number of cars per lane.

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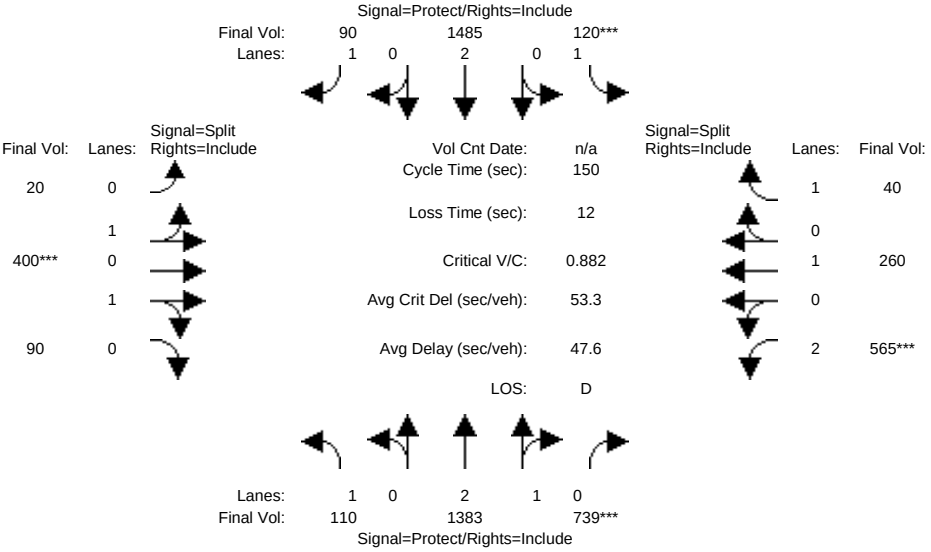
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1350	730	120	1400	90	20	400	90	550	260	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1350	730	120	1400	90	20	400	90	550	260	40
Added Vol:	0	33	9	0	85	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1383	739	120	1485	90	20	400	90	565	260	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1383	739	120	1485	90	20	400	90	565	260	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1383	739	120	1485	90	20	400	90	565	260	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	1.57	0.35	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	141	2824	635	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.42	0.07	0.39	0.05	0.14	0.14	0.14	0.18	0.14	0.02
Crit Moves:			****	****				****		****		
Green Time:	11.6	71.8	71.8	11.7	71.9	71.9	24.1	24.1	24.1	30.5	30.5	30.5
Volume/Cap:	0.82	0.76	0.88	0.88	0.82	0.11	0.88	0.88	0.88	0.88	0.67	0.11
Delay/Veh:	98.6	33.3	39.5	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	33.3	39.5	112.5	36.4	21.5	76.4	76.4	76.4	71.6	59.8	48.9
LOS by Move:	F	C-	D	F	D+	C+	E-	E-	E-	E	E+	D
HCM2kAvgQ:	6	26	34	6	29	2	15	15	15	16	11	2

Note: Queue reported is the number of cars per lane.

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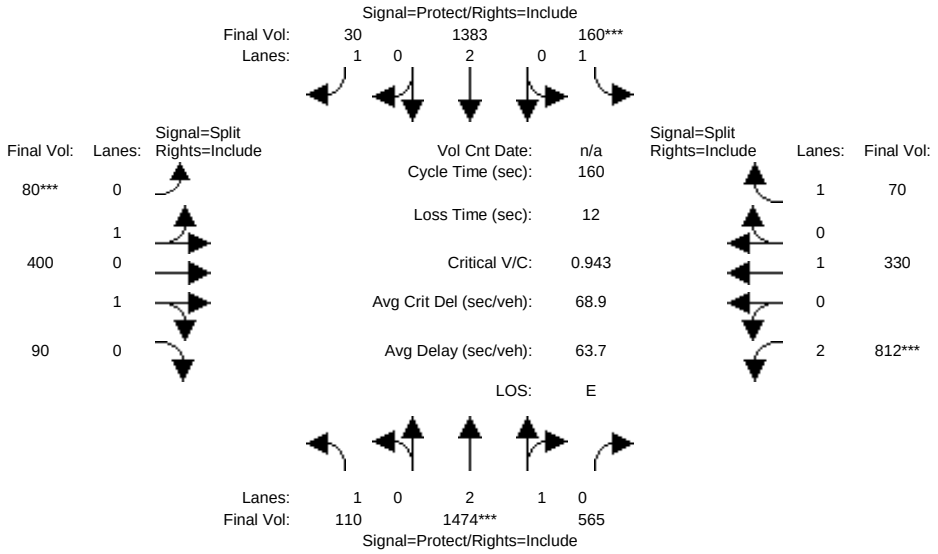
Intersection #41: El Camino Real / Ravenswood Avenue (MP)



Street Name:	El Camino Real						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1400	550	160	1340	30	80	400	90	800	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1400	550	160	1340	30	80	400	90	800	330	70
Added Vol:	0	74	15	0	43	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1474	565	160	1383	30	80	400	90	812	330	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1474	565	160	1383	30	80	400	90	812	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1474	565	160	1383	30	80	400	90	812	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1474	565	160	1383	30	80	400	90	812	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.14	0.86	1.00	2.00	1.00	0.28	1.40	0.32	2.00	1.00	1.00
Final Sat.:	1750	4046	1551	1750	3800	1750	505	2526	568	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.09	0.36	0.02	0.16	0.16	0.16	0.26	0.17	0.04
Crit Moves:		****		****			****			****		
Green Time:	11.4	61.8	61.8	15.5	66.0	66.0	26.9	26.9	26.9	43.8	43.8	43.8
Volume/Cap:	0.88	0.94	0.94	0.94	0.88	0.04	0.94	0.94	0.94	0.94	0.64	0.15
Delay/Veh:	120.4	56.5	56.5	124.1	49.7	28.1	89.1	89.1	89.1	75.1	53.7	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.4	56.5	56.5	124.1	49.7	28.1	89.1	89.1	89.1	75.1	53.7	44.1
LOS by Move:	F	E+	E+	F	D	C	F	F	F	E-	D-	D
HCM2kAvgQ:	6	35	35	9	31	1	18	18	18	26	14	3

Note: Queue reported is the number of cars per lane.

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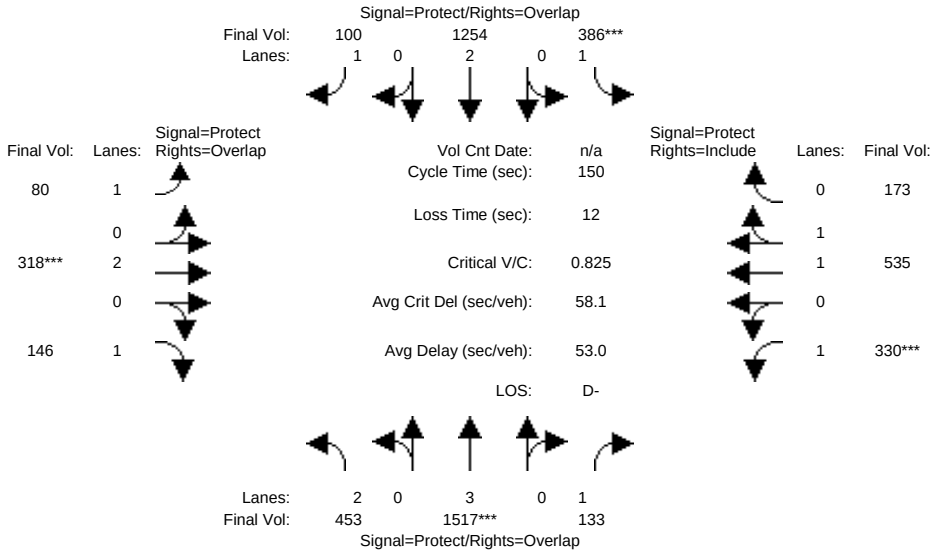
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1430	120	380	1190	100	80	270	140	320	410	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1430	120	380	1190	100	80	270	140	320	410	170
Added Vol:	3	87	13	6	64	0	0	48	6	10	125	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1517	133	386	1254	100	80	318	146	330	535	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1517	133	386	1254	100	80	318	146	330	535	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1517	133	386	1254	100	80	318	146	330	535	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	1517	133	386	1254	100	80	318	146	330	535	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2795	904
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.08	0.22	0.33	0.06	0.05	0.08	0.08	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	26.9	48.4	82.7	40.1	61.6	74.4	12.8	15.2	42.1	34.3	36.7	36.7
Volume/Cap:	0.80	0.82	0.14	0.82	0.80	0.12	0.54	0.82	0.30	0.82	0.78	0.78
Delay/Veh:	67.2	50.1	16.4	63.1	42.0	20.3	69.6	79.6	42.7	68.1	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	50.1	16.4	63.1	42.0	20.3	69.6	79.6	42.7	68.1	57.4	57.4
LOS by Move:	E	D	B	E	D	C+	E	E-	D	E	E+	E+
HCM2kAvgQ:	12	21	3	18	25	3	4	8	5	16	16	16

Note: Queue reported is the number of cars per lane.

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SJ15-1585
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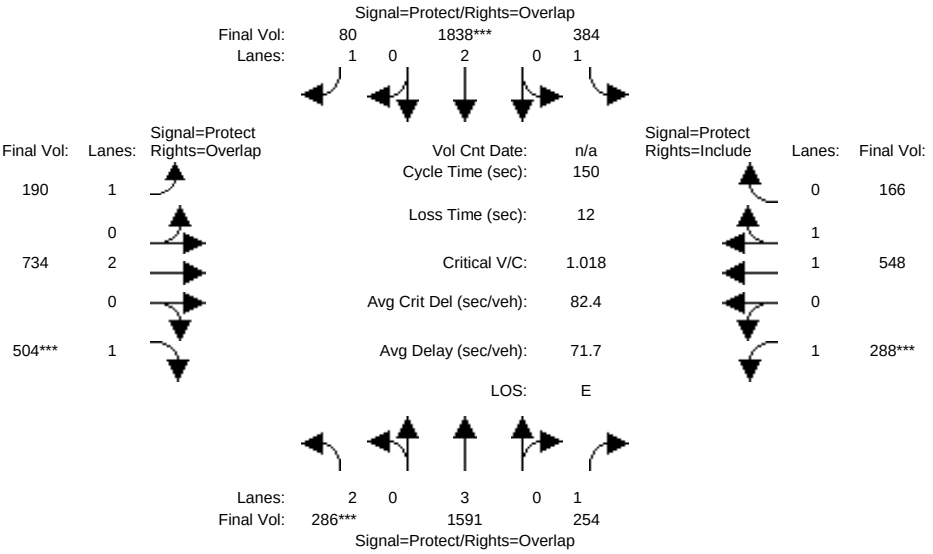
Intersection #48: El Camino Real / Embarcadero - Galvez St (SC CMP)



Street Name:	El Camino Real						Embarcadero - Galvez St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1510	230	380	1740	80	190	630	500	260	490	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1510	230	380	1740	80	190	630	500	260	490	160
Added Vol:	6	81	24	4	98	0	0	104	4	28	58	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1591	254	384	1838	80	190	734	504	288	548	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1591	254	384	1838	80	190	734	504	288	548	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1591	254	384	1838	80	190	734	504	288	548	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1591	254	384	1838	80	190	734	504	288	548	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48
Final Sat.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	2839	860
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.15	0.22	0.48	0.05	0.11	0.19	0.29	0.16	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	13.4	47.4	71.7	37.3	71.3	90.5	19.2	29.1	42.4	24.3	34.1	34.1
Volume/Cap:	1.02	0.88	0.30	0.88	1.02	0.08	0.85	1.00	1.02	1.02	0.85	0.85
Delay/Veh:	126.6	54.2	24.1	73.0	65.1	12.4	88.9	92.7	98.7	121.0	63.6	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.6	54.2	24.1	73.0	65.1	12.4	88.9	92.7	98.7	121.0	63.6	63.6
LOS by Move:	F	D-	C	E	E	B	F	F	F	F	E	E
HCM2kAvgQ:	9	23	7	18	46	2	10	20	30	17	17	17

Note: Queue reported is the number of cars per lane.

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4-Lane PMR 2035 with Project Mitigations

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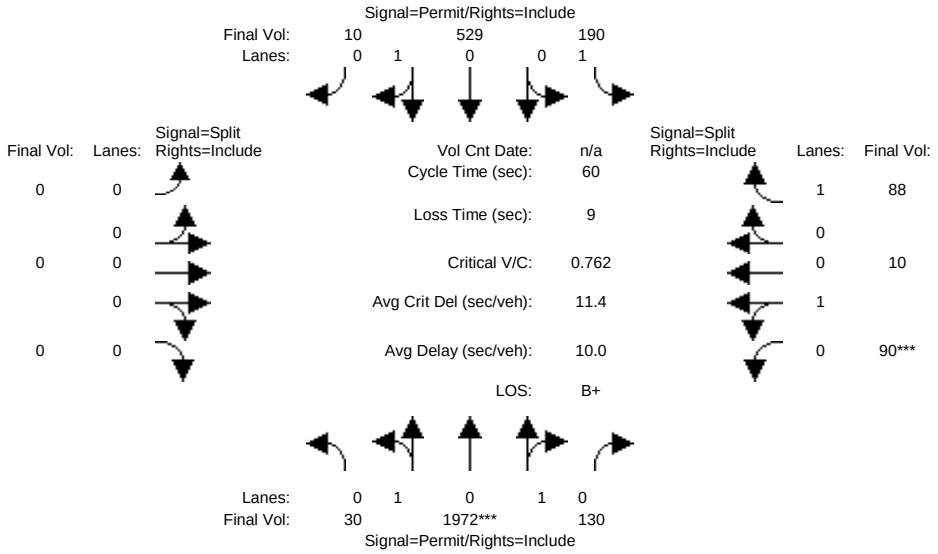
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1960	130	170	520	10	0	0	0	90	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1960	130	170	520	10	0	0	0	90	10	80
Added Vol:	0	12	0	20	9	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1972	130	190	529	10	0	0	0	90	10	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1972	130	190	529	10	0	0	0	90	10	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1972	130	190	529	10	0	0	0	90	10	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1972	130	190	529	10	0	0	0	90	10	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.03	1.85	0.12	1.00	0.98	0.02	0.00	0.00	0.00	0.90	0.10	1.00
Final Sat.:	51	3330	220	1750	1767	33	0	0	0	1620	180	1750
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.11	0.30	0.30	0.00	0.00	0.00	0.06	0.06	0.05
Crit Moves:		****								****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.87	0.87	0.16	0.44	0.44	0.00	0.00	0.00	0.33	0.33	0.30
Delay/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	22.7	22.7	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	3.4	4.5	4.5	0.0	0.0	0.0	22.7	22.7	22.5
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C+	C+	C+
HCM2kAvgQ:	20	20	20	1	5	5	0	0	0	2	2	2

Note: Queue reported is the number of cars per lane.

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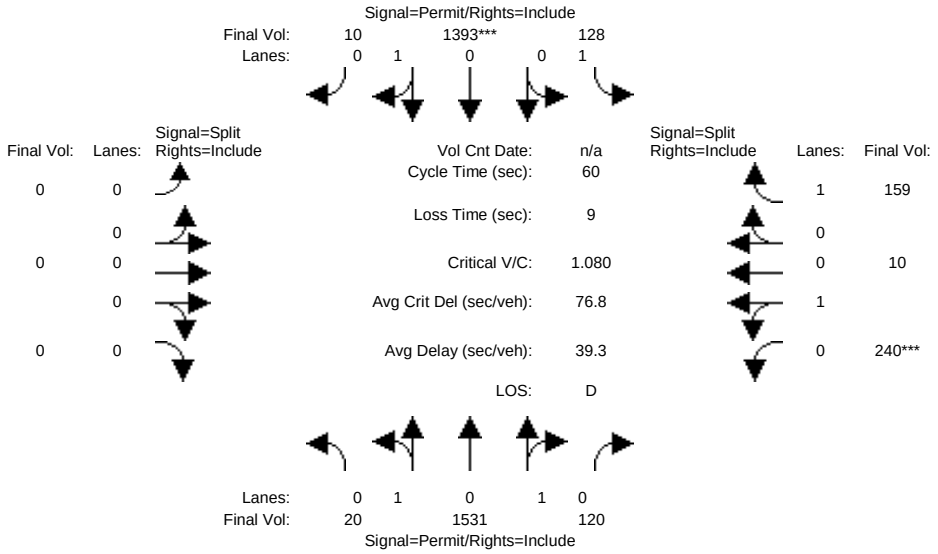
Intersection #56: Alma Street / Hamilton Avenue



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	1520	120	100	1380	10	0	0	0	240	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1520	120	100	1380	10	0	0	0	240	10	150
Added Vol:	0	11	0	28	13	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1531	120	128	1393	10	0	0	0	240	10	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1531	120	128	1393	10	0	0	0	240	10	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1531	120	128	1393	10	0	0	0	240	10	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.02	1.84	0.14	1.00	0.99	0.01	0.00	0.00	0.00	0.96	0.04	1.00
Final Sat.:	43	3298	259	1750	1787	13	0	0	0	1728	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.07	0.78	0.78	0.00	0.00	0.00	0.14	0.14	0.09
Crit Moves:					****					****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.68	0.68	0.68	0.11	1.14	1.14	0.00	0.00	0.00	0.83	0.83	0.55
Delay/Veh:	6.4	6.4	6.4	3.3	83.0	83.0	0.0	0.0	0.0	42.0	42.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	3.3	83.0	83.0	0.0	0.0	0.0	42.0	42.0	25.1
LOS by Move:	A	A	A	A	F	F	A	A	A	D	D	C
HCM2kAvgQ:	11	11	11	1	54	54	0	0	0	5	5	3

Note: Queue reported is the number of cars per lane.

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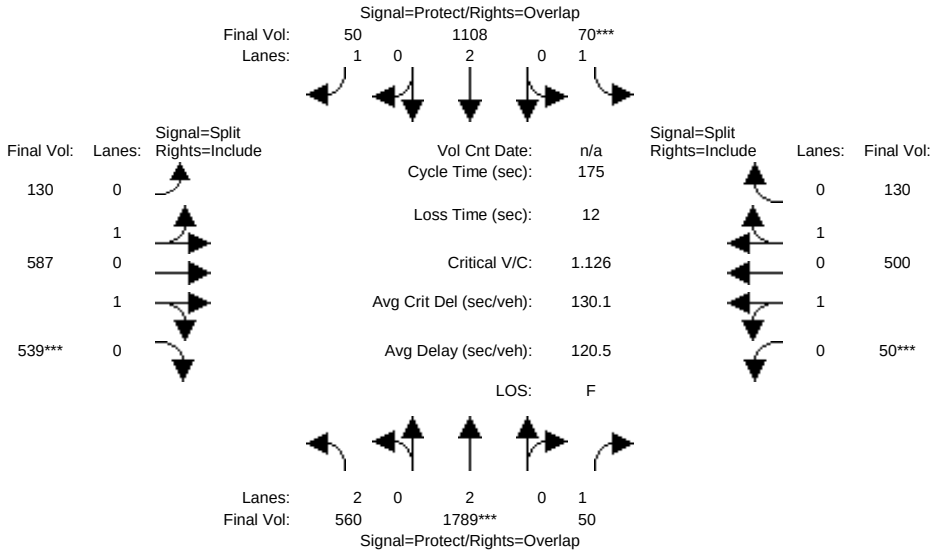
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	540	1770	50	70	1100	50	130	580	530	50	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1770	50	70	1100	50	130	580	530	50	490	130
Added Vol:	20	19	0	0	8	0	0	7	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	1789	50	70	1108	50	130	587	539	50	500	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	1789	50	70	1108	50	130	587	539	50	500	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1789	50	70	1108	50	130	587	539	50	500	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	1789	50	70	1108	50	130	587	539	50	500	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.21	0.93	0.86	0.15	1.47	0.38
Final Sat.:	3150	3800	1750	1750	3800	1750	373	1682	1545	265	2647	688
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.03	0.04	0.29	0.03	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:		****		****					****	****		
Green Time:	30.2	72.8	102.0	7.0	49.6	103.6	54.0	54.0	54.0	29.2	29.2	29.2
Volume/Cap:	1.03	1.13	0.05	1.00	1.03	0.05	1.13	1.13	1.13	1.13	1.13	1.13
Delay/Veh:	118.6	119	15.7	191.6	97.8	15.0	131.3	131	131.3	151.4	151	151.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.6	119	15.7	191.6	97.8	15.0	131.3	131	131.3	151.4	151	151.4
LOS by Move:	F	F	B	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	19	57	1	7	36	1	46	46	46	24	24	24

Note: Queue reported is the number of cars per lane.

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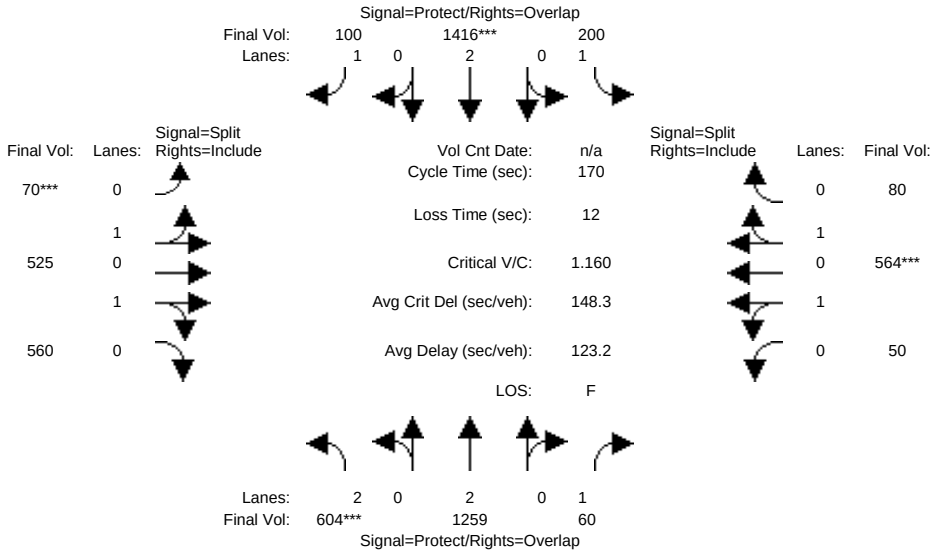
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT PM

Intersection #58: Alma Street / Charleston Road



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	590	1250	60	200	1400	100	70	510	540	50	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	590	1250	60	200	1400	100	70	510	540	50	550	80
Added Vol:	14	9	0	0	16	0	0	15	20	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1259	60	200	1416	100	70	525	560	50	564	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1259	60	200	1416	100	70	525	560	50	564	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1259	60	200	1416	100	70	525	560	50	564	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	604	1259	60	200	1416	100	70	525	560	50	564	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.12	0.91	0.97	0.14	1.63	0.23
Final Sat.:	3150	3800	1750	1750	3800	1750	218	1636	1745	259	2926	415
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.03	0.11	0.37	0.06	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	28.1	61.5	89.8	21.2	54.6	101.6	47.0	47.0	47.0	28.3	28.3	28.3
Volume/Cap:	1.16	0.92	0.06	0.92	1.16	0.10	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	162.6	61.6	19.6	112.0	139	14.6	144.8	145	144.8	160.4	160	160.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.6	61.6	19.6	112.0	139	14.6	144.8	145	144.8	160.4	160	160.4
LOS by Move:	F	E	B-	F	F	B	F	F	F	F	F	F
HCM2kAvgQ:	24	29	2	14	51	2	42	42	42	25	25	25

Note: Queue reported is the number of cars per lane.

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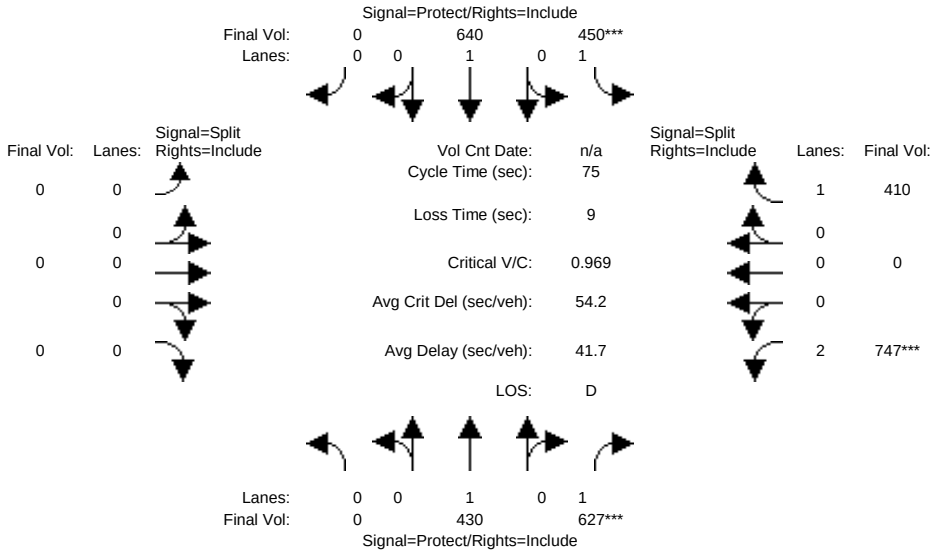
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	430	620	450	640	0	0	0	0	730	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	620	450	640	0	0	0	0	730	0	410
Added Vol:	0	0	7	0	0	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	627	450	640	0	0	0	0	747	0	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	627	450	640	0	0	0	0	747	0	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	627	450	640	0	0	0	0	747	0	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	627	450	640	0	0	0	0	747	0	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.36	0.26	0.34	0.00	0.00	0.00	0.00	0.24	0.00	0.23
Crit Moves:			****	****						****		
Green Time:	0.0	27.7	27.7	19.9	47.6	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.61	0.97	0.97	0.53	0.00	0.00	0.00	0.00	0.97	0.00	0.96
Delay/Veh:	0.0	20.8	50.9	60.9	8.0	0.0	0.0	0.0	0.0	52.9	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.8	50.9	60.9	8.0	0.0	0.0	0.0	0.0	52.9	0.0	60.5
LOS by Move:	A	C+	D	E	A	A	A	A	A	D-	A	E
HCM2kAvgQ:	0	8	19	17	8	0	0	0	0	13	0	13

Note: Queue reported is the number of cars per lane.

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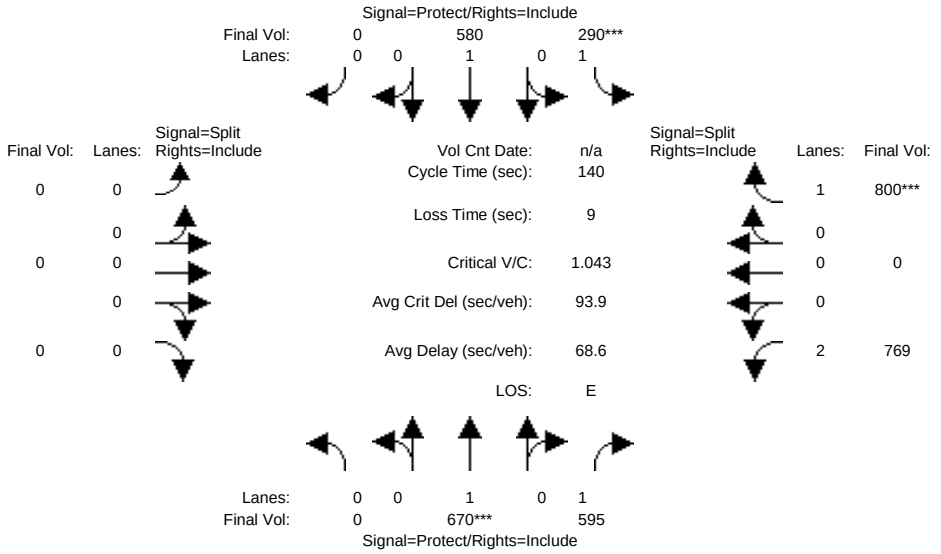
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT PM

Intersection #59: Middlefield Road / Marsh Road



Street Name:	Middlefield Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	670	580	290	580	0	0	0	0	760	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	580	290	580	0	0	0	0	760	0	800
Added Vol:	0	0	15	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	670	595	290	580	0	0	0	0	769	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	670	595	290	580	0	0	0	0	769	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	595	290	580	0	0	0	0	769	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	670	595	290	580	0	0	0	0	769	0	800
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.17	0.31	0.00	0.00	0.00	0.00	0.24	0.00	0.46
Crit Moves:		****		****								****
Green Time:	0.0	47.4	47.4	22.3	69.6	0.0	0.0	0.0	0.0	61.4	0.0	61.4
Volume/Cap:	0.00	1.04	1.01	1.04	0.61	0.00	0.00	0.00	0.00	0.56	0.00	1.04
Delay/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	93.4	84.6	124.4	26.7	0.0	0.0	0.0	0.0	29.7	0.0	83.4
LOS by Move:	A	F	F	F	C	A	A	A	A	C	A	F
HCM2kAvgQ:	0	35	32	19	18	0	0	0	0	14	0	46

Note: Queue reported is the number of cars per lane.

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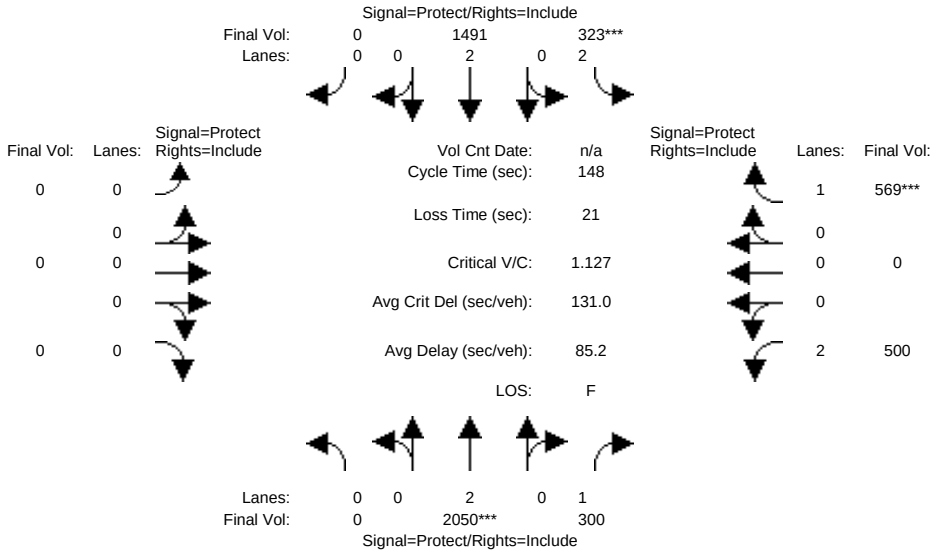
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT AM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	72	72	23	67	0	0	0	0	14	0	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2030	300	320	1480	0	-1	0	0	500	0	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	300	320	1480	0	-1	0	0	500	0	560
Added Vol:	0	20	0	3	11	0	1	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2050	300	323	1491	0	0	0	0	500	0	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2050	300	323	1491	0	0	0	0	500	0	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2050	300	323	1491	0	0	0	0	500	0	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2050	300	323	1491	0	0	0	0	500	0	569
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.17	0.10	0.39	0.00	0.00	0.00	0.00	0.16	0.00	0.33
Crit Moves:		****		****								****
Green Time:	0.0	72.0	72.0	23.0	95.0	0.0	0.0	0.0	0.0	32.0	0.0	32.0
Volume/Cap:	0.00	1.11	0.35	0.66	0.61	0.00	0.00	0.00	0.00	0.73	0.00	1.50
Delay/Veh:	0.0	95.5	23.8	62.1	16.1	0.0	0.0	0.0	0.0	58.2	0.0	298.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	95.5	23.8	62.1	16.1	0.0	0.0	0.0	0.0	58.2	0.0	298.1
LOS by Move:	A	F	C	E	B	A	A	A	A	E+	A	F
HCM2kAvgQ:	0	61	9	8	18	0	0	0	0	14	0	54

Note: Queue reported is the number of cars per lane.

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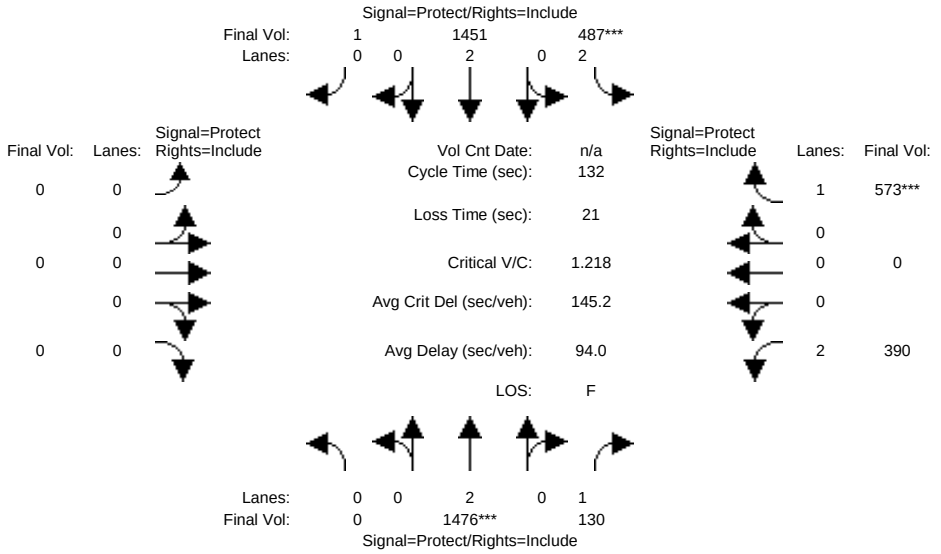
Stanford GUP TIA
SJ15-1585
4-Lane PMR 2035 with Project Mitigations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 MIT PM

Intersection #89: Central Expy / Moffett Blvd (SC CMP)



Street Name:	Central Expressway						Moffett Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	58	58	18	59	0	0	0	0	10	0	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1460	130	480	1430	0	0	0	0	390	0	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	130	480	1430	0	0	0	0	390	0	570
Added Vol:	0	16	0	7	21	1	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1476	130	487	1451	1	0	0	0	390	0	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1476	130	487	1451	1	0	0	0	390	0	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1476	130	487	1451	1	0	0	0	390	0	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1476	130	487	1451	1	0	0	0	390	0	573
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.85	0.78	0.70	0.83	0.81	0.78	0.85	0.78	0.70	0.85	0.78
Lanes:	0.00	2.00	1.00	2.00	1.99	0.01	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3230	1488	2677	3143	2	0	0	0	2677	0	1488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.09	0.18	0.46	0.46	0.00	0.00	0.00	0.15	0.00	0.39
Crit Moves:		****		****								****
Green Time:	0.0	58.0	58.0	18.0	76.0	76.0	0.0	0.0	0.0	35.0	0.0	35.0
Volume/Cap:	0.00	1.04	0.20	1.33	0.80	0.80	0.00	0.00	0.00	0.55	0.00	1.45
Delay/Veh:	0.0	72.0	22.9	224.9	24.7	24.7	0.0	0.0	0.0	42.6	0.0	266.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	72.0	22.9	224.9	24.7	24.7	0.0	0.0	0.0	42.6	0.0	266.0
LOS by Move:	A	E	C+	F	C	C	A	A	A	D	A	F
HCM2kAvgQ:	0	39	3	20	22	22	0	0	0	9	0	50

Note: Queue reported is the number of cars per lane.

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Attachment C

StreetScore+ Calculation Sheets (for modified mitigations only)

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	7	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**East-Leg Crossing**	**West-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	7
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	Yes
What is the slip lane control?		Yield Control
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**East-Leg Approach**	**West-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	8	7
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

StreetScore+

Pedestrian Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Pedestrian Intersection Signalized StreetScore	**North-Leg Crossing**	**South-Leg Crossing**
	Input	Input
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
Is the intersection controlled?	Yes	Yes
What is the crossing distance? (Based on Travel Lanes including Turn Lanes)	6+	6+
Does the signal have audible push buttons and/or pedestrian signals?	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals	Countdown Signals, Virotactile/Audible Push Buttons and/or Signals
What kind of curb ramps are present?	Directional Curb Ramp	Directional Curb Ramp
Are there right-turn slip lanes at the intersection?	No	No
Are leading pedestrian intervals (LPIs) or pedestrian scrambles used?	No	No
Street Score+ LTS Score	**4**	**4**

StreetScore+

Bike Score by Intersection

Intersection #17: Junipero Serra Boulevard / Foothill Expressway / Page Mill Road

2035 with Project and Mitigation Conditions

Refer to StreetScore+ white paper for criteria definitions.

Bike StreetScore by Intersection	**North-Leg Approach**	**South-Leg Approach**
	Input	**Input**
View Basic Roadway Characteristics?	+	+
Roadway Name	Junipero Serra Boulevard / Foothill Expressway	Junipero Serra Boulevard / Foothill Expressway
at	Page Mill Road	Page Mill Road
ADT (average daily traffic)	>15000	>15000
Prevailing Speed in MPH (use posted speed limit if speed data is not available)	35	35
Is there a raised median?	Yes	Yes
Number of Total Travel Lanes	6	6
What is the bicycle facility type?	Bicycle Lane	Bicycle Lane
Is the intersection signalized?	Yes	Yes
Is there a right turn lane?	Yes,76-150'	Yes,76-150'
Does the right turn lane start abruptly with a 8:1-10:1 taper?	Yes	No
Is there more than one right-turn lane?	No	No
What is the right-turn speed?	20	20
What is the bicyclist movement across the conflict area?	Bicycle Continues Straight	Bicycle Continues Straight
Does the configuration present additional hazards?	No	No
Segment LTS Score Per Mineta Methodology	**3**	**4**
Street Score+ LTS Score	**3**	**4**

Attachment D

Freeway Segment Calculations

Four-Lane Page Mill Road Cumulative (2035) Freeway Analysis for the Stanford 2018 General Use Permit

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 - Northbound																						
Saratoga Avenue to De Anza Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	42	7	0.0%	25%	0.9%	0.2%	NO	NO
Saratoga Avenue to De Anza Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	29	5	1.0%	0%	0.6%	0.2%	NO	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.05	YES	NO	46	8	0.8%	25%	1.0%	0.2%	**YES**	NO
De Anza Boulevard to Stevens Creek Boulevard	0.4	PM	2	-	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	32	6	0.0%	0%	0.7%	0.2%	NO	NO
Stevens Creek Boulevard to I-280	0.63	AM	2	-	2	2	4600	3300	>1.0	0.04	>1.0	0.04	YES	NO	51	9	1.9%	0%	1.1%	0.3%	**YES**	NO
Stevens Creek Boulevard to I-280	0.63	PM	2	-	2	2	4600	3300	0.97	0.03	0.98	0.03	NO	NO	36	6	1.0%	0%	0.8%	0.2%	NO	NO
State Route 85 - Southbound																						
I-280 to Stevens Creek Boulevard	0.4	AM	2	1	3	2	6900	3300	0.93	0.03	0.93	0.03	NO	NO	27	3	0.0%	0.0%	0.4%	0.1%	NO	NO
I-280 to Stevens Creek Boulevard	0.4	PM	2	1	3	2	6900	3300	>1.0	0.04	>1.0	0.04	YES	NO	50	9	1.0%	0.0%	0.7%	0.3%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	AM	2	1	2	2	4600	3300	>1.0	0.02	>1.0	0.02	YES	NO	24	3	1.0%	0.0%	0.5%	0.1%	NO	NO
Stevens Creek Boulevard to De Anza Boulevard	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	45	8	0.9%	0.0%	1.0%	0.2%	**YES**	NO
De Anza Boulevard to Saratoga Avenue	0.94	AM	2	1	2	2	4600	3300	1	0.02	1	0.02	YES	NO	20	4	0.0%	0.0%	0.4%	0.1%	NO	NO
De Anza Boulevard to Saratoga Avenue	0.94	PM	2	1	2	2	4600	3300	>1.0	0.03	>1.0	0.03	YES	NO	41	7	0.9%	0.0%	0.9%	0.2%	NO	NO
US 101 - Northbound (Santa Clara County)																						
SR 237 to Moffett Boulevard	0.2	AM	3	1	3	2	6900	3300	1	0.13	>1.0	0.13	YES	NO	37	6	1.0%	0.0%	0.5%	0.2%	NO	NO
SR 237 to Moffett Boulevard	0.2	PM	3	1	3	2	6900	3300	0.89	0.04	0.89	0.04	NO	NO	23	4	0.0%	0.0%	0.3%	0.1%	NO	NO
Moffett Boulevard to SR 85	1.48	AM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.13	YES	NO	37	6	1.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 85	1.48	PM	3	1	3	2	6900	3300	0.88	0.04	0.89	0.04	NO	NO	23	4	1.1%	0.0%	0.3%	0.1%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	46	8	0.7%	0.0%	0.7%	0.2%	NO	NO
SR 85 to N. Shoreline Boulevard	1.84	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	30	4	0.0%	0.0%	0.4%	0.1%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	46	8	0.8%	0.0%	0.7%	0.2%	NO	NO
N. Shoreline Boulevard to Rengstorff Avenue	0.9	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	AM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.12	YES	NO	46	8	1.0%	0.0%	0.7%	0.2%	NO	NO
Rengstorff Avenue to San Antonio Avenue	0.8	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	29	5	0.0%	0.0%	0.4%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	42	7	0.9%	12.5%	0.6%	0.2%	NO	NO
San Antonio Avenue to Oregon Expressway/Embarcadero Road	1.33	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	25	5	0.0%	0.0%	0.4%	0.2%	NO	NO
US 101 - Northbound (San Mateo County)																						
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
Embarcadero Road/Oregon Expressway to University Avenue*	0.89	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	5	1	0.0%	0.0%	0.1%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Willow Road (SR 84)*	0.98	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	AM	3	1	3	2	6900	3300	0.99	0.08	0.99	0.08	NO	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO
Willow Road (SR 84) to Marsh Road*	1.72	PM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	9	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.09	YES	NO	8	2	0.0%	12.5%	0.1%	0.1%	NO	NO
Marsh Road to Woodside Road*	1.81	PM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	20	3	0.8%	0.0%	0.3%	0.1%	NO	NO
US 101 - Southbound (San Mateo County)																						
Woodside Road to Marsh Road*	0.74	AM	4	-	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	21	4	0.0%	0.0%	0.3%	0.1%	NO	NO
Woodside Road to Marsh Road*	0.74	PM	4	-	3	2	6900	3300	>1.0	0.06	>1.0	0.06	YES	NO	12	2	0.0%	0.0%	0.2%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	AM	4	-	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	10	2	0.0%	0.0%	0.1%	0.1%	NO	NO
Marsh Road to Willow Road (SR 84)*	1.58	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	5	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	4	1	0.0%	0.0%	0.1%	0.0%	NO	NO
Willow Road (SR 84) to University Avenue*	0.16	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	2	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	AM	4	-	3	2	6900	3300	>1.0	0.1	>1.0	0.1	YES	NO	0	0	0.0%	0.0%	0.0%	0.0%	NO	NO
University Avenue to Embarcadero Road/Oregon Expressway *	0.3	PM	4	-	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	3	1	0.0%	0.0%	0.0%	0.0%	NO	NO

Four-Lane Page Mill Road Cumulative (2035) Freeway Analysis for the Stanford 2018 General Use Permit

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Southbound (Santa Clara County)																						
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	AM	3	1	3	2	6900	3300	>1.0	0.08	>1.0	0.08	YES	NO	19	3	0.0%	0.0%	0.3%	0.1%	NO	NO
Oregon Expressway/Embarcadero Road to San Antonio Avenue	1.85	PM	3	1	3	2	6900	3300	>1.0	0.09	>1.0	0.09	YES	NO	39	7	0.9%	0.0%	0.6%	0.2%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	20	4	0.0%	0.0%	0.3%	0.1%	NO	NO
San Antonio Avenue to Rengstorff Avenue	0.71	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	44	8	0.9%	8.3%	0.6%	0.2%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	AM	3	1	3	2	6900	3300	>1.0	0.07	>1.0	0.07	YES	NO	20	4	0.0%	0.0%	0.3%	0.1%	NO	NO
Rengstorff Avenue to N. Shoreline Boulevard	1.01	PM	3	1	3	2	6900	3300	>1.0	0.12	>1.0	0.13	YES	NO	44	8	0.0%	8.3%	0.6%	0.2%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	AM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	20	4	0.0%	0.0%	0.3%	0.1%	NO	NO
N. Shoreline Boulevard to SR 85	0.38	PM	3	1	3	2	6900	3300	>1.0	0.03	>1.0	0.03	YES	NO	44	8	0.6%	0.0%	0.6%	0.2%	NO	NO
SR 85 to Moffett Boulevard	0.33	AM	3	1	3	2	6900	3300	0.9	0.05	0.9	0.05	NO	NO	16	3	0.0%	0.0%	0.2%	0.1%	NO	NO
SR 85 to Moffett Boulevard	0.33	PM	3	1	3	2	6900	3300	>1.0	0.14	>1.0	0.14	YES	NO	36	6	0.0%	0.0%	0.5%	0.2%	NO	NO
Moffett Boulevard to SR 237	1.68	AM	3	1	3	2	6900	3300	0.91	0.05	0.91	0.05	NO	NO	16	3	0.0%	0.0%	0.2%	0.1%	NO	NO
Moffett Boulevard to SR 237	1.68	PM	3	1	3	2	6900	3300	>1.0	0.13	>1.0	0.14	YES	NO	36	6	0.9%	7.7%	0.5%	0.2%	NO	NO
Interstate 280 - Northbound (Santa Clara County)																						
Lawrence Expressway to Wolfe Road	0.85	AM	3	1	3	1	6900	1650	0.93	0.16	0.93	0.17	NO	NO	61	11	0.0%	6.3%	0.9%	0.7%	NO	NO
Lawrence Expressway to Wolfe Road	0.85	PM	3	1	3	1	6900	1650	0.99	0.11	0.99	0.11	NO	NO	44	7	0.0%	0.0%	0.6%	0.4%	NO	NO
Wolfe Road to De Anza Boulevard	1.57	AM	3	1	3	1	6900	1650	>1.0	0.15	>1.0	0.16	YES	NO	68	12	1.0%	6.7%	1.0%	0.7%	**YES**	NO
Wolfe Road to De Anza Boulevard	1.57	PM	3	1	3	1	6900	1650	0.91	0.11	0.92	0.11	NO	NO	52	5	1.1%	0.0%	0.8%	0.3%	NO	NO
De Anza Boulevard to SR 85	2.26	AM	3	1	3	1	6900	1650	0.88	0.11	0.9	0.11	NO	NO	76	13	2.3%	0.0%	1.1%	0.8%	NO	NO
De Anza Boulevard to SR 85	2.26	PM	3	1	3	1	6900	1650	0.96	0.08	0.96	0.08	NO	NO	57	6	0.0%	0.0%	0.8%	0.4%	NO	NO
SR 85 to Foothill Expressway	1.62	AM	3	1	3	1	6900	1650	>1.0	0.1	>1.0	0.12	YES	NO	127	22	1.7%	20.0%	1.8%	1.3%	**YES**	NO
SR 85 to Foothill Expressway	1.62	PM	3	1	3	1	6900	1650	>1.0	0.05	>1.0	0.06	YES	NO	93	12	0.8%	20.0%	1.3%	0.7%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	AM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.09	YES	NO	127	22	1.9%	12.5%	1.8%	1.3%	**YES**	NO
Foothill Expressway to Magdalena Avenue	1.3	PM	3	1	3	1	6900	1650	0.89	0.04	0.9	0.05	NO	NO	89	16	1.1%	25.0%	1.3%	1.0%	NO	NO
Magdalena Avenue to El Monte Road	1.14	AM	3	-	4	-	9200	-	0.82	-	0.84	-	NO	-	125	0	2.4%	-	1.4%	-	NO	-
Magdalena Avenue to El Monte Road	1.14	PM	3	-	4	-	9200	-	0.7	-	0.71	-	NO	-	95	0	1.4%	-	1.0%	-	NO	-
El Monte Road to La Barranca Road	1.1	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	119	0	1.2%	-	1.3%	-	NO	-
El Monte Road to La Barranca Road	1.1	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	93	0	1.3%	-	1.0%	-	NO	-
La Barranca Road to Page Mill Road	0.59	AM	4	-	4	-	9200	-	0.82	-	0.83	-	NO	-	119	0	1.2%	-	1.3%	-	NO	-
La Barranca Road to Page Mill Road	0.59	PM	4	-	4	-	9200	-	0.77	-	0.78	-	NO	-	93	0	1.3%	-	1.0%	-	NO	-
Page Mill Road to Alpine Road	1.16	AM	4	-	4	-	9200	-	0.78	-	0.78	-	NO	-	36	0	0.0%	-	0.4%	-	NO	-
Page Mill Road to Alpine Road	1.16	PM	4	-	4	-	9200	-	0.91	-	0.92	-	NO	-	33	0	1.1%	-	0.4%	-	NO	-
Interstate 280 - Northbound (San Mateo County)																						
Alpine Road to Sand Hill Road*	0.74	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	7	0	0.0%	-	0.1%	-	NO	-
Alpine Road to Sand Hill Road*	0.74	PM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	12	0	0.0%	-	0.1%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	AM	4	-	4	-	9200	-	0.79	-	0.79	-	NO	-	47	0	0.0%	-	0.5%	-	NO	-
Sand Hill Road to Woodside Road*	2.53	PM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	107	0	1.0%	-	1.2%	-	**YES**	-
Woodside Road to Farm Hill Boulevard*	1.49	AM	4	-	4	-	9200	-	0.75	-	0.75	-	NO	-	47	0	0.0%	-	0.5%	-	NO	-
Woodside Road to Farm Hill Boulevard*	1.49	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	107	0	1.1%	-	1.2%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	AM	4	-	4	-	9200	-	0.75	-	0.76	-	NO	-	42	0	1.3%	-	0.5%	-	NO	-
Farm Hill Boulevard to Canada Road*	2.63	PM	4	-	4	-	9200	-	0.92	-	0.93	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-
Canada Road to Edgewood Road*	0.4	AM	4	-	4	-	9200	-	0.81	-	0.81	-	NO	-	42	0	0.0%	-	0.5%	-	NO	-
Canada Road to Edgewood Road*	0.4	PM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	96	0	1.1%	-	1.0%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	AM	4	-	4	-	9200	-	0.89	-	0.89	-	NO	-	38	0	0.0%	-	0.4%	-	NO	-
Edgewood Road to Sheep Camp Trail *	0.39	PM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	86	0	0.0%	-	0.9%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	AM	6	-	6	-	13800	-	0.59	-	0.6	-	NO	-	38	0	1.7%	-	0.3%	-	NO	-
Sheep Camp Trail to SR 92*	0.39	PM	6	-	6	-	13800	-	0.69	-	0.7	-	NO	-	86	0	1.4%	-	0.6%	-	NO	-

Four-Lane Page Mill Road Cumulative (2035) Freeway Analysis for the Stanford 2018 General Use Permit

Freeway Segment[1]	Segment Length[2]	Peak Hour[2]	Existing		Cumulative (2035) No Project						Cumulative (2035) Plus Full Offset Project											
			Lanes[2]		Lanes[3]		Capacity[4]		v/c[5]		v/c[5]		v/c > 1.0?		Project Trips		v/c % Increase		Project Contribution to Capacity		Project Impact?[6]	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 - Southbound (San Mateo County)																						
SR 92 to Sheep Camp Trail *	1.57	AM	5	-	6	-	13800	-	0.71	-	0.72	-	NO	-	95	0	1.4%	-	0.7%	-	NO	-
SR 92 to Sheep Camp Trail *	1.57	PM	5	-	6	-	13800	-	0.65	-	0.65	-	NO	-	54	0	0.0%	-	0.4%	-	NO	-
Sheep Camp Trail to Edgewood Road*	1.57	AM	4	-	4	-	9200	-	>1.0	-	>1.0	-	YES	-	95	0	0.9%	-	1.0%	-	**YES**	-
Sheep Camp Trail to Edgewood Road*	1.57	PM	4	-	4	-	9200	-	0.97	-	0.97	-	NO	-	54	0	0.0%	-	0.6%	-	NO	-
Edgewood Road to Canada Road*	0.85	AM	4	-	4	-	9200	-	0.93	-	0.94	-	NO	-	105	0	1.1%	-	1.1%	-	NO	-
Edgewood Road to Canada Road*	0.82	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	60	0	0.0%	-	0.7%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	AM	4	-	4	-	9200	-	0.94	-	0.95	-	NO	-	105	0	1.1%	-	1.1%	-	NO	-
Canada Road to Farm Hill Boulevard*	0.59	PM	4	-	4	-	9200	-	0.84	-	0.84	-	NO	-	60	0	0.0%	-	0.7%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	AM	4	-	4	-	9200	-	0.95	-	0.96	-	NO	-	117	0	1.1%	-	1.3%	-	NO	-
Farm Hill Boulevard to Woodside Road*	0.51	PM	4	-	4	-	9200	-	0.84	-	0.85	-	NO	-	67	0	1.2%	-	0.7%	-	NO	-
Woodside Road to Sand Hill Road*	0.4	AM	4	-	4	-	9200	-	0.99	-	1	-	YES	-	117	0	1.0%	-	1.3%	-	**YES**	-
Woodside Road to Sand Hill Road*	0.4	PM	4	-	4	-	9200	-	0.86	-	0.86	-	NO	-	67	0	0.0%	-	0.7%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	AM	4	-	4	-	9200	-	0.9	-	0.9	-	NO	-	8	0	0.0%	-	0.1%	-	NO	-
Sand Hill Road to Alpine Road*	0.49	PM	4	-	4	-	9200	-	0.79	-	0.79	-	NO	-	11	0	0.0%	-	0.1%	-	NO	-
Interstate 280 - Southbound (Santa Clara County)																						
Alpine Road to Page Mill Road	1.69	AM	4	-	4	-	9200	-	0.89	-	0.89	-	NO	-	24	0	0.0%	-	0.3%	-	NO	-
Alpine Road to Page Mill Road	1.69	PM	4	-	4	-	9200	-	0.81	-	0.81	-	NO	-	40	0	0.0%	-	0.4%	-	NO	-
Page Mill Road to La Barranca Road	0.27	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	66	0	1.3%	-	0.7%	-	NO	-
Page Mill Road to La Barranca Road	0.27	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	122	0	2.4%	-	1.3%	-	NO	-
La Barranca Road to El Monte Road	1.05	AM	4	-	4	-	9200	-	0.78	-	0.79	-	NO	-	66	0	1.3%	-	0.7%	-	NO	-
La Barranca Road to El Monte Road	1.05	PM	4	-	4	-	9200	-	0.84	-	0.86	-	NO	-	122	0	2.4%	-	1.3%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	AM	3	-	4	-	9200	-	0.68	-	0.69	-	NO	-	68	0	1.5%	-	0.7%	-	NO	-
El Monte Road to Magdalena Avenue	1.07	PM	3	-	4	-	9200	-	0.86	-	0.87	-	NO	-	127	0	1.2%	-	1.4%	-	NO	-
Magdalena Avenue to Foothill Expressway	0.51	AM	3	1	3	1	6900	1650	0.88	0.03	0.88	0.03	NO	NO	64	11	0.0%	0.0%	0.9%	0.7%	NO	NO
Magdalena Avenue to Foothill Expressway	0.51	PM	3	1	3	1	6900	1650	>1.0	0.07	>1.0	0.08	YES	NO	125	22	1.8%	28.6%	1.8%	1.3%	**YES**	NO
Foothill Expressway to SR 85	1.25	AM	3	1	3	1	6900	1650	1	0.04	>1.0	0.04	YES	NO	65	10	1.0%	0.0%	0.9%	0.6%	NO	NO
Foothill Expressway to SR 85	1.25	PM	3	1	3	1	6900	1650	>1.0	0.08	>1.0	0.1	YES	NO	125	22	1.5%	11.1%	1.8%	1.3%	**YES**	NO
SR 85 to De Anza Boulevard	0.93	AM	3	1	3	1	6900	1650	0.8	0.05	0.81	0.05	NO	NO	40	5	1.3%	0.0%	0.6%	0.3%	NO	NO
SR 85 to De Anza Boulevard	0.93	PM	3	1	3	1	6900	1650	>1.0	0.06	>1.0	0.07	YES	NO	75	13	1.9%	0.0%	1.1%	0.8%	**YES**	NO
De Anza Boulevard to Wolfe Road	1.19	AM	3	1	3	1	6900	1650	0.91	0.08	0.91	0.08	NO	NO	37	4	0.0%	0.0%	0.5%	0.2%	NO	NO
De Anza Boulevard to Wolfe Road	1.19	PM	3	1	3	1	6900	1650	0.99	0.11	1	0.12	YES	NO	67	12	1.0%	9.1%	1.0%	0.7%	**YES**	NO
Wolfe Road to Lawrence Expressway	1.56	AM	3	1	3	1	6900	1650	0.82	0.07	0.82	0.07	NO	NO	32	5	0.0%	0.0%	0.5%	0.3%	NO	NO
Wolfe Road to Lawrence Expressway	1.56	PM	3	1	3	1	6900	1650	>1.0	0.11	>1.0	0.11	YES	NO	60	11	0.9%	9.1%	0.9%	0.7%	NO	NO

Notes:

Bold text indicates unacceptable operations (V/C ratio>1)

Bold and highlighted indicates a significant impact.

1. AM = morning peak hour, PM= evening peak hour

2. Existing lanes within Santa Clara County are from 2014 and are presented in the VTA *2014 Conformance and Monitoring Report* . Exsiting lanes within San Mateo County are from 2015 and a presented in the *C/CAG Level of Service and Performance Measure Monitoring Report 2015* .

3. The 2018 freeway network was obtained from VTA staff for use in the 2020 forecasting model and was assumed to be completed by 2018.

4. Freeway capacity is assumsed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed-flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.

5. V/C= volume-to-capcity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.

6. If the Project causes a freeway segment to increase from a V/C ratio<1 to a V/C ratio>1 or contirbutes more than one percent of capacity on a freeweay segment already operating at a V/C ratio>1, then the Project is considered to have an impact.

*These segments are in San Mateo County. The C/CAG Final San Mateo Congestion Management Program-2011 (November,2011), reports the worst roadway segment operation. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.

Attachment E

Transit Delay Calculations

Transit Route	Direction	Scenario	Delay	Int 1	Mvt 1	Int 2	Mvt 2	Int 3	Mvt 3	Int 4	Mvt 4	Int 5	Mvt 5	Int 6	Mvt 6	Int 7	Mvt 7	Int 8	Mvt 8	Int 9	Mvt 9	Int 10	Mvt 10	Int 11	Mvt 11	Int 12	Mvt 12	Int 13	Mvt 13	Int 14	Mvt 14	Int 15	Mvt 15
VTA Route 22	EB	2035 AM	367.4	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Project AM	379.6	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 PM	402.3	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	EB	2035 with Project PM	438.1	47	WBT	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 22	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Project AM	426.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 22	WB	2035 with Project PM	419	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 35	SB	2035 AM	381.3	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Project AM	393.1	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 PM	590.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	SB	2035 with Project PM	612.6	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	66	SBT	21	SBT	69	SBT	54	NBR												
VTA Route 35	NB	2035 AM	570.5	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Project AM	587.2	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 PM	527.6	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 35	NB	2035 with Project PM	540.8	35	WBR	46	WBT	47	SBR	56	WBR	66	NBT	21	NBT	69	NBT	54	NBR														
VTA Route 89	NB	2035 AM	320.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Project AM	323	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 PM	272.7	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	NB	2035 with Project PM	272.8	30	WBT	29	EBT	19	NBT	52	EBT																						
VTA Route 89	SB	2035 AM	331.8	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Project AM	332.7	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 89	SB	2035 with Project PM	244.4	30	EBT	29	WBT	19	SBT	52	WBT																						
VTA Route 102	NB	2035 AM	115.3	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	NB	2035 with Project AM	116.4	20	EBR	19	NBR	29	EBT	15	EBR	114	NBR																				
VTA Route 102	SB	2035 PM	211.1	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 102	SB	2035 with Project PM	227.8	20	NBL	19	WBL	29	WBT	15	NBL	114	WBT																				
VTA Route 104	EB	2035 PM	458.1	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	EB	2035 with Project PM	462	29	EBT	19	NBR	20	EBT	58	SBL	69	EBT	83	EBT																		
VTA Route 104	WB	2035 AM	458.2	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 104	WB	2035 with Project AM	484.5	29	WBT	19	WBL	20	WBT	58	WBR	69	NBL																				
VTA Route 522	EB	2035 AM	399	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Project AM	408.1	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 PM	442.8	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	EB	2035 with Project PM	476.9	47	SBR	46	WBL	48	SBT	49	SBT	50	SBT	51	SBT	52	SBT	20	SBT	53	SBT	54	SBT										
VTA Route 522	WB	2035 AM	406	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Project AM	426.9	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 PM	401.6	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
VTA Route 522	WB	2035 with Project PM	419	47	NBR	48	NBT	49	NBT	50	NBT	51	NBT	52	NBT	20	NBT	53	NBT	54	NBT												
SamTrans Route 281	EB	2035 AM	462	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Project AM	468.5	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 PM	513.4	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	EB	2035 with Project PM	523	11	NBR	12	EBR	45	SBT	46	SBL	47	EBT	55	NBR	64	EBT	77	EBT	78	EBT	79	EBT	80	EBL	73	NBT						
SamTrans Route 281	WB	2035 AM	408.1	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Project AM	411.2	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 PM	395.3	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route 281	WB	2035 with Project PM	393.4	35	WBR	46	WBT	47	SBR	64	WBT	77	WBT	78	WBT	79	WBT	80	SBR	73	SBT												
SamTrans Route ECR	NB	2035 AM	263.1	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Project AM	261.8	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 PM	379.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	NB	2035 with Project PM	389.4	45	NBT	12	NBT	44	NBT	43	NBT	42	NBT	41	NBT	40	NBT	39	NBT	38	NBT	37	NBT										
SamTrans Route ECR	SB	2035 AM	284.8	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Project AM	287.9	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 PM	359.4	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
SamTrans Route ECR	SB	2035 with Project PM	363.6	47	EBT	46	SBL	45	SBT	12	SBT	44	SBT	43	SBT	42	SBT	41	SBT	40	SBT	39	SBT	38	SBT	37	SBT						
AC Transit Dumbarton	EB	2035 AM	373.2	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Project AM	372.8	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 PM	571.4	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	EB	2035 with Project PM	578.8	36	EBT	46	EBT	47	EBT	55	NBR	64	EBL	63	NBT	62	NBR	72	EBT	84	EBT	85	EBT	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT
AC Transit Dumbarton	WB	2035 AM	490.9	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Project AM	513.5	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 PM	488.8	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton	WB	2035 with Project PM	498	36	WBT	46	WBT	47	SBR	55	WBL	64	SBR	63	SBT	62	WBL	72	WBT	84	WBT	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	EB	2035 AM	527.7	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Project AM	529.2	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 PM	763	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		
AC Transit Dumbarton 1	EB	2035 with Project PM	771.6	17	WBT	16	WBT	15	WBL	29	EBT	19	NBR	20	EBT	21	EBT	22	NBT	85	NBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT		

AC Transit Dumbarton 1	WB	2035 AM	655.4	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Project AM	686.5	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 PM	559.3	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC Transit Dumbarton 1	WB	2035 with Project PM	585.5	17	EBT	16	EBT	15	NBR	29	WBT	19	WBL	20	WBT	21	WBT	22	SBT	84	WBR	85	WBT	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT
AC U Line	EB	2035 PM	565.5	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	EB	2035 with Project PM	594.9	35	EBR	36	SBT	48	EBT	82	EBT	66	EBT	67	EBT	84	WBR	73	EBT	74	EBT	75	EBT	76	EBR	81	EBT						
AC U Line	WB	2035 AM	345.5	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
AC U Line	WB	2035 with Project AM	362.5	36	NBL	48	WBT	82	WBT	66	WBT	67	WBT	85	NBR	73	WBT	74	WBT	75	WBT	76	NBL	81	WBT								
Embarcadero Shuttle	EB	2035 AM	306.7	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Project AM	312.6	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 PM	288.1	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	EB	2035 with Project PM	302.3	55	NBR	47	WBT	46	WBL	48	SBL	82	EBT	66	EBT	67	EBT	68	EBT														
Embarcadero Shuttle	WB	2035 AM	293.6	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Project AM	305.4	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 PM	287.2	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Embarcadero Shuttle	WB	2035 with Project PM	287.5	47	NBR	48	WBR	82	WBT	66	WBT	67	WBT	68	WBT																		
Crosstown Shuttle	EB	2035 AM	110.8	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Project AM	111.6	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 PM	315.1	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	EB	2035 with Project PM	324	55	NBR	21	SBT	69	SBR																								
Crosstown Shuttle	WB	2035 AM	391.3	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Project AM	420.4	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 PM	206.9	55	WBL	21	NBT	69	SBR																								
Crosstown Shuttle	WB	2035 with Project PM	213.2	55	WBL	21	NBT	69	SBR																								